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The 14th Annual Smart Growth Awards

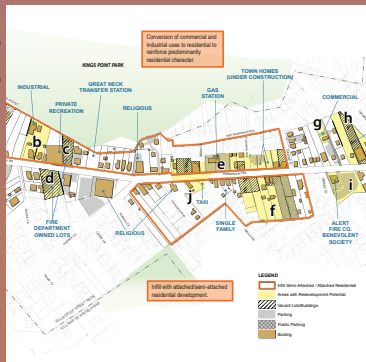
Celebrating the people, projects and policies advancing Smart Growth on Long Island



Mix land uses Take advantage of compact building design Create housing choices for a range of household types, family sizes and incomes Create walkable neighborhoods Foster distinctive, attractive communities with a strong sense of place Preserve open space, farmland, historic buildings and critical environmental areas Strengthen existing communities and achieve more balanced regional de-



velopment Provide a variety of transportation choices Make development decisions predictable, fair and cost effective Encourage citizen and stakeholder participation in development decisions Utilize clean energy and green building development Mix land uses Take advantage of compact building design Create housing choices for a range of household types, family sizes and incomes Create walkable



Encourage citizen and stakeholder participation in development decisions Utilize clean energy and green building development

"Be the change that you wish to see in the world." — Mahatma Gandhi

Since the beginning, Vision Long Island has been an organization that believed Long Island is a "community of communities". Each downtown, neighborhood, and village has its own authentic appeal. While there is a place for regional planning, we have taken our focus to our downtowns since they are the major drivers of Long Island's economy.



Now, we are seeing the trends of people from our millennials to Baby Boomers who are choosing to live, work, and play in downtown areas because it provides higher quality of life and more recreational activities than ever before. Communities like the Village of Patchogue, Mineola, Farmingdale and Westbury have put a significant investment in their downtowns and already seeing the benefits of a vibrant main street. Others like Huntington Station and the Village of Freeport have begun their redevelopment process understanding the importance of engaging local community and business leaders to advance revitalization efforts.

But no matter how diverse, the framework of our downtowns consists of small businesses, affordable housing, transit-oriented development, walkability, and environmental protection to be successful. These are the principles that Vision Long Island will continue to be an advocate for but more support is needed.

We realized that in order to solve the problems of Long Island, we need Long Island to participate. The honorees of this year's exemplify the types of leadership that do just that. Vision Long Island Board and staff would like to thank each one of the honorees for their dedication to implementing Smart Growth across the island.

Robert Fonti
Co-Chair
Vision Long Island

"Every great dream begins with a dreamer. Always remember, you have within you the strength, the patience, and the passion to reach for the stars to change the world." — Harriet Tubman

The Honorees we are celebrating today, and everyone who is moving good projects along, are daring to change their world for the better. We are all reaching for the stars, or should be.



It is a passion of mine, of my co-Chair Bob Fonti, and of the Board and the Staff of Vision to see our communities become more livable, economically sustainable, and environmentally responsible through Smart Growth. An important component of Smart Growth is that are our downtowns provide a sense of place; that they include a broad variety of local businesses and other features that make for an interesting experience. Through our town and village tours, I have experienced many great downtowns and villages. No two are alike. They each have unique opportunities for shopping, dining and entertainment that help give an identity to a community. To keep them vibrant, we must encourage local shopping to support them and spread the message about how important these places are to the health of our region, and ourselves. With our continued leadership and support, they can continue to thrive.

Leadership is the capacity to translate vision into reality. Our Honorees have done just that. They are true leaders in their communities who are making a difference. We are proud to recognize the leadership shown by these individuals and organizations. Day after day they model that "patience and passion needed to reach for the stars to change the world."

Thank you all for joining us today in support of our Honorees and in encouragement of each other.

Trudy Fitzsimmons
Co-Chair
Vision Long Island

Continued Progress on Main Street...

Daily news reports remind us of struggles in Washington and Albany. What is often missing in this coverage is what's happening on Main Street.



This year we passed the 10,000 mark of Transit Oriented Development units approved over the last 8 years, with projects in over 25 communities. 15 more communities have plans for TOD growth and these 40 downtowns combined are considering 12,000 units, which are currently moving through the planning process.

Downtown redevelopment is not just about providing housing choices - 57 of 103 Long Island downtown business districts have active revitalization programs encompassing restaurant and retail growth, office space attraction, arts and music diversity, public spaces, complete streets, increased events/festivals/fairs and beautification.

Village mayors and some town officials are stepping forward to help proactively manage and grow our downtowns. There are over 80 local organizations that also work towards these goals, often with the local governments. Their leadership demonstrates the strength of our collective movement.

Signs of progress include: The Federal government has stepped forward due to the leadership of Senator Chuck Schumer and the entire delegation to provide sewer assistance for Bay Park, Mastic and Shirley and other downtown initiatives. Additionally, more money for downtown projects has come from the State than in past years. Our Nassau and Suffolk County Executives and Presiding Officers are working collaboratively with local communities and municipalities to provide infrastructure assistance and incentives for downtown growth.

Few people would have thought that a proposed regional mall in Syosset would now be a proposed mixed use town center designed by a principal of the New Urbanist movement. Not only does this project have public support, but Heartland Town Square in Brentwood also generated radically more support than a proposal for a local fast food restaurant. Likewise, few would have thought that in the car culture of Long Island, there would be 40 traffic calming projects underway with policies in place to make walkability a future reality.

To bring a stronger voice to Main Streets, an Alliance of Chambers has formed in Suffolk County to join longstanding small business leadership in Nassau. They are working on legislation to bring financing for job growth to their local businesses.

Post-Sandy, the strongest leadership is still at the grassroots level with community groups rebuilding through the Friends of Long Island support network. What makes these efforts easier is that the national and local market trends are aligned for financing of downtown projects, a customer base that values authentic, active places and a trend towards infrastructure investment.

We still have many issues to grapple with: The small business community is seeing anemic growth and doesn't easily benefit from existing economic development programs. Workers and college students need better bus service and other transportation alternatives. There are still select projects planned regionally with minimal to no community support such as: luxury towers in Long Beach; casinos in Nassau County; and a sand mining-freight rail terminal in Yaphank.

These conflicts waste time, money and goodwill. Many lessons can be learned here but gladly these are the exceptions rather than the rule. The public still is distrustful of many big things - business, government, non-profits and some large scale projects. Conversely, trust for local government, small business and community initiatives is still intact. We still have a plethora of competing large scale plans and agendas. We have work to do to align the priorities of regional and special interests with those of Long Island's many local communities. We still need flexibility in regulations and our fair share of resources from our federal and state governments.

Despite these challenges, our honorees instruct us that we have more tools to work with than ever. If we learn from past mistakes and have the wisdom to build on what is actually working we will have the strength to manage success.

Our honorees today speak to the positive state of the Smart Growth movement, which is very healthy and has much to look forward to. We love this Island and our local communities - let's support the folks that are making it a better place!

Eric Alexander
Director
Vision Long Island





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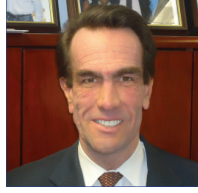
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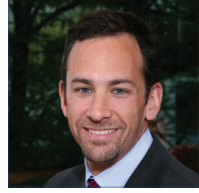
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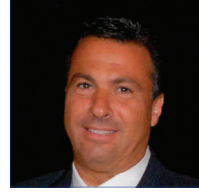
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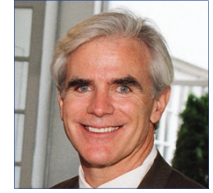
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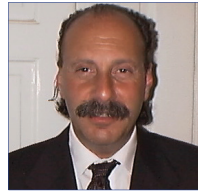
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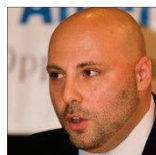
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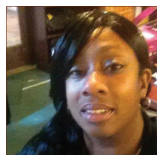
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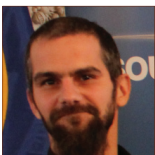
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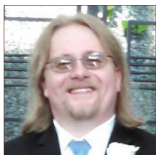
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VISION LONG ISLAND STAFF

KIRSTEN E. GILLIBRAND
NEW YORK



UNITED STATES SENATOR

June 12, 2015

Dear Friends,

It is a privilege to welcome all of you attending Vision Long Island's 14th Annual Smart Growth Awards, celebrating the individuals and organizations that display true Smart Growth leadership in advancing projects, policies, regulations and initiatives. It gives me special pleasure to congratulate all of tonight's amazing honorees for their dedication to the mission and values of Vision Long Island.

I am grateful for organizations like Vision Long Island, and tonight's honorees for their unwavering commitment to livable, economically sustainable, and environmentally responsible growth on Long Island. Through relentless consultation, community engagement and research, Vision Long Island has led the charge towards revitalization, planning and infrastructure in countless communities all over Long Island.

Please accept my best wishes for a wonderful event and much future success.

Sincerely,

A handwritten signature in blue ink that reads "Kirsten Gillibrand".

Kirsten Gillibrand
United States Senator



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

June 12, 2015

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



Dear Friends:

Greetings to all those gathered this afternoon for the 14th Annual Smart Growth Awards celebration hosted by Vision Long Island. Since its inception, Vision Long Island has worked to promote comfortable, attractive communities and sustainable economic growth through broad-based, farsighted regional planning.

Special congratulations are due to all of Vision Long Island's *Smart Growth Award 2015 honorees*. Their outstanding leadership, creativity and accomplishments are truly worthy of your recognition.

Vision Long Island recognizes that the principles of Smart Growth are multidimensional and require the cooperation of government officials, businesses, not-for-profit organizations and other regional stakeholders. One of the hallmarks of Vision Long Island's approach is to encourage community-based planning; robust engagement by residents helps ensure that the many aspects and implications of a given policy, project, or initiative receive ample consideration. Among the areas that Vision Long Island targets to help enhance the quality of life over the long term are mixed-use development, affordable housing, environmental health and safety, open space and historic preservation, transportation improvements, clean energy and energy efficiency, and downtown revitalization. The dedicated officers, board, staff and supporters of Vision Long Island are helping create communities that embody the values and aspirations of their residents, and building a brighter future on Long Island.

Best wishes for a joyful celebration and continued success.

Sincerely,

Thomas P. DiNapoli
State Comptroller

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 2,000 presentations to government, business and community groups
- Smart Growth Advocacy and Policy Development: Ongoing advocacy in Albany and Washington in the areas of transportation, sewer infrastructure, green energy and economic development helping to shape more than 80 code, policy and regulatory changes. These efforts culminate in broadly supported "Blueprint for Smart Growth," informing planning regionwide
- SmartTalk - our e-newsletter reaches 25,000 Long Islanders weekly. Social media efforts include a presence on Facebook, Twitter, an Instagram, and YouTube channel
- Community Visioning & Charrette Planning: Work in communities on visionings, charrettes and the advancement of community projects. Communities include: Hicksville, Riverhead, Gordon Heights, Huntington, Mastic/Shirley, Bay Shore, Kings Park, Farmingdale, Central Islip, Monorhaven, Lake Ronkonkoma/West, Farmingville, Southampton, West Babylon, Coram/Middle Island, and Mastic Beach.
- Design and Technical Assistance: Implementing downtown, commercial corridor and infill development plans. Key projects include transit-oriented development, public infrastructure and clean energy
- Convening Regional Leadership and Smart Growth: Hosting the Smart Growth Summit, Smart Growth Awards and special workshops; Organizing the Smart Growth Working Group, Long Island Lobby Day Coalition, Long Island Business Council, Long Island Lobby Day, Long Island Complete Streets Coalition, and Friends of Long Island

GOALS

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

VISIONS ACROSS LONG ISLAND 2000-2015



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Transit Oriented Development

Implementing Transit Oriented Development



Vision Long Island has helped to advance transit oriented development and infrastructure investments through a series of projects and actions in multiple communities across Long Island in 2014-2015. Transit oriented development efforts currently underway on Long Island fall into four categories: (1) completed projects; (2) approved projects close to the start of construction; (3) proposals for development projects that are waiting for investment in infrastructure for improved sewers and roads, zoning changes and/or town approvals of site plans; and 4) small infill projects.



bying, advocacy, education efforts and a multitude of behind-the-scenes actions stand behind the process of each and every approval and proposal negotiation. Note that even if a project is currently approved, it is not necessarily built or under construction, as the approval process is just one step of many needed to advance these types of projects.

The role of Vision Long Island, as a non-for-profit education, planning and advocacy organization, is to assist in the approval process, which has consistently been the most vexing for multifamily development, affordable housing and transit oriented development despite the obvious demand.



Without a doubt, transit oriented development will be a major factor in the success of Long Island's housing future. Still much more must be done to foster the necessary zoning changes, affordability, and improvement in the approval process. Long Island has to keep moving in order to meet its 21st Century housing demand and needs an approval projects designed to advance these types of projects who support that demand.

Vision will continue to work diligently to ensure that transit oriented developments take place in coordination with community goals and the broader needs of the region. We readily acknowledge that the work of advancing downtown redevelopment on Long Island is not glamorous, sexy or philanthropy-friendly yet we believe that it is crucial to our regions future.



In categories (1) and (2) there is roughly a total of 3,370 units of transit oriented development that were approved this past year. These units make up over 20 different projects in numerous communities across Long Island within close proximity to employment opportunities. Of those units, approximately 400 were secured as affordable housing which has been increasing in demand not only by millennials, but also within the aging population.



In Nassau County, 10 communities have had project approvals which include the Village of East Rockaway, Village of Freeport, Village of Hempstead, Village of Valley Stream, Village of Farmingdale, Hicksville, City of Glen Cove, Village of Great Neck Plaza, Village of Westbury, and Port Washington.

In Suffolk County, 11 communities have had project approvals which include the Huntington, Village of Babylon, Smithtown, Bayshore, Central Islip, Ronkonkoma, Village of Port Jefferson, Coram, Middle Island, Riverhead and Southampton.



As always, securing approval for developments and community improvements requires compromise and cooperation among developers, local municipalities, and community leaders, resulting in much fluctuation of the strategies and proposals for each community. However, these projects offer opportunities to potentially yield 5,000 additional units of housing, comprised of 1,600 units spread across Long Island and 3,500 units for Phase I of the Heartland development project. In addition to the housing units, over 750,000 square feet of office and retail space, community parks and cultural amenities are envisioned in the early stages of these redevelopments. Some plans are also set to provide additional community benefits.

Naturally, public engagement and continuous communications, lob-



GARVIES

P O I N T

*WE ARE PROUD TO SUPPORT
VISION LONG ISLAND &
THE 2015 SMART GROWTH AWARDS.
CONGRATULATIONS TO THIS YEAR'S HONOREES.*



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Regional Infrastructure

Long Island Lobby Coalition



Another great day for Long Island as the LI Lobby Coalition completed their 7th visit to the state's capital in 6 years. The coalition consisting of over 75 organizations with nearly 40 groups attending the Lobby Day, headed to Albany with an agenda tackling infrastructure projects for sewers, parking, transportation, small business, energy, human services and Sandy reconstruction.

This diverse group representing a range of Main Street businesses, youth, seniors, Sandy rebuilding groups, environmentalists, labor and other regular Long Islanders rallied around a unified message. The message was clear that Long Island, as 14-15% of the New York population should receive more than slated in numerous categories in this year's NYS budget. The numerous projects presented are ready to go and will improve the quality of life of our region, bring jobs, protect our environment and strengthen our communities.

Part of the LILC growth can be attributed to several millennial groups who signed on and/or took the journey to Albany as well. These groups focus on both local and regional issues facing their generation and advocate for solutions to stop long Island's "brain drain".



Throughout the day, the LI Lobby Coalition held a press conference as well as participated in 3 scheduled meetings which were with the LI Assembly delegation hosted by Assemblyman Phil Ramos, the LI Senate Delegation hosted by Senate Majority Leader Dean Skelos and an assortment of Governor Cuomo's staff.

Past and present supporters of the Long Island Lobby Coalition include: AARP American Communities Institute at Dowling College American Planning Association—LI Chapter Baldwin Civic Association 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 DestinationLI Elmont Chamber of Commerce Empire State Future EmPower Solar Friends of Freeport Freeport Chamber of Commerce 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 Island Park Chamber of Commerce Island Harvest Jubilee Recovery Center, Mastic Beach Jobs with Justice Laible and Fitzsimmons Inc. Lake Ronkonkoma Civic Organization Lindy Manpower Long Island Bus Riders Union 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 Nassau County VOA Nassau Legislature Nassau/Suffolk Law Services Neighborhood Network Neighbors Supporting Neighbors Nesconset Chamber of Commerce, Northport Village Merchants Association NY Committee for Occupational Safety and Health New York League of Conservation Voters Operation Splash Pharmacists Society of the State of New York Plainview/Old Bethpage Chamber of Commerce Renaissance Downtowns Roel Resources Save the Forge River Selden Civic Association Signature Organization Source the Station South Yaphank Civic Association Suburban Millennial Institute Sustainability Institute at Molloy College them TV Tri-State Transportation Campaign Uniondale Community Council US Green Building Council—Long Island Chapter Verizon Village of Mastic Beach Vision Long Island Wading River Civic Association Workforce Development Group Youth of Ethical Societies, Long Island Chapter.



2015 Lobby Day Agenda:

INFRASTRUCTURE PROJECTS

- 1) NASSAU COUNTY
 - A. Bay Park Outfall Pipe
 - B. Sunrise Highway Traffic Calming
 - C. Westbury Parking
 - D. Hempstead Parking
 - E. Farmingdale Parking
 - F. Freeport Flood Protection

- 2) SUFFOLK COUNTY
 - A. Huntington Station Sewers
 - B. Emergency Supply Depot, Melville
 - C. Sagtikos Parkway Road Improvements
 - D. Mastic/Shirley Sewers
 - E. West Babylon Flood Mitigation

LEGISLATIVE & BUDGET AGENDA

- 1) SMALL BUSINESS, JOBS, ECONOMIC DEVELOPMENT
 - A. Tax-Deferred IRA Accounts for Small Businesses
- 2) TRANSPORTATION
 - A. MMTOA Restoration for Nassau & Suffolk Bus Systems
 - B. Additional funding for Suffolk Bus
 - C. Give Local Communities Home Rule Flexibility on Speed Limits
- 3) ENERGY & ENVIRONMENTAL
 - A. Safe Disposal of Pharmaceutical Drugs
 - B. Off-Shore Wind
 - C. Solar
- 4) HUMAN SERVICES & CONSUMER ISSUES
 - A. The CARE (Caregiver Advise, Record and Enable) Act
 - B. Establishing an Independent Utility Consumer Advocate
 - C. Work and Save PlanProtection of Main Street Pharmacies
- 5) POST-SANDY
 - A. Expedite Support from NY Rising
 - B. Expedite project funding from CRP



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- Transit Oriented Development
- Transportation Planning
- Traditional Neighborhood Development
- Landscape Architecture
- Site Design
- LEED Design
- Comprehensive Planning
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Nassau County Complete Streets



Street design expert Dan Burden joined Vision Long Island, AARP and Tri-State Transportation Campaign for road audits of Sunrise Highway in Valley Stream, Baldwin and Freeport. Burden is the Executive Director of the Walkable and Livable Communities Institute. The trio of advocates championed the

cause after residents, elected officials and community stakeholders in southern Nassau County learned the state was planning a multi-million overhaul of Sunrise Highway without their feedback.

AARP, Tri-State and Vision asked Burden to fly into town and walk along Sunrise Highway through all three downtowns. With two dozen community members, elected officials and advocates following, Burden meandered through all three downtowns highlighting flaws in road design. He presented participants with a toolbox of solutions, including roundabouts, 9-foot travel lanes, wider sidewalks, post-mounted traffic signals, plants along the road's edge and bicycle lanes.

Traffic lanes larger than 10 feet – 11- and 12-foot lanes were found in Valley Stream and Baldwin – encourage drivers to speed, while traffic lights strung diagonally across an intersection – found in Freeport – are too high for drivers to see pedestrians in the road. Unpainted crosswalks and debris along sidewalks also limit walkability, while pedestrian buttons are largely ignored. Sunrise Highway is broken up into super blocks. These lengthy stretches between crosswalks make jaywalking more of a necessity, as pedestrians are otherwise expected to walk half a mile just to reach an intersection and then another half a mile after crossing it.

Walkability expert Dan Burden's recommendations to make the highway safer for pedestrians and bicyclists were publicly disclosed and presented at a follow up meeting. Attendees to the meeting, includ-

ing a pair of state Department of Transportation (DOT) representatives, met at the Freeport Library to examine Burden's suggestions.

In the short-term, Burden recommended setting the speed limit at 30 MPH within the downtowns. Redesigning roads to encourage slower driving and pedestrian safety would also play a role. That includes narrowing travel lanes to 10 feet as the default width, moving guardrails from the grass to the curb, and making crosswalks more visible. Given a little more time, he believes Sunrise Highway could use mid-block crossings and curb extensions at intersections to reduce crosswalk lengths. His mid-range plans also call for ADA-compliant sidewalks designed with buffers from the street and space for building frontage and driveways narrowed to 14-feet in each direction. In the long-term, Burden also suggested building roundabouts, pedestrian islands and medians with median noses to improve traffic flow and pedestrian safety.

A DOT representative at the meeting implied that the DOT would not likely build any roundabouts. However, she did confirm their plans for Sunrise include more than just repaving, but did not discuss specifics about the project other than revealing that the initial early fall timeline has been thrown out the window with no new deadline in place.

"It's clear that much more is needed to address the ongoing safety issues facing communities along the Sunrise Highway corridor," Vision Director Eric Alexander said. "We hope drawing attention to the needs of these downtowns helps improve safety along the corridor and benefits local businesses."



Suffolk County Complete Streets



The Suffolk County Legislature has voted in favor of amending the 2015-2017 Capital Program that includes \$250,000 annually for Complete Streets.

"The Legislature supported my efforts to establish an annual fund for Complete Streets components to Suffolk County roadway projects. It is not only important to say that Suffolk County supports access for all users, but it's important that we support those ideals with funds to create bike lanes, curbing, sidewalks and signage. Safety for all Suffolk County residents, whether they drive a car, ride a bike or walk to their destination, is our highest priority and I thank my colleagues for their support," Legislator Rob Calarco (D-Patchogue) said.

County Executive Steve Bellone recommended a \$410 million capital budget for 2015 – three times the 2014 spending – and a \$789.1

million three-year capital program this spring. A bipartisan legislative working group added \$22.3 million in amendments to the capital plan and \$58 million to the three-year program.

Suffolk County passed and signed Complete Streets legislation in 2012. However, the current federal transportation bill – MAP-21 – cut dedicated walking and bicycling infrastructure investments by 30 percent. The New York State Department of Transportation's (DOT) 2014-2017 Statewide Transportation Improvement Program, approved last year plans to spend only 0.98 percent of its transportation funds. That marks a 40 percent, or more than \$100 million, cut for bicycling and pedestrian projects compared to the 2011-2014 plan. The DOT has planned to cut spending on walking and biking projects by 24 percent over the next four years, resulting in just 0.57 percent of regionally allocated transportation dollars being spent on these projects.

An investment in Complete Streets demonstrates Suffolk County is serious about developing a comprehensive plan for all users of our roadways. This is a very worthy investment of public tax dollars," said Presiding Officer DuWayne Gregory (D-Amityville) said.

"We are happy to see Suffolk County provide dedicated funds for desperately-needed Complete Streets projects. This is the type of initiative that is needed to move Suffolk DPW towards creating safer roadways for our region," Vision Director Eric Alexander said.

Regional Infrastructure

The 2015 Complete Streets Summit



The task of making Long Island's roads safer for everyone is underway. That was the message at the third annual Complete Streets Summit. More than 100 were at the Sustainability Institute at Molly College in Farmingdale on an April morning to hear status updates and remember why the mission is so important.

Vision's Director opened the summit with a review of complete streets policies and projects across Long Island. Over 40 complete streets projects are in the planning or construction stage or are recently completed.

Speaking to the crowd of elected officials, business leaders and community organizers, Suffolk County Legislative Presiding Officer DuWayne Gregory said renewing the island's transportation is a current issue. He revealed it takes his wife 40 minutes to drive seven miles on Route 110 to work at nearby Farmingdale State College.

State Senator Jack Martins (R-Mineola), one of the Summit's featured speakers, recalled how a highway proved to be a thorny issue in the former Village mayor's side. Martins wanted to implement Complete Streets practices on parts of Jericho Turnpike, only to be denied by the state Department of Transportation (DOT) in favor of moving more cars. "That wasn't long ago," Martins said.

Governor Andrew Cuomo signed Complete Streets legislation in 2011, requiring state, county and local transportation agencies to consider these alternative practices. But, Martins said, New Hyde Park streetscaping efforts took 10 years before the law was signed. He also highlighted Great Neck Plaza Mayor Jean Celender – in attendance last week – for making progress both before and after the state law.



"When it comes to redesigning the infrastructure that's been here 100 years, we have to be smarter," the state senator said.

The other featured speaker, DOT Long Island Regional Director Joseph Brown, said Complete Streets planning at higher levels involves several agencies and organizations including the NYS Department of State and Metropolitan Planning Organizations like NYMTC. It also includes a focus on systems instead of projects, he said, adding the DOT is expected to release a Complete Streets checklist later this year.

Touching on bikeshare programs in other parts of the state, Brown also briefly examined the ongoing Route 347 project and the replacement of three traffic lights with two traffic circles in Halesite.

"It's a safer system," he said, adding that more roundabouts are being considered for the East End.

The Summit's first panel touched on the challenges faced and policies employed for Complete Streets on Long Island. Nassau County Legislator Laura Curran (D-Baldwin) has been an active supporter, joining walkability expert Dan Burden's tour of her community last year. These days, Baldwin is one of three communities that were part of the Nassau County Infill Redevelopment Study. Backed by federal funds, Baldwin was chosen as a model of how to revolutionize downtown communities. Still waiting on the study's results, Curran said she anticipated speaking at next year's Summit with the response.

Out east, Suffolk County Legislator Rob Calarco (D-Patchogue) shared both a success story and a disappointing story. County Road 99 – Woodside Avenue – was originally built to feed a future IRS center in Holtsville. But when the employment surge never happened, the road never saw the expected volume and instead now has a major speeding problem. County officials were eventually able to redesign the road with Complete Streets in mind, although residents unexpectedly caused a delay during which another driver was killed. "We have a safer road and a calmer road," Calarco said. "It works."



Unfortunately, part of County Road 80 has not benefited from the same safety track record. Also known as East Main Street just outside of Patchogue, Suffolk County was considering a Complete Streets plan under former County Executive Steve Levy's administration. Officials, however, opted to trim plans in favor of saving money. The road has become dangerous with a number of deaths and motorists using on-street parking opening their doors into oncoming traffic.

"It wasn't done thinking how can we accommodate everyone," the legislator said.

Citing the 2010 Census, GPI Transportation Safety Director Frank Pearson said Complete Streets planning must focus on the elderly and disabled. Fifteen percent of Nassau County residents and 13.5 percent of Suffolk County are elderly, while 9 percent of Long Islanders have some type of disability. These people, Pearson said, may have hearing and/or vision loss, slower reaction times and longer times to cross streets.

Redesigning streets to accommodate all users can employ options like road diets, installing pedestrian refugee islands, modifying traffic signal times, narrowing lane widths, refurbishing pavement markings and adding traffic signs.

John Canning, managing director of engineering firm VHB, looked at Complete Streets off the island. In the upstate city of Kingston, a \$3 million renovation of a road known as the "spine of the city" will include a variety of uses. Driven by a very active community, the project is expected to improve traffic flow and better serve pedestrians and mass transit patrons. Wrapping up the first panel, BikeLid President Kimberly Pettit called on Summit speakers and guests to contact their respective elected officials to challenge proposed transportation cuts. Multimodal funding was part of the federal gov-

Regional Infrastructure



ernment's proposed Grow America Act, but Congress cannot agree how to fund the six-year plan. "If we lose our funding because we didn't have our voices heard..." Pettit said.

Meanwhile, BikeLid, a company that sells bike shelters for installation in public spaces, is in talks to install their product in the Town of Babylon and other parts of the island. Municipalities who purchase their lids, the president said, should take steps to promote bicycling in their community. "Please carefully consider the type of bicycle parking you choose, simply installing a bike rack at a bus stop is not usually the right solution, people generally do not like to leave their bikes exposed all day so if we just keep installing rack after rack and the racks do not get used, it could be seen as a waste of money. Offering covered, secure bicycle parking like a BikeLid, gives riders peace of mind and also encourages helmet use, which is extremely important because we really want to reduce the number of injuries and fatalities sustained by cyclists. A main reason many riders choose not wear a helmet is because of the inconvenience of what to do with the helmet once they park their bike. Riders do want to leave the helmet on the bike, exposed, nor do they want to take and carry the helmet around with them," Pettit said.

Moderated by Wendel Companies Sustainable Design Coordinator and Vision Long Island board member Aliesa Adelman, the second panel focused more on design and regulation surrounding Complete Streets in Nassau and Suffolk counties.

The Town of North Hempstead implemented a Complete Streets law back in 2011, Planning Commissioner Michael Levine said.. Moving on from his conversation about renovating local streets at last year's Summit, this time he touched on the need to improve industrial neighborhoods. Scattered throughout the town via piecemeal development over the decades, roads in industrial areas are often not designed for non-car users. Shoulders and sidewalks are intermittent and employees of nearby plants will walk on a road "that clearly doesn't accommodate them" for lunch.

Levine said the town's goal is to create safe routes in industrial areas for all uses. And whereas North Hempstead currently has 20 feet of travel lanes and 18 feet of front yards and/or parking on each side, they're considering alternatives. One more realistic alternative is to install 6 foot sidewalks on each side and 7 feet of on-street parking on one side. The Brookhaven Highway Department is required to consider Complete Streets ever since the Town Board passed their own law in 2010. On Friday, Councilwoman Connie Keper said the change is "working very well." Sidewalk and curb improvements have been made along Wilson Avenue and a traffic-calming project took place on Granny Road.

However, Keper said the town hasn't been able to advance their River Road project. Connecting Uthaven County Park and residential neighborhoods, River Road is frequently used as a cut-through

for the William Floyd Parkway by speeding cars. Plans have called for traffic-calming measures, a 2.7-mile multi-use path. Town officials accepted federal funding for the project, Keper said, and yet it remains on hold courtesy of the state DOT. The Councilwoman was concerned waiting would push the project beyond the building season and into 2016. "This should not take this long," Keper said. The situation was brighter in the Village of Farmingdale, and not just because of decorative lighting used for TOD projects. More than \$100 million in private funds have poured into Farmingdale, with another TOD project near the LIRR station approved recently.



Farmingdale Mayor Ralph Ekstrand ran on a Smart Growth campaign when he was elected three years ago. At the Summit, he said he was on track to fulfill his campaign promises. Main Street vacancies have dropped and construction on housing walkable both to downtown and trains is nonstop. Once the latest project is complete, pedestrian paths will connect the LIRR station and Main Street on both sides of the track. They'll include brick pavers, landscaping and decorative lighting.

Unlike Farmingdale and most other Long Island municipalities, the City of Long Beach is home to many surfers, skateboarders and bicyclists. Greg del Rio, director of Traffic Engineering for The RBA Group, said city officials must consider these as well as traffic since a Complete Streets law was signed in 2013.

In March, city officials also passed the Long Beach Safety Initiative – with engineering support from RBA. Analyzing data, they reduced traffic speeds to 25 MPH in residential neighborhoods. Speed Limits on Broadway and Long Beach Blvd will remain 30 MPH. Traffic lights through the heart of the city will be synchronized to keep traffic under 30 MPH after finding they were on three different cycles.

A computer simulation displayed at the Summit revealed how adjusting speed limits and traffic signals can move traffic more efficiently and safer than the current pattern.

Across the county border, Babylon was the first Long Island town to pass Complete Streets legislation back in 2010. Complete Streets practices are a part of the multi-million Wyandanch Rising project, said Babylon's Director of Downtown Revitalization Jonathan Keyes. Construction of mixed-use buildings is underway, medians were added to roads after sewers were installed underneath and narrow travel lanes are being implemented. Keyes said the project offered them an "opportunity to go back and put the street together properly."

Vision's Director ended the conference for a call of design review for projects that don't incorporate complete streets standards. The attendees were encouraged to bring projects forward that may need design assistance to meet the needs of non-auto users as well as incorporate safety solutions.



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Regional Infrastructure

Nassau County Inter-County Express Bus



NICE Bus rider advocates such as the Tri-State Transportation Campaign, Vision Long Island, LI Jobs with Justice, and Bus Riders' Union can claim some victory this year. After much complaint, the NICE Bus was pressured to address the major issue with the Metrocard machines malfunctioning onboard NICE buses, prompting them to release an alternative payment system, NICE Bus Ticketing App. Although the fare is slightly higher than a metro card, NICE has modeled mobile ticketing pricing on MetroCard fare rates after the current MTA single-ride fare which is \$2.75. This new app is set to work with most mobile devices.

Advocates, also led by the efforts of the Bus Riders' Union, called for a Rider Representative on the Nassau County Bus Transit Committee and on March 26, 2015 that representative was inducted into the community. The position added a level of representation that was not there before speaking on behalf of the actual riders.

One huge victory for NICE Bus riders is the recent announcement that the \$5.3 million gap had been filled without a fare hike or decrease in service this year. The gap was filled using increased funding from county and state money set for capital improvements.

In February, the Long Island Bus Riders' Union was joined by Tri-State Transportation Campaign, Vision Long Island, Nassau Inter-County Express and other transportation advocates in a call for New York State to increase its contribution to non-MTA transit systems all

Suffolk County Transit



Suffolk County fought for a piece of the pie in this year's New York State's budget by asking for \$26.5 Million in state aid to help offset a loss of up to \$40 Million in sales tax revenue and marking the smallest request to the State in Steve Bellone's three years as County Executive.

Suffolk County Executive Steve Bellone was pushing for \$10 million in state aid for bus rapid transit system that would include Suffolk Bus service. Currently Suffolk County receives far less aid than neighboring Nassau County and other areas. Suffolk currently pays \$30.3 million, or 46 percent, of busing costs, while the state picks up \$23 million, or 35 percent. Nassau pays \$4.1 million, or 3 percent, of busing costs, while the state picks up \$62.3 million, or 53 percent. Westchester spends \$17.3 million and gets \$51.3 million in state bus funding.

Funding for Suffolk Bus has been a priority for County Executive Bellone since they are a key part in the north/south connection for the 110 corridor economic development project.

across the state, especially on Long Island. Due to rising operations costs, pensions and healthcare NICE Bus has seen multiple budgetary shortfalls that have threatened fare hikes since taking over the transit system. Unfortunately no additional aid came from the state. They instead, held the line matching their contribution last year marking the first time no increase was given since NICE Bus.

At the March meeting, the Nassau Bus Transit Committee held a hearing regarding possible ways to fill the gap. It was suggested that the county might be forced to increase fares for cash and mobile app users to \$2.75, from the current \$2.50, and make severe cuts in service. Vision Long Island was one of many organizations who testified against this noting it unfairly affects those who rely on the service and prompts more cars on the road.

While many riders are pleased with this short term solution, a much needed long term solution seems at bay. Advocates are hoping to see an increase in state and federal aid.

"It's going to happen again. There's going to be another budget shortfall, and this really isn't accounting for any room for growth in the next couple years." Anita Halasz, Long Island Bus Riders Union. "We want to make sure that when additional support comes, it's not to fill budget deficits. It's to increase services for riders."



This additional aid has been a priority for the LI Lobby Coalition for the last two years and is needed for Sunday service and expanded routes for workers and students. In 2013, Suffolk County received roughly \$2 million in additional state and federal transit funding. This funding was dedicated to the expansion of Sunday service along 10 routes with the highest ridership. Since launching in January 2014, this service as proven tremendously popular. Ridership on these routes has grown by more than 200 percent.

While the funding did not come from the as anticipated from the additional \$5 billion New York State received from a federal settlement, advocates like LI Jobs with Justice, LI Bus Riders Union, Tri-State Transportation, and Vision Long Island continue to work with both county and state officials to identify possible funding sources.



Regional Infrastructure

Bay Park Outfall Pipe



Adrienne Esposito, executive director of the Citizens Campaign for the Environment, gathered with almost 100 politicians, environmentalist and residents as they rallied for an ocean outflow pipe at Bay Park Sewage Treatment Plant.

Standing in the headquarters of Operation SPLASH, elected officials and community leaders called on Governor Andrew Cuomo to allocate \$500 million for the pipe. State Assemblyman Todd Kaminsky; Nassau Legislator Laura Curran; Nassau Legislator Denise Ford (R-Long Beach); Island Park Mayor Michael McGinty; Operation SPLASH founder Rob Weltner; Operation SPLASH member Jimmy Ruocco; Sludge Stoppers Task Force founder Scott Bochner; Island Park resident Tommy Asher; Long Island Federation of Labor Executive Director Roger Clayman and Vision Long Island Sustainability Director Elissa Kyle joined Esposito.

Mastic-Shirley Sewers



Another push went underway to bring 5,300 homes and a business corridor in the Mastic-Shirley area closer to the reality of having a local wastewater treatment plant break ground at Brookhaven Calabro Airport in an environmentally and economically challenged area.

US Senator Charles Schumer urged the FAA to approve the Town's application to build a new wastewater treatment facility at the regional airport. Since the Town receives funding from the FAA, it requires FAA approval by this summer to transfer land to the County so they can break ground on the \$196 million phase of the project.

Downtown Sewers and Water Quality



In late May, the Suffolk County Legislature presented their proposed 2016 Capital budget, which very much reflected the priorities of local community projects that support vision and neighborhood plans. One of the major initiatives includes five nitrogen reduction projects at a cost of over \$350 million. Sewer investments include: Mastic/Shirley/Forge River, Huntington Station, Port Jefferson, Riverhead, Ronkonkoma HUB, Kings Park, Smithtown and a feasibility study for Central Islip.

nitrogen reduction projects at a cost of over \$350 million. Sewer investments include: Mastic/Shirley/Forge River, Huntington Station, Port Jefferson, Riverhead, Ronkonkoma HUB, Kings Park, Smithtown and a feasibility study for Central Islip.

Vision Long Island testified at the Suffolk County Legislature in sup-

2015 SMART GROWTH AWARDS



The Bay Park Sewage Treatment Plant serves 550,000 Nassau County residents and processes an average of 50 million gallons of sewage every day. Effluent – treated sewage – is currently released into Reynolds Channel, a bay that borders Long Beach, Island Park, Oceanside, Point Lookout and other southern Nassau communities.

FEMA earmarked \$830 million for storm-hardening. That includes 18-foot tall concrete walls and improved an electrical distribution system. But those changes will not improve the health of Reynolds Channel. That's because Reynolds Channel and nearby bays don't flush – pull in different water – very often. Bochner said \$900,000 in scientific studies has provided data that shows the channel acts like a toilet bowl. Meanwhile, the treated wastewater contains higher levels of nitrogen that spawns excessive amounts of seaweed and prevents marine life and saltwater marshes from flourishing.

When effluent was first dumped into the channel some 40 years ago, the community was told it would be fine. Instead, residents watched as the water quality diminished. And cleaning that water, Kyle added, would benefit many. "It's not just a South Shore issue. It's a Long Island issue," she said.

As a result of advocacy efforts Governor Cuomo announced in October and advance of \$97 million for plant renovations.

The project, estimated to cost between \$300 and \$350 million dollars in total, will be the largest sewage infrastructure undertaking in Suffolk County in the last 35 years. \$300 million in Community Development Block Grant funds from the Sandy Relief bill are allocated for 4 sewer projects in Suffolk's most vulnerable areas. An additional \$83 million in low-interest loans were announced in October.

County Executive Steve Bellone echoed the needs of proper sewage for the area. According to Suffolk County, Sandy highlighted a long-neglected environmental problem: rising nitrogen pollution fed from failing septic systems and cesspools. As nitrogen has poured into Suffolk's waters, it has caused not only a water quality crisis, but has also eroded protective coastal wetlands

Vision Long Island has been lobbying federal, state, and county officials for over a decade to help secure funding for this important infrastructure project. Vision conducted the CR80 corridor plan in 2002 and the initial Mastic Beach visioning plan in 2005.

port of the budget that also makes strategic investments in buses, roadways and other needed infrastructure improvements. Many of these projects are a part of the Long Island Lobby Coalition agenda.

Nassau received some assistance by Senator Charles Schumer in getting additional sewer funding. In an attempt rectify the ground water impacts of the Bethpage plume, South Farmingdale Water District borrowed nearly \$5 mil from the Town of Oyster Bay to construct a water treatment facility plus a possible \$1.5 mil each year over the course of the loan passed on to local ratepayers through water bill increases. Schumer retrieved the money from the Navy and presented \$3.3 million as the first payment to the SWFD with the second to come soon. Schumer also recently secured \$210 million in federal funding for infrastructure projects similar to the Bay Park Outfall pipe.

Federal Infrastructure

Federal Transportation Projects



The future of several federal transportation programs including New and Small Starts, TIGER grants and passenger rail have yet to be decided as debates in the House have begun pertaining to significant cuts to their annual transportation funding bill.

This at a time where throughout most states, their cities, towns and communities have tied their transit-oriented development and economic growth to these funds. Others were relying on programs such as these to replace aging infrastructure that own their own, municipalities could not otherwise afford.

Despite the national trend of investing in new bus, rail transit, and bikeshare projects, the projected cuts would include \$200 million for all new transit construction.

The TIGER competitive grant program would also see a cut of 80 percent from last year's level down to just \$100 million. Throughout the program's six rounds there has a significant number applications throughout the country showing the strong demand for these types of funds. The program has funded innovative projects in communi-

ties of all sizes in all 50 states. In 2014, The Department received 797 eligible applications from 49 states, U.S. territories and the District of Columbia, an increase from the 585 applications received in 2013. One NY recipient was the Access to Opportunity: Transportation and Housing Study in the East Rockaways which was awarded \$1,499,283.

With ridership its highest and despite the tragic Amtrak derailment in Philadelphia just a few weeks ago, there has still been some discussion about cutting Amtrak's budget by \$250 million as well as passenger rail.

Some federal funds, however, will reach our area as New York State is giving nearly \$8 million to Long Island communities for six transportation projects. A cut of \$70 million distributed throughout the state for 68 projects, these plans are expected to promote bicycling and walking, as well as boost tourism and economic development in these communities. Coming from the Federal Highway Administration, the funds will be administered by the New York State Department of Transportation. This program covers up to 80 percent of the project cost, with the difference coming from the project sponsor.

The largest piece of the Long Island funds is \$2.5 million for Jones Beach State Park. Suffolk County was awarded \$1.4 million for pedestrian and bicycle improvements along the Nicolls Road Bus Rapid Transit Corridor, while Nassau County will receive \$1.8 million for the Long Island Motor Parkway Multi-Use Trail. Another million is earmarked for the City of Long Beach for their boardwalk, along with \$750,800 for the Town of Brookhaven's North Country Road Complete Streets project and \$382,520 for school safety zone improvement in the Village of Island Park.

Infrastructure Week



Vision Long Island was among those who were in Washington D.C. bringing a message to directly to Congress that we cannot wait for long-term solutions to its crumbling and costly infrastructure failures. Over 90 national affiliates and a thousand stakeholders flocked to the Capitol at the 3rd annual Infrastructure Week as the Transportation Bill is set to expire in shorty.

Vice President Joe Biden and Transportation Secretary Anthony Foxx, and leadership of both AFL-CIO and U.S. Chamber of Commerce addressing business and policy leaders, kicked off the packed schedule of discussion and events, saying that "the idea that there is actually a debate in Washington up on Capitol Hill is as to whether or not we need to invest in infrastructure is mind-blowing".

America ranks 28th in the world in transportation infrastructure and an investment need of \$3.6 trillion is needed to bring the county up to par. Climate change is a significant contributor to energy and national infrastructure needs and the issue requires attention and investment.

Vision had meetings with the staff of Congressman Lee Zeldin, Congresswoman Kathleen Rice, Congressman Steve Israel, and US

Senator Chuck Schumer. The meetings included urgency to pass a long term transportation bill, prioritization of Long Island infrastructure project driven by local communities and the need for Long Island to receive its fair share of infrastructure investment. Conversations shifted into public-private partnerships and regional planning. New York City Mayor Bill De Blasio joined 26 other mayors in the nation's capital to join the cause. Advocates met with more than 300 Congressmen and women, and generated millions of social media posts.

Scores of advocates, mayors, state legislators, labor and manufacturing leaders gathered in front of the Capitol and held a press conference demanding action. Former Secretary of Transportation Ray LaHood said waiting for another bridge collapse or transportation catastrophe is unacceptable. Trade organizations and labor representatives also called for action.

The focus of Infrastructure Week was not only in Washington D.C. Events; social media initiatives and information sessions were staged nationally to bring awareness to the issue. Americans across the country also rallied for widespread infrastructure improvements. 47 events were held nationwide May 11-15. The deadly Amtrak crash outside of Philadelphia only fanned the flames of their cause.

As the week continued and advocates and elected officials met with federal legislators, the intense media coverage of the Amtrak crash significantly boosted Infrastructure Week coverage. The story, however, expanded beyond the crash itself. News outlets quickly picked up the story of lacking infrastructure investment; 60 Minutes re-aired their segment "Falling Apart" from last fall. The message of Infrastructure Week has always been about addressing challenges facing American infrastructure, to demand more than short-term fixes and deferred maintenance.

Youth Leadership

Long Island Youth Summit at Dowling College



Over 300 High School students from 25 school districts across Long Island converged on Dowling College in Oakdale for the 6th Annual Long Island Youth Summit to tackle the region's thorniest issues including bullying, teen self-esteem and wellness, prescription drug abuse, water quality, transportation, energy, socio economic inequality, economic development & housing, and leadership. The Wyandanch High School Jazz Band started off the morning along with remarks from Dowling College President Dr. Albert F. Inserra and Youth Summit Co-Chair Dr. Nathalia Rogers.



Myers, Psy.D., North Shore LIJ Health System; and Gregory V. Kingstad, Ph.D., North Shore LIJ Health System. Students discussed bullying as relevant to their individual schools and lives.

The Teens and Abuse of Prescription Drugs was moderated by Dr. Lydia Gerges, North Shore LIJ Health System; Colleen Egan, LCSW, North Shore LIJ Health System. In this workshop there was discussion of the various medicines and prescription drugs that can be abused as well as pre-

ventative measures.

The keynote address was delivered by Dr. Errol Toulon, Deputy Commissioner of Operations at NYC Department of Corrections, and former Suffolk County Assistant Deputy Executive for Public Safety. In his current role as NYC DOC Deputy Commissioner, he is tasked with overseeing an organization that has a \$1.5 billion budget, 9,500 employees and 19,000 inmates daily. He left the crowd with these thoughts: "Leading is a process of growing and evolving; you must rely on everyone in your organization for success."

Teen Mental Health, Self-Esteem and Well Being was led by Denise Ingenito, LCSW, Dowling College; Carole Rutkovsky, LCSW, Slone Kettering; Danielle Berg, LCSW, CASAC, North Shore LIJ Health System; Sandy Erickson, LCSW, North Shore LIJ Health System; and Louis A. Medina, LCSW, New York State Office of Children and Family Service. This group had a discussion among the varying medical and social work experts and the students with concerns about promoting awareness of the issue.

The Bullying, Cyber Bullying and Social Networking workshop was moderated by Barry McNamara, Ph.D., Dowling College; Barbara

Adrienne Esposito, Citizens Campaign for the Environment (CCE) moderated Protection of Water and Open Space and the Impact of



2015 SMART GROWTH AWARDS



Youth Leadership



Climate Change on Long Island. Students presented and received feedback on their projects regarding clean water, the risks of nitrogen overload in the waterways, and the need for open space preservation.

Maureen Murphy Dolan, CCE, and Jordan Christensen, CCE led the Solid Waste workshop. They discussed progress and possible solutions to prevent solid waste accumulation, which affects all aspects of the environment

The Renewable Energy workshop was moderated by John Keating, PSEG; Tara Bono, Empower Solar; and Dr. Donald DiMarzio, Northrop Grumman. Students from several schools sat down to discuss renewable energy concepts.

Living on Long Island: Economic Development, Community, and Housing was led by Ronald Roel, Roel Resources, LLC and Elissa Kyle, Vision Long Island. Students participated in a discussion about the futures of their community and implementing Smart Growth principles in the redevelopment of their downtowns.

Leadership in a Divided Society was moderated by Hon. DuWayne Gregory, Presiding Officer, Suffolk County Legislator; Dr. Errol Tou-

lon, Deputy Commissioner of Operations at NYC Department of Corrections; Berthe Erisnor, North Shore LIJ Health System; Hon. Steven Flotteron, Councilman, Town of Islip; Dr. Nathalia Rogers, Dowling College; Eric Alexander, Vision Long Island; and Tawaun Weber, Vision Long Island. In this panel students discussed issues of racism, affordable housing, financial preparedness, and the role of government in the future of Long Island.

Newsday columnist Joye Brown was the featured luncheon speaker. Ms. Brown conveyed the message that the body of decision-makers also needs to include fresh faces and ideas to make a difference.



The Youth Summit concluded with Awards for the best projects, overall Summit Award winner, and the Diana Coleman Scholarship Award, named in memory of Roosevelt community activist Diana Coleman who passed away earlier this year.

"I am very excited to see so many high school students who are interested to work with each other on solutions to Long Island's problems. This year's summit's topic was Leadership in a Divided Society. The younger generation is much more diverse and they are bursting with ideas about how to make our society better. I welcome their energy and enthusiasm. The Summit is a tool to empower and give voice to this new generation of future leaders," said Dr. Rogers.

Suburban Millennial Institute Jobs Conference

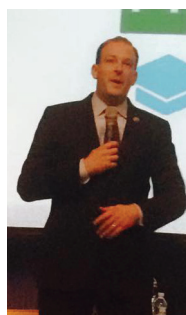


Nearly 200 folks gathered at Hofstra University for the Suburban Millennial Institute's Jobs Conference. The conference focused on millennial retention consisted of 3 panels: Work, Live, Play. The Garden City-based institute co-sponsored the free conference with the university's National Center for Suburban Studies. How to generate jobs to keep young adults on Long Island was the key topic for all attendees.

The institute is a nonpartisan organization that focuses on finding public-policy solutions to make Long Island more desirable to young adults. A survey earlier this year by the Suburban Millennial Institute found that 30 percent of young-adult Long Islanders plan to leave the Island because of a lack of job opportunities. The conference brought together business executives, entrepreneurs and government officials to explore ways to stimulate job growth that will provide more employment opportunities for millennials, who range in age from 18 to 34.

Among the speakers were Nassau County Comptroller George Maragos speaking on economic development opportunities in Nassau, Vision Board Member Steven Krieger from Engel Burman speaking on development realities. Speakers on job opportunities included Dr. Brad Sherman from North Shore LIJ, Ryan Stanton with the LI Fed-

eration of Labor and others. The millennial voice came from Jean-Marie Smith from Destination Long Island, Jason Lee from the Urban League of Young Professionals, and Samantha Bifulco, 19, the founder of the 3-year-old TerraNut snack company in West Babylon. Vision's Assistant Director, Tawaun Weber, moderated the Live panel on private sector jobs, housing, and development opportunities.



The keynote speaker was Congressman Lee Zeldin who spoke of the challenges he sees as a Long Island native and how it has affected his family, many of whom have moved away because of the high cost of living.

"Nationwide, the more diverse millennial population will eclipse baby boomers in the workplace by 2020, when they will make up 50 percent of the workforce," said Joan Kuhl, president and founder of Why Millennials Matter, who kicked off the event.

Panelist Samantha Bifulco said, "5 to 10 years from now I plan to grow my business and create more employment opportunities."

Each panel in their own way discussed job opportunities in growing field like technology and health care, affordable housing, start up opportunities for small businesses, transit oriented development, and quality of life factors such as dining and entertainment that would attract millennials to stay on Long Island.



Small Business Initiatives

The Long Island Business Council



The Long Island Business Council is a group of small business leaders who are dedicated to regulatory relief, tax and utility stabilization for the average small business owner in addition to infrastructure investment towards our downtowns. They take our message to Albany and Washington as part of the Long Island Lobby Coalition and other regional initiatives.



Small businesses can take precautionary measures against natural disasters, hackers and global threats. Once deputy secretary of New York's Office of Public Safety, private security consultant and managing partner with Redland Strategies, Michael Balboni spoke at the Long Island Business Council in October. Balboni spoke to Long Island business leaders on how to be proactive and take ownership of the issue.

Cyber security, he added, is one of the most serious concerns. Balboni urged the group not to download questionable emails on company servers, bring home a laptop containing sensitive data or send restricted data without verifying the target. "Those are the type of steps that can destroy your business," he said.

Balboni also warned business owners and management about ordinary emergency preparedness. That includes keeping employees clued into emerging threats around the world, identifying a shelter within the office and putting together a go-bag. "Everyone who takes these steps makes us as a country more resilient," he said.

In April, the LI Business Council filled the room at the East Farmingdale Firehouse with over 100 local business leaders on hand hearing a fiscal update from NYS Comptroller Tom DiNapoli, Nassau Comptroller George Maragos, and Suffolk Comptroller John Kennedy.

NYS Comptroller Tom DiNapoli addressed the crowd of business owners and chambers delivering a message that the state is fiscally stronger and Long Island continues to recover from the recession. However, there are still some major challenges like declining sales tax revenue, a slowdown following Sandy rebuilding and a shortage of "affordable" housing. While things are making a turn for the better, there is still a lot of work to be done.



With the return of the housing market, affordable housing continues to be an issue. "While high housing prices are affecting Long Island, DiNapoli said "Long Islanders are finding a way but it means you're not spending money on goods and other services."

"Long Island is part of a strong area of recovery in terms of jobs," DiNapoli said noting that unemployment is down over last year on Long Island and is the lowest in the state at 5.2 percent, while the state's rate was 5.8 percent.

Sales tax collections have continued to grow, despite the harsh winter, but still fall short of the 5.2 percent from the year before. They are slightly down from last year, possibly because of continued fall out from Sandy. However, revenue is up by 7 percent.

"Over \$6 billion that came from the federal government should be used in investing in our infrastructure because there is a great need," said Hon. Tom DiNapoli, NYS Comptroller. "Some of that has to do with the rebuilding after Superstorm Sandy. Some of that has to do with the fact that the housing market is coming back."

Suffolk County Comptroller John M. Kennedy, Jr. said "Chambers are the heart and soul of what we do as government... Groups like this (LIBC) make sure we focus on the small businesses on our main streets." He explained to the group that his goal was to update the technology the county is using. He wants to bring more of his office's processes online to help expedite payments and contracts to vendors, making them more competitive and enticing to other businesses. Kennedy also wants to work more in protecting local businesses from the effects of online sales which is also affecting the county's sales tax collection.



Nassau Comptroller George Maragos spoke about his plans to help turn Nassau County in a bio tech powerhouse in the region. His hope is that, in the process of attracting a new, more modern industry, he will also attract younger, more educated professionals to Long Island. "Long Island needs an economic vision that will revitalize our region, create high paying job opportunities and affordable housing in order to retain our youth. Collaborations by all elected officials and community leaders, such as the LI Business Council, are essential to get this done" said Maragos.

The focus throughout the meeting was on economic information and consensus on the need to watch and be vigilant as to where the funding for NYS infrastructure projects slated for LI goes. All three comptrollers agreed to review the projects proposed for the \$550 million slated for infrastructure investment on Long Island. Local chambers and municipalities were encouraged to bring their projects forward to ensure that state investment meets the needs of local communities.



Small Business Initiatives

Suffolk County Alliance of Chambers



This spring, the Suffolk County Alliance of Chambers (SCAC) was formed to represent business leaders throughout the county.

Shortly after a Long Island Business Council meeting, a group of Suffolk County business leaders and chambers met to solidify formation of the group and discuss future goals to support the county's small businesses and main streets. The consensus was to form a group which would be a voice for the business community in Suffolk. While each community based chamber would remain as such, this new group would allow them to speak with one voice to the common challenges and successes they experience. "Suffolk County currently does not have any organization that represents all of the chambers of commerce," said Gina Coletti, Co-Chairwoman. "Nassau has had one for years. There's a gap there. There's always strength in numbers."

Since the initial meeting, the group has had 2 additional meetings to formalize the groups. They have discussed the operations of the

organizations as well as some potential challenges the group could champion. Nearly 40 chambers have already signed on.

The momentum of this group has already caught the eye of the media including a feature in the Long Island Business News. "We're looking to do this from the bottom up, not the top down," said Co-Chair Bob Fonti. "We learn from other people's challenges. We're not just talking about it. We're doing it."

Thus far, the SCAC has received a lot of support from county officials. "It's critical that the business community comes together as one voice as advocacy for your best interests, but more importantly, for the region's best interests," said Suffolk County Legislature Presiding Officer DuWayne Gregory, D-Amityville. "It's critical that you have a seat at the table."

The group, which plans to meet again this summer, will continue to reach out to local business leaders and chambers who would be interested in participating.



Federal & State Small Business Savings Accounts

As local business owners continue to recover from the recession, politicians are keeping the pressure on state and federal governments to support Main Street merchants.

Legislation to create small business savings accounts is back under consideration. The New York State Savings Account for a Variable Economy for Small Business Act was re-introduced in 2015. Heavily supported by the LI Lobby Coalition, Long Island Business Council, and many Long Island chambers of commerce, these laws would permit business owners to invest their own profits and withdraw them tax-free to create jobs.

"During difficult times, they just don't have access to cash. When you approach a recession, you cut jobs," American Communities Institute at Dowling College Director Nathalia Rogers said. "This is very pointedly directed to businesses in need."

Rogers, a member of the Vision Long Island board, helped create small business savings accounts with Long Island Business Council co-Chairs Bob Fonti and Richard Bivone.



At the state level, State Senator Jack Martins and Assemblyman Charles Lavine have championed the cause. Last year, the Assembly introduced legislation to permit small businesses of up to 50 employees to create tax-deferred savings accounts.

Small businesses would have been able to deposit funds into the account tax free, which could only be withdrawn specifically for the purpose of creating or retaining full-time jobs. Meanwhile, the Senate passed legislation permitting businesses of any size to withdraw

money tax-free during a recession. Rogers said the next step is to negotiate a bill that would pass in both houses.

Small business savings accounts are also under consideration in Washington, D.C.



Congressman Steve Israel unveiled his proposal last summer and continues fighting to transform it into law. His legislation calls for businesses with less than 50 employees to have the right to invest in certain Treasury-approved investments. Those

funds would be held for eight years, at which point it must be withdrawn and taxed as business income. However, those withdrawals could be tax-free if one of three conditions are met: The Department of Commerce reports a recession, the Small Business Administration specifies a period during a time of need, or the federal government can designate a disaster area like after Superstorm Sandy.

Referencing a National Federation of Independent Business survey, Israel last summer said 46% of small businesses could not get new lines of credit and 35% could not get loans after the recession. During 2008 and 2009, 170,000 American companies with less than 100 employees closed up.

Vision Long Island Director Eric Alexander said small businesses are on-board with the general concept of a small business savings account. "People want to see their own resources invested in their businesses," Alexander said. "A lot of economic development programs are geared to larger business. This is more geared to Main Street."

Downtown Revitalization

Nassau County



Baldwin

In February, over 80 people in Baldwin showed up to give their input for the complete streets makeover for Grand Avenue. Nassau County has hired the LiRo Group to redesign Grand Avenue to better serve all users. Karen Montalbano, President of the Baldwin Civic Association, kicked off the evening with an explanation of how improvements to Grand Ave can help with Baldwin revitalization. Nassau County Legislator Laura Curran and Sean Sallie and Aryeh Lemberger of Nassau County DPW explained the planning efforts that Baldwin has undergone so far and how this redesign will be the next step in the process.

The study area runs from Merrick Road at the southern end, to Stanton at the northern end. It is based on the 1/2 mile radius from the train station that was studied in the TOD infill study and extended north to include the high school and the many students that walk to and from each weekday.

Abid Ansari of the LiRo Group presented the collected data. They presented traffic counts which showed that the volumes increased the further north you travel along the corridor. The speed data showed that on average 65% of drivers were travelling above the 30 mph speed limit, but most were less than 7mph over. Accident data showed that most accidents caused only property damage with only 25% causing injury and one death over the four year period. Three percent of accidents involved cyclists or pedestrians with an average of 8 per year.

The community had several questions as to where funding for the study was coming from as well as how long before construction would begin. Over 60 comment cards were collected at the end of the meeting and the design team is currently reviewing them to provide insight and input into the design. Additional stakeholder meetings will be held in order to ensure that the proposed design meets the needs of all of the users of the road.

Nassau County is moving the study forward as a follow up to the Transit Oriented Development plan worked on by the community and Vision Long Island with results that will drive physical safety and walkability improvements.



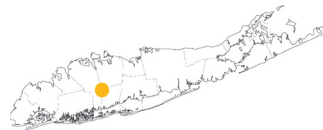
Hicksville

Nearly 100 people, including the revitalization committee, turned out to hear the LIRR Hicksville Station redesign and capital improvements from the MTA outline. Nassau County Legislators Rose Walker and Laura Schaefer kicked off the meeting with Lionel Chitty from the Hicksville Chamber and Vision's Director Eric Alexander.

\$106 million will go toward a major rehabilitation of Hicksville Station coupled with adjacent track and signal modernization that in its entirety represents a major commitment to one of the busiest LIRR stations. The MTA/LIRR took most of the recommendations from the visioning process including lighting, beautification, maintenance, public art, public space, seating, security and accessibility. Construction will start towards the end of this year and will be com-

pleted by the end of 2018.

Hicksville is also the home of several mixed use projects, with 2 currently renting. This is a beginning step, as the revitalization committee works to redevelop not only the train station, but also the downtown. Vision continues to partner with the group on coordination with DOT to ensure safety improvements on the roadways to make the area more walkable and safer for present and future users. There are also efforts to work with the Town on implementation of the zoning plan that will work in phases building by building.



Farmingdale

The Village of Farmingdale has already attracted island-wide attention for their success with Smart Growth. Now, Main Street could get even stronger. The Village Board approved a pair of applications for two stores: Paint & Main, which will offer wine with painting classes thanks to a special permit; and a microbrewery launched by the father-daughter team behind Taste of Long Island.

Village officials have also approved a zone change for the proposed 42-unit project on Secatogue Ave. which would include 28 studio apartments, 10 one-bedroom apartments and four two-bedroom apartments on the .75-acre site near the LIRR station. Four of those units are expected to be priced at lower workforce housing rates.

In order to move along with the TOD project, the Village had to swap the zoning from business D and residential B to downtown mixed use. Zoning laws would allow 40 units to be built, two less than the 42 proposed. The developer also offered to build a fence, walkway and streetlights from the development to Main Street.

Meanwhile, the first phase, a 39-unit building on Atlantic Ave, is open and more than 30-percent occupied. Bartone Properties and TDI opened the doors to part of their Jefferson Plaza project which is phase two. Jefferson Plaza, a 2012 Smart Growth Award winner and transit-oriented development that broke ground in late 2013, is the largest of several Smart Growth projects in Farmingdale.



Glen Cove

The City of Glen Cove celebrated the "breaking of the bread" at the opening of its new downtown Panera Bread as part of Phase 1 for the Glen Cove Piazza Project, a 2011 Smart Growth Award winner.

The opening of Panera, complete with outdoor seating, brings additional street life to the downtown. This new eatery indicates a positive advancement in the local retail community as it replaces what used to be considered a long-time eyesore in the heart of downtown Glen Cove. The opening of Panera has created 25 full time jobs and 25 part time jobs. The next phase is the piazza next door.

The Glen Cove Piazza, which is being built in Village Square, will be made up of one 5-story building and two 4-story buildings. The plan involves 110 apartment units as well as residential parking space. Under these units, there will be 30,000 square feet of retail and commercial establishments. This also incorporates an enhanced village square that will host various community events.

Downtown Revitalization

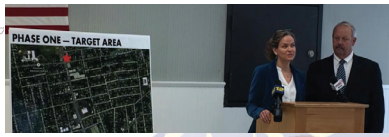


Freeport

Freeport Village Mayor Robert Kennedy and Deputy Mayor Jorge Martinez held a press conference with Nassau County Legislator Laura Curran announcing \$5 million in county capital funds to begin the process of revitalizing the North Main Street corridor in Freeport, New York. Main Street in Freeport serves as a major access point for vehicles traveling on the Meadowbrook Parkway and Sunrise Highway and is also adjacent to Freeport's LIRR station and NICE Bus terminal. The money would be used towards investments in the roadway and potential rezoning by the train station to bring in mixed use development.

The North Main Street Streetscaping project is the first step towards progressive urban renewal in the northeast quadrant of the Village. It begins at Brooklyn Avenue and proceeds north on North Main Street to Seaman Avenue, and has the potential to include additional areas where resources would permit.

During the press conference, Trustee Martinez, who is spearheading the project, noted that the project would take at least two years and will include obtaining working easements and acquisitions from property owners, where needed. The scope of the work will include new sidewalks in a stamped brick pattern, ADA compliant handicapped access, supplemental decorative street lighting, tree plantings, street furniture (waste baskets, benches, and planters), enhanced cross walks to help ensure pedestrian safety and new



bus shelters.

A task force of stakeholders including business owners, residents and community leaders will be guiding the project. The group has been meeting for the past 6 months and is expected to grow as the project takes shape.



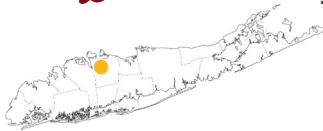
Manorhaven

Vision Long Island managed a town hall meeting in the Village of Manorhaven to gather input for what residents and business owners would like to see happen in the Village. Manorhaven is looking to revitalize and improve walkability along Manorhaven Boulevard and develop strategies for addressing issues within the village. Over 50 people filled the meeting room, many of them longtime residents. When asked "Why do you live where you live?" many referred to the community feel of Manorhaven and the proximity to the water.

Many of the issues raised during the meeting were issues common to communities across Long Island. A lack of parking, absentee landlords, and pedestrian and cyclist safety were all brought up as items that need to be addressed within the village. Residents are looking for a safer community with access to the waterfront, as well as neighborhood retail to provide basic needs within the community. This was the first in a series of meetings with local stakeholders to develop strategies for revitalization. Vision will be working with the Village for the next several months to move this revitalization forward.



Suffolk County



Huntington

Huntington Village has implemented some redevelopment to old blighted properties. One example, the "Ice House" is a mixed use project on Stewart Avenue in Huntington currently under construction. When completed there will be 26 two bedroom luxury apartments over retail or offices. An interesting feature for this project is that rather than clear the site for construction, the project has maintained the exterior of the early 20th century industrial building that had been known as the Huntington Ice & Cube building for decades, and incorporated it into the design. This sort of reuse of a historic structure helps to maintain a sense of place and history which enhances the neighborhood and gives it character. In addition the building will have green features including solar panels on the roof.

The new Heatherwood complex on Gerard St. were quickly filled once it opened in February. It includes twelve new luxury apartments as part of a 3-story mixed-use development with retail space below right in the heart of downtown Huntington.



The CBA is designed to provide the community with job growth, minority- and women-owned businesses, green building designs, publicly-accessible civic space and mixed-use development outlines specific goals and objectives. Company and town officials were required to sign it before any work could begin.

According to the agreement, at least a quarter of the construction jobs must be given to town residents, with a preference for Huntington Station residents. The CBA also requires the following: all contractors offer a construction skills apprenticeship program; one-fourth of the work given to construction subcontractors be awarded to Huntington-based companies; one-fourth of new permanent, non-construction jobs hire Huntington residents; funding derived from the agreement will be used for community-based initiatives like youth partnerships to improve the neighborhood; and the creation of an advisory committee of town officials and community members to identify concerns and receive input.

Meanwhile, Renaissance Downtowns is finalizing the SEQRA environmental review process for three proposed projects and expects to have them adopted by late spring. The first development includes a proposed 140-room boutique hotel with a 100,000 square-foot medical office building on the corner of New York Avenue and Railroad Street. Construction remains slated for next year.

Renaissance has also proposed to build 21 apartments over retail and office space between Railroad and Church Streets and 28 artists' lofts on the north end. The state Department of Transportation owns that property, and Renaissance is helping the Town of Huntington petition for the title. Porter was hopeful they could receive a commitment by the middle of the year.

Meanwhile, the developers are also looking to build 68 apartments above 16,000 square feet of retail and restaurants on the corner of



Huntington Station

Construction can finally begin for the rebirth of Huntington Station as the Huntington Town Board unanimously approved a Community Benefits Agreement (CBA) in January.



Downtown Revitalization

Olive Street and New York Avenue.

Should the SEQRA review and land transfer move quickly, the developer could begin work on at least one development in 2018.



Coram

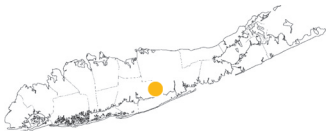
In hopes to create a sense of place for their neighborhood, the Coram Civic Association and residents worked with Vision Long Island to develop a plan for their future. There has been quite a bit of progress - most recently, the redevelopment of a 16 acre site. Once a blighted and vacant movie theater, the property will be turned into a multi-use community called Wincoram Commons organized around the concepts of walkability, and improved vehicular and pedestrian connectivity. A lottery for placement of residents was held on March 19th and construction is nearly complete.

The \$56 million multiuse development, which broke ground in May of 2014, will include 176 one, two and three bedroom units of workforce housing and over 13,000 square feet of commercial space. About 145 full-time and part-time workers are building Wincoram Commons and it will create 30 permanent jobs.

Significant infrastructure upgrades were required to make this project a success, including connection to a nearby sewer treatment plant, an added connector road to ease traffic congestion and a sidewalk to connect the site to the existing Avalon Bay at Charles Pond luxury apartment complex.

This unique complex that will feature approximately 7,300 square feet of commercial space below some of the residential units, energy star kitchens, and a playground on-site. Once completed a 6,000 square foot commercial building will also be constructed on Route 112 and serve as a gateway to the community.

The project has received support from both state and local entities including: the Long Island Regional Economic Development Council, New York State Homes and Community Renewal, Empire State Development, Community Development Corporation of Long Island, Capital One Bank, Conifer Realty, Coram Civic, Suffolk County and Brookhaven Town. It highlights how a public/private partnership can revitalize an underutilized property to better the community while incorporating Smart Growth principles. The project received the 2014 Smart Growth Housing Choices award.



Patchogue

Mayor Paul Pontieri continues to move forward with the revitalization of the Village of Patchogue. The revitalization of the Village has brought in new apartments for artists, the new Four Corners, complete streets components, and a vibrant Main Street with almost no vacancies. Main Street is now home to a variety of small businesses, restaurants, entertainment, and retail shops contributing to the growth of the local chamber. Pontieri, known for his strong desire to make the village a family oriented destination said, "We're the land of \$300,000 homes. You have to bring in young families. You want to be a walkable community".

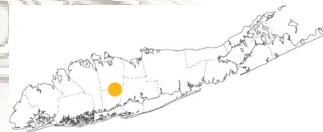
As part of an approximately \$6 million plan, Mayor Pontieri plans to focus on street repairs and drainage. A major portion will be the \$2.5 million set aside to remove asphalt and install drainage

structures, underground chambers and sewer lines to 55 homes on River Avenue in south Patchogue.

Repairing 35 miles of small streets throughout the village and adding new seats to the Patchogue Theater also are part of the plans for 2015 as well as replacing streetlights with more energy-efficient lights. Making Patchogue a family-orientated destination starts with creating a master plan to improve village parks by refurbishing playground equipment, and adding new ballfields and tennis courts according to the mayor.

That project was going to be funded by a \$1 million bond utility, but the village received a private \$5 million donation from an unidentified foundation, Pontieri said. The Village-owned theater will receive \$1 for every sold ticket at the theater to be placed into a capital reserve account for repairs and upgrades.

Pontieri's plan is "a logical next step" after focusing on the downtown area, said Vision Long Island executive director Eric Alexander. "He needed to bring more development to improve his tax base, then he brought in more businesses to grow the retail base." Mayor Pontieri and the Village of Patchogue was a 2011 Smart Growth Award Winner.



Wyandanch

Wyandanch Rising reaches another milestone with the opening of Wyandanch Village. The Albanese Organization, the Master Developer of Wyandanch Village, recently announced the opening of the first building to be completed. Located at 40 Station Drive, this first phase consists of 91 rental apartments just steps away from the Wyandanch Train Station.

Upon completion, Wyandanch will offer affordable & contemporary style apartments above with shops, restaurants, entertainment, green spaces all with convenient LIRR access. This new community offers quick access to New York City, which is less than an hour away by train.

The classically styled buildings, including the second building which will be completed later this year, offer a choice of studios, 1-, 2- and 3-bedroom residences. Every apartment includes granite countertops, wood cabinetry and EnergyStar stainless steel appliances. Wyandanch Village apartments offer spacious layouts with open plan kitchens, dishwashers, generous closet space. It also offers high-speed, fiber optic internet and cable available, an onsite laundry center, and a resident lounge.

The Wyandanch Rising project was a 2013 Smart Growth Award Recipient.



Heartland Town Square

Vision was among the majority of speakers who testified in general support of the Heartland Town Square application at the Town of Islip Planning Board. Notable speakers in general support as well include local civic leaders, chambers of commerce and folks seeking jobs and housing options.

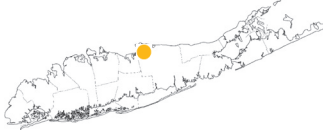
The project includes 9,000 apartments, 1 million square feet of retail and 3 million square feet of office space to be built over the next

Downtown Revitalization

30 years. Heartland spans over 450 acres and will cost nearly \$4 billion.

Significant improvement from the proposal in 2009 include changes in walkability, placemaking, infrastructure investment in sewers and transportation, housing options and neighborhood retail.

The Islip Town Planning Board unanimously reserved decision on the zone change. Final decision on the project will come from the Town Board.

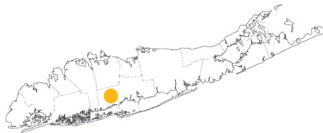


Port Jefferson

Upper Port Jefferson Village marked moving ahead on their revitalization efforts with a ribbon cutting ceremony for the groundbreaking of two new three story apartment buildings, creating a well-let, walkable housing solution in proximity to the train station. The undertaking will create 69 construction jobs and 5 permanent jobs for the area.

Rail Realty, headed by Smart Growth Award winner Anthony Gitto, will develop two 3 story apartment buildings on the corner of Texaco Avenue and Linden Place, just north of a LIRR rail yard and a block away from the LIRR Port Jefferson station. Onsite parking, which is a problem being addressed in Port Jefferson's Comprehensive Plan, will be included. The 74 new one and two bedroom units will be listed at market rate. There is already a waiting list of professional individuals that desire safe, up to date housing in Port Jefferson, with a quick commute to local hospitals, SUNY Stony Brook, and Brookhaven National Laboratory.

"We are extremely pleased to see this project begin as it will lead the way in creating a safe, walkable neighborhood and bring in a new population to help support the merchant base in Upper Port Jeff," states Mayor Garant, 2015 Smart Growth Planning Award winner.



West Babylon

Vision Long Island was in West Babylon in April running a visioning process for the future of Van Bourgondien Park located on Albin Avenue. This community driven process is spearheaded by the efforts of Neighbors Supporting Neighbors Babylon, Inc., a Sandy recovery organization that is a part of Friends of Long Island.

A steering committee built of 16 community organizations and governmental entities including Suffolk County Legislator Kevin McCaffrey and Town of Babylon Deputy Supervisor Tony Martinez met throughout the spring to gather ideas and begin the planning process. No community park, however, should be undertaken without public input by stakeholders, including area residents of all ages and organizations that currently use the property or have an interest in using it in the future. The area, owned by Suffolk County and operated and maintained by the Town of Babylon, currently has a playground, concession stand, tennis courts, multiple soccer fields and a historic home on the property.

Dozens of residents who attended on a day where the area had many other events running concurrently viewed presentations displaying examples of other park's amenities that could be incorporated into the property, including playground options, trails, fountains,

spray parks, concession stands, parking and fitness stations. Those in attendance, as well as the steering committee in previous meetings, were asked to "think big" when they were submitting ideas for the future use. Attendees then had an open session where they could discuss what their wants are for the area, as well as aspects that they would not like to see in the design proposal. Voting on the amenities followed which will allow the design teams to see what aspects of the revitalized park are most important to the residents, and what things should not be undertaken.

The community broke into nine groups, each armed with a map and tasked to "design their park" with people that they were unaffiliated with in order to have a well rounded approach. Ideas included a new layout for parking for ease and safety, entrance and exit location changes to mitigate traffic congestion, a larger playground, repurposing the tennis courts for other activities such as bocce, shuffleboard, and deck hockey, a windmill, revitalizing the Veteran's park and Eagle Scout project, walking trails, and a butterfly sanctuary with a tulip garden by the historic property. Many other ideas were suggested and will be taken into consideration as the community prioritized.

The steering committee will meet again to review the public input, and will continue to meet as the process moves forward.



Central Islip

Two years ago, a 30-acre parcel of the former Pilgrim State Psychiatric Center was covered with overgrowth. It had been unused for 20 years. But a community visioning for the area, led by Vision Long Island, had plans for the land.

For 30 years the community sought a park. And not only was a new public space necessary as condos went up on the former Pilgrim State, Islip Councilman Steve Flotteron said, but residents wanted a community space to promote positive choices.

The project received a state grant last year to build improved bicycle and pedestrian paths on the west side of the park to connect with a nearby LIRR station. The first of three phases included clearing the land, building the paths and constructing a pair of soccer/football fields for the Police Athletic League. 2013 also saw the project win a Smart Growth Award from Vision Long Island.

In September, residents and community stakeholders joined volunteers from nonprofit KaBOOM! and Disney – including ABC News President James Goldston – all day building the playground. More than 200 volunteers like Vision Long Island board member John Keating and Assistant Director Tawaun Weber worked on the playground. Aside from two months of planning, logistics and preliminary work to prepare the site, all of the actual construction took place in six hours on a single Friday. Volunteers assembled swings, installed slides, poured concrete and built wooden planters from scratch all in the name of supporting their local community.

The final phase of the project is the creation of shuffleboard and bocce ball courts, a bandshell, picnic areas and koi pond. The entire park is expected to be finished by fall 2015 and is expected to attract more than 7,200 children.



Downtown Revitalization

Smart Growth Saturday



In September, elected officials, community stakeholders, businesses and residents joined Vision for the second event of 2014 with tours of Rockville Centre, Great Neck Plaza, Babylon and Port Jefferson.

"It was exciting to see Long Islanders that care about the health of local downtowns take the time to learn about four more great places on the second Smart Growth Saturday tour. Sharing design techniques, recent projects and plans for future growth was a key feature and the municipalities that manage these local Main Streets are passionate and dedicated to their community. I am looking forward to the next round of tours in the spring," Vision Long Island Director Eric Alexander said.



The contingent in **Rockville Centre** met with Deputy Village Administrator Kathleen Murray to review the Transit-Oriented Development business district, new developments, restaurant row and the village's approach to placemaking. Downtown Rockville Centre is home to more than 70 restaurants, with variety and options for all demographics. Access to those restaurants is easy with the help of traffic-calming measures, expanded parking and additional sidewalks. The community is among the first in the nation to use Park and Save meters; motorists receive coupons for local stores with their parking receipt. The Rockville Centre LIRR station is easily walkable from downtown and offers a 30-minute trip to Manhattan. A few blocks away, the Avalon Rockville Centre project was created as a Transit-Oriented Development.



In **Great Neck Plaza**, Mayor Jean Celender began with a presentation on completed pedestrian safety projects and future development. While touring, the group witnessed safety improvements like bulb-outs, crosswalk improvements and a roundabout. Although there wasn't time to visit Great Neck Road which had undergone a road diet, Celender discussed the somewhat counter-intuitive benefits of removing travel lanes on a roadway.

The group also visited future sites for a LaunchPad business in-

cubator and four-story mixed-use building on Grace Avenue, as well as the site of a future road safety project between the Barstow Road roundabout and the Post Office. They observed placemaking improvements around the village, like a trompe l'oeil – optical illusion – mural and a mosaic mural next to the train station, a shelter for sidewalk benches, brick sidewalks and abundant flower baskets and landscaping that helps to enhance the historic character of many of the 1920s downtown buildings.



Deputy Mayor Larry Lapointe, Suffolk County Planning Commission Chair David Calone and Vision Board Member David Berg led the crowd through parts of downtown **Port Jefferson** and discussed uptown Port Jefferson – part of the village north of the LIRR tracks and neighboring Port Jefferson Station. The village officials kicked off their 2030 Comprehensive Plan five years ago which has been approved by the village. The plan calls for replacing 300 parking spaces along Port Jefferson Harbor with green spaces.

There was also renovation of a former twentieth century shipyard building into a community center. Reopened in 2005, the old steel building is used for community programs, has function rooms to rent and the Village Living Room with couches, Wi-Fi and a quiet place to read.

Port Jefferson officials are also working on the Rocketship playground, a 4,000 square foot playground from the mid-1970s. The deputy mayor confirmed they're looking for alternative sources of funding for the \$600,000 project beyond raising taxes.



Along the South Shore, Mayor Ralph Scordino led the tour group through the **Village of Babylon**. More than a dozen gathered as Scordino opened with a demonstration of their Smart Growth Award-winning drainage system. He also highlighted some measures the village has taken toward storm-preparedness like new fire and rescue vehicles.

Babylon Village resident Judy Skillen gave a tour of the Historical and Preservation Society, giving some insight to the history of the village including the original Babylon Town Hall located on Main Street. Now a part of the National Register of Historic Places, the building was reopened in 2010 as the Town of Babylon History Museum.

Throughout their trip in downtown Babylon, the mayor pointed out some of the things that make the village so viable, like restaurants

Downtown Revitalization

with alleyway seating, apartments over storefronts, clearly-marked pedestrian walkways and a mix of recreational uses in the downtown.

In April of 2015, folks toured the downtowns of Port Washington, Freeport's Nautical Mile, Northport Village, and Riverhead.



The Nautical Mile has been a long time tourist destination for the **Village of Freeport**. Filled with notable restaurants, entertainment and attractions, it was recently highlighted as the 7th coolest place in the country. While Nautical Mile is thriving again, it was one of many Long Island areas devastated by Hurricane Sandy.

Gathered at one of Nautical Mile's famous establishments, Jeremy's Ale House, the group began by hearing from Deputy Mayor Jorge Martinez on some of the efforts the village was undergoing. He kicked off the tour and explained some of the plans the village has to aide in storm protection, support for the local businesses through upcoming community events, and newly underway efforts in the northeastern area of Freeport as well. Legislator Curran also talked about her experiences with the businesses affected by Sandy and was glad to see the progress.

Walking along the Nautical Mile, the group was able to see a mix of business including restaurants, fishing suppliers, and law offices. Deputy Mayor Martinez highlighted some of the businesses noting that many were longtime residents of the mile and several have even relocated to other areas along the strip to expand their businesses leaving very few vacant storefronts despite the storm.



The **Northport** downtown tour began in the Carnegie Library, a 1914 building on the National Register of Historic Places that houses the Northport Historical Society and Museum. The tour began with a few words by Heather Johnson, Director of Northport Historical Society, who gave a brief history of the society and its beginnings in 1962 when development plans threatened to change the character of Main Street.

After Northport Village Deputy Mayor Henry Tobin spoke on a wide variety of subjects concerning the history of the village as well as current efforts to preserve the character and nature of the municipality. He then led the tour down Main Street, highlighting numerous buildings that arose during the mid to late 19th century when Northport was a bustling harbor village.

Lastly, the tour heard from Suffolk County Legislator Doc Spencer, who spoke of his work to secure funding for an upgrade to the

Northport Sewage Treatment Plant. Spencer noted that as a local resident and physician it was important for him to take steps to increase the health of the community by lessening the size and effect of the "red tide". The new upgrades to the treatment plant will lessen the nitrates in the water and help to starve the algae responsible.



The **Port Washington** tour began at the Town Dock at Lower Main Street. The first stop on the tour was Long Island Boat Rental which provides residents and visitors a way to enjoy Manhasset Bay from a boat without the expense or hassle of owning one. From there the group could see the new "boatel" which lets visitors arrive by and store their boats while visiting. The group was then treated to homemade ice cream from Sweet Treats on the Wharf (Douglas & James) which happens to be Carson Daly's (of MTV and the Today Show) favorite small business.

"We need to all be working together to promote our downtowns, to promote the idea of shopping local. The thing that has always stuck me about Port Washington is the commitment to supporting local businesses." said Supervisor Bosworth.

Heading back east along Main Street, the group visited the site of a proposed mixed use building that is the first to come out of the Town's new "Model Blocks" zoning and many historic buildings, including the Bayles House- a restored mixed use building that won a Smart Growth Award in 2008. Finally the group boarded the Port Water Taxi for a tour around Manhasset Bay.



Riverhead Supervisor Sean Walter, a vital partner who has marketed and helped redevelop a bulk of downtown building by building, led the group on the tour. Throughout the tour, participants stopped at a mixed use building Summerwind which includes both affordable apartments and restaurant. They also checked out some of the new downtown office space that has shared space.

One of the highlights of the tour was the indoor farmers market that attracts people from all over Long Island. They also stopped at the local community gardens which helps to provide some public space on their main street. Downtown retail includes craft beer locations, the Suffolk Theatre and other arts amenities, playground, waterfront park and other amenities. A well-known destination is the downtown hotel and the Atlantis Marine World Aquarium.

In early 2014 tours took place in **the Villages of Farmingdale, Westbury, Mineola, Patchogue, and the Hamlets of Huntington, and Bayshore**. We look forward to future tours commencing September 2015.

Friends of Long Island



Following the days of Sandy, a diverse coalition of over 15 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. More than 2 years 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, and have raised over \$500,000 to this end.

Although many have put together the pieces, thousands of residents are still displaced, living in subpar conditions, or trying to recover from financial difficulties stemming from this event. Because Friends of Long Island consists of grassroots community groups, we were able to assess the common needs of the group and work towards solutions. For example, as the processes continue to change, we attempt to be a conduit where residents can receive real-time, accurate information guiding them to the best direction for their situation.

Additionally, many of the organizations within this coalition since the storm, have ripped out and assisted with repairs of over 1,000 homes, and continue to do so. The bulk of this work has been done by 500+ volunteers and donated building materials and tools.

If you'd like to donate to Friends of Long Island to help us meet our goal, please fill out and return this form to Friends of Long Island, 24 Woodbine Ave, Suite 2, Northport, NY 11768. Checks should be made out to Vision Long Island Sandy. A copy of our tax exempt certificate will be attached with your receipt. Donations can also be made via www.friendsoflongisland.org. If you have any questions, please feel free to contact us via email at info@visionlongisland.org or we can be reached by phone at 631-261-0242.



*Island Park:
Battered, Not Shattered*

BRING US HOME
Long Beach COAD

2015 SMART GROWTH AWARDS



Friends of Long Island

Local Sandy Leaders Review Progress Two Years Later



Late October marked the second anniversary of Superstorm Sandy crushing parts of the northeast. However, some who continue to rebuild from the historic storm expect additional years of recovery.

Friends of Long Island (FOLI), an umbrella organization for grassroots community Sandy recovery organizations, issued an update on the recovery process and identified concerns.



Rich Schaffer, supervisor of the Town of Babylon, offered his thanks to the volunteers gathered at the Sustainability Institute at Molloy College. He also reflected on a conversation with Lindy Manpower founder Amy Castiglia at Camp Bulldog – a temporary source for donations, aid and information in Lindenhurst immediately after the storm – how the South Shore would need up to five years to fully recover. “We’ll continue to work as partners with each and every one of you,” Schaffer said. Long Beach COAD’s John McNally speculated a 10-year-plan is more likely in some areas.

As of the second anniversary, FOLI has helped more than 600 families demolish flooded homes and rebuild. The volunteers have also raised over \$500,000, not counting another half a million in donated materials and labor, to distribute as aid via grants and fundraisers. Friends of Freeport Former President Rich Cantwell said his organization has helped almost 300 Freeport families come home. “It’s the people in the community who know our community,” Cantwell said about grassroots efforts. “We can get the job done.”

The president also praised local municipalities supporting each other and the state’s Community Reconstruction Program tapping locals to create plans and larger infrastructure investments. But while the local angle is making a difference, Castiglia said several challenges remain. Not only was there poor communication during the storm, but there’s been an overall lack of clarity on the FEMA process and dealing with insurance companies. She also said the state needs to hire more disaster case managers and make the process more clear and succinct.



Looking forward, FOLI Consultant Jon Siebert touched on solutions. Both Nassau and Suffolk Counties’ emergency preparedness plans need improvements for collaboration with local governments; more disaster case managers should be hired; federal policies

need to change amounts of certain funding; add transparency to the state’s NY Rising project and provide dedicated funding for events not covered by FEMA. Siebert also called for infrastructure improvements across the island, arguing that it’s more cost-effective now and avoids “floating cesspools” in the future.



Many FOLI members echoed the 11518 President Dan Caracciolo in reporting their communities were at various stages. Some residents still have not returned home, some have but are contemplating selling to New York State, and others tapped all of their retirement savings to get home.

“Friends of Long Island has been an incredible resource for all towns included,” Terry Reichel, of Island Park Battered Not Shattered, said.

Before the press conference came to an end, NY Rising boss Jon Kaiman went before the volunteers. His office is responsible for giving money away and ensuring all federal requirements surrounding the funds are met. The state has awarded \$750 million, and recognized the process hasn’t been perfectly clear.



Last fall, FOLI also added a new initiative as they announced a micro-grant for veterans still battling the storm.

“Even before Sandy hit Long Island almost two years ago, area veterans were among the most vulnerable of the population. As a third winter post-Sandy approaches, helping those with unmet needs who have served rebuild their lives and homes is as important as ever,” FOLI Consultant Jon Siebert said.

Friends members learned about funding from the Home Depot Foundation, who was offering \$5,000 in gift cards to veterans still reeling from Sandy. The volunteers combined that with \$3,000 in a Riverhead Building Supply from Long Island Cares to open the grant.

Applicants must either be a veteran or the survivor of a veteran; the primary renter or homeowner; have been affected by Sandy; have unmet reconstruction needs; and be able to provide discharge papers. Winners will be selected by severity of need and potential of bringing the veteran to a resolved situation.

Within the first week, nearly 20 veterans had already applied. Each seeking several thousand dollars in aid, FoLI hopes to run the program again next year and is working hard to identify more resources. “I’d love to be able to see \$50,000,” Siebert said.



The 13th Annual Smart Growth Summit



Vision Long Island was very happy to see the outpouring of positive support for the 2014 Smart Growth Summit. More than 1,100 attendees participated at the Melville Marriott, with over 500 for breakfast and 850 for lunch. The energy in the rooms was palpable and a truly optimistic vision emerged.

Special thanks to Vision's Board, staff and of course all of the Summit sponsors: Visionary Sponsors - JP Morgan Chase, Jobco, and Renaissance Downtowns. Lead Sponsor - National Grid. Gold Sponsors - Southwest Airlines, RXR, Engel Burman, H2M, GPI, South Asian Times, VHB, and 50 other sponsors.

Opening Remarks



Senator Charles Schumer addressed the breakfast crowd about promoting infrastructure growth, bringing more jobs and creating sustainable community in Long Island in a post-industrial era.

Investing in infrastructure, Schumer said, is a fundamental function of government. Recognizing the need to repair as well as revitalize Long Island infrastructure following Superstorm Sandy, Schumer presented a bill to fund resiliency in infrastructure. About a third of the money, billions, was for resiliency improvements on Long Island to do new things and to upgrade. The Bay Park Nassau County sewage plant, which processes sewage for half million people, received an \$810 million FEMA grant to build a more modern, cleaner plant. In Suffolk, where only 30 percent of the county is sewer, flooding is more likely. In low-lying communities within Shirley, North Babylon, Oakdale, \$315 million was allocated for new sewer systems.



Schumer also stressed the importance of revitalization projects to bring back downtowns. He used Wyandanch as an example, saying he was able to obtain funds for sewers and the train station. In Nassau, he used Glen Cove as an example, where the community is moving closer to creating a waterfront community

and on what was once a Brownfield site. Money has also gone toward making dangerous roads safer, slowing traffic and improving walkability.

Schumer said the transportation bill is a big thing coming up. He

wants to replenish the Highway Trust Fund with this bill and make sure Long Island gets its fair share. He also wants to obtain TIGER transportation grants to help with the revitalization of the island's downtowns.

"Long Island is a great place to live, but if we don't revitalize our infrastructure it won't be such a great place for the next generation," Schumer said. "We have to build the downtowns, rebuild and revitalize, and get the best transportation possible. I'm going to do everything I can to deliver smart, future-looking transportation and infrastructure dollars to Long Island as long as I'm senator for the United States."

State of the Towns & Villages



Traditionally, we welcome a panel of town supervisors and village mayors who are supportive of downtown redevelopment and infrastructure investments in their communities.

The breakfast panel, State of the Towns & Villages, was led by Joye Brown from Newsday. The panel featured Judi Bosworth, Town of North Hempstead supervisor; Frank Petrone, Town of Huntington supervisor; Ed Romaine, Town of Hempstead supervisor; Anna Throne-Holst, Town of Southampton supervisor; Ed Ambrosino, Town of Hempstead councilman; Steve Flotteron, Town of Islip councilman; Ed Ambrosino, Town of Hempstead councilman; Peter Cavallaro, Village of Westbury mayor; Ralph Scordino, Village of Babylon mayor; Scott Strauss, Village of Mineola mayor;



and Robert Kennedy, Village of Freeport mayor. North Hempstead Supervisor Judi Bosworth said her constituents can agree that affordable senior housing is a pressing issue in their community. Two affordable senior housing developments are in the works, including a 72-unit development near North Shore Hospital. "These seniors built our town and we want to make sure they are able to stay here," she said.

Huntington Supervisor Frank Petrone said it'll never be "easy" to

talk about Smart Growth since each successful step forward brings with it new challenges. He used the example of apartments above stores, saying it was taboo 10 years ago and is now generally accepted, but brings new challenges such as parking to accommodate additional downtown residents.

“Every time you do something positive and try to make a change there’s an additional challenge that follows, but it’s what keeps us going,” he said. “The challenges can be solved not only at the town level and other levels of government, but through networking with the private sector and other communities.”

Brookhaven Supervisor Ed Romaine said the challenge of Smart Growth lies not in new ideas, but in escaping the orbit of old ideas. Projects such as the Ronkonkoma Hub, the AVR at exit 68 are moving forward and the town has been lobbying the MTA to move the Yaphank LIRR station to East Yaphank to improve connectivity with tech and industrial centers. Citing recent successes in Patchogue Village he said, “There is a path forward for remaking suburbia and redefining what it used to be.”

Romaine added that two areas in the Town of Brookhaven - along the Patchogue River and the Mastic Shirley peninsula along the Forge River - will be sewered through a large state grant. The state may spend \$190 million at the Forge River site and the town will contribute 15 acres just north of Sunrise Highway at the airport to facilitate a sewage treatment plant.



Southampton Supervisor Anna Throne-Holst said she’s seen a change in sentiment toward certain aspects of Smart Growth among her constituents over the past year, particularly in the area of affordable housing. A new 30-unit affordable housing development was recently approved, although it is now fighting an article 78. She said projects like the Sandy Hollow Cove Apartments, designed to look like a farmstead, is an example of affordable work force housing that blends right into the neighborhood.

Suffolk’s shortage of sewage systems remains a critical Smart Growth issue although steps are being made towards progress. Islip Councilman Steve Flotteron said results of a study will soon shed more light on his town’s sewerage options. Flotteron also said the Town Board recently adopted the environmental impact statement for Heartland Town Square, opening the project to seek a change of zones, although it will likely be a couple of years before it goes through the town and Suffolk County planning authorities.

Hempstead Councilman Ed Ambrosino discussed the exit of the Islanders and a major investment in the retail sector between Nassau Coliseum and the Marriott Hotel which he said will be a destination for young Long Islanders as well as visitors throughout the country. The Marriott will undergo an approximate \$95 million-renaissance and a large Bass Pro Shops store will be part of nearby development.

Mineola Mayor Scott Strauss discussed the construction on multiple housing projects near the LIRR station in his village. About 890 units are expected to open in the next few years and Village Hall



is working closely with developers and residents to keep everyone in the loop. Once open, he expects them to help keep young residents in Mineola and add to municipal coffers when vacant buildings were a burden on the community. “Every village, town and county is going to change,” he said. “We have to control and manage the change. If you don’t control it, it’s going to control you.”

Babylon Mayor Ralph Scordino said infrastructure has been rebuilt since Sandy hit two years ago, giving residents a sense of security. The Village pool, for example, was up and running eight months after the storm, the marina was rebuilt and the bulkheading was raised to improve infrastructure around slips. They also purchased property with the County to raise the bulk head and hold back water from the Great South Bay. Scordino said it was all done through a great sense of community and volunteerism.

Freeport Mayor Robert Kennedy said his village experienced financial stress as a result of Sandy and as a result the Village Board decided to increase revenue by developing along Sunrise Highway. A professional and retail complex is being developed right by the LIRR station improve walkability in the village. The village is also undergoing numerous infrastructure projects along its waterfront.

Fair Housing / Segregation on Long Island



Quoting Reverend Goodhue, Huntington Township Housing Coalition’s Dr. Richard Koubek started the Fair Housing/Segregation on LI panel by saying “Let’s pray for a welcoming community,” which inherently comes down to welcoming zoning reform, racial diversity, different household types and affordable (local AMI-based) opportunities on Long Island. Joined by Michelle Santantonio of Long Island Housing Services,

Sol Marie Alfonso-Jones of Long Island Community Foundation and moderated by Lawrence Levy of Hofstra University, the panel covered the history of housing segregation, current discriminatory practices and efforts to combat it.

As the third most segregated suburb in the United States, U.S. Census data shows that school segregation and housing-cost burden has gotten worse over the past five years. Tracking school district scores shows the worst effects of these practices on LI’s youth; it is evident in the test scores, numbers attending four year colleges and the concentration of poverty by school district in the region.

Yet despite the data, there's been no shift in the conversation to race and social justice from elected officials or Albany. Only the economics of failing to diversify the housing stock resonates with voters. Panelists agreed that stronger enforcement of anti-discrimination housing practices and population planning in Nassau and Suffolk are needed to arm allies and elected officials with the facts, and confront Long Islanders with harsh truths.

Economic Development & Infrastructure Suffolk



Infrastructure is one of the key ways government can help spur economic development and allows businesses to thrive by permitting growth, providing efficient transportation between locations and creating public spaces that enhance the value of their surroundings.

Suffolk County Legislature Presiding Officer DuWayne Gregory; Joanne Minieri, Suffolk County IDA; David Calone, Suffolk Planning Commission; and George Tsunis, George Tsunis Real Estate, discussed ongoing initiatives and smart growth planning issues facing Suffolk County in a panel moderated by Long Island Business News Publisher John Kominicki.

Gregory said the legislature has pushed for funding for transportation improvements and service expansions, such as the bus service. He also discussed progress on improvement initiatives to Nicolls Road and the 110 corridor. Progress is being made on smart development infrastructure projects in Wyandanch Village, the Ronkonkoma Hub, the Heartland Project, East Farmingdale and Huntington village that will attract and create jobs.

"Community based planning is critical in everything," said Minieri. "People have the right to know what the long-term vision is for a location...When you do a regional plan and do the proper community outreach and come together with good planning and great design, it can eliminate some of the concerns or fear of the unknown. Then you implement and modify as times change."

Panel guests agreed that affordable housing is the most pressing issue facing not only Suffolk County, but all of Long Island. Affordable housing is necessary to house the aging population and to entice young professionals to stay and invest in the communities they grew up in.

Young professionals of the Millennial generation are attracted to connected communities with vibrant downtowns where they can live, work, and play all in one spot, Tsunis pointed out. "Amityville, Mineola, Westbury, Valley Stream, and Patchogue are getting it right," he said. "Millennials are not in a position to buy homes, they rent."

County leaders hope that Suffolk's transit-oriented development, water quality initiatives and tax incentive programs will provide the infrastructure to attract businesses and developers provide job op-

portunities and build affordable housing for the young workforce and their future families.

Minieri discussed County initiatives to extend the LIRR's further north and south to R&D hubs and create transit-oriented districts, as well as initiatives to connect MacArthur airport with the Ronkonkoma hub. Calone added that zoning flexibility around new transportation hubs can be used to both entice developers and drive the use of public transportation by residents.

The panel also discussed shifting population demographics in Suffolk County. Currently the fastest growing age demographic is ages 55-75, according to Kominicki, with the largest growth in ages 0-2 being among minority populations. Gregory said the majority of people in America will be people of color by 2042, and considering that many of those people live in and are served by failing schools, a sincere effort should be made to invest in our schools. Calone added that underserved schools should be better funded and emphasized the importance of investment in STEM programs.

Tsunis said communities should embrace diversity because many new entrepreneurs are from minority groups and will hire local workers.

Calone said that the county will soon unveil its first comprehensive plan since the late 70s. The document has been in the works for two years and is expected to be wrapping up within the next two months, he said.

Complete Streets



On the Complete Streets panel, AARP's Will Stoner, Wendel's Dean Gowen, BikeLid's Kimberly Pettit, Greenman Pedersen's Frank Pearsen, author John Massengale and moderator Veronica Vanterpool from the Tri-State Transportation Campaign looked at Long Island's roads and how to make them safer for all uses.

Vanterpool touched on Sunrise Highway tours last summer with walkability expert Dan Burden before moving to Tri-State's report of the most dangerous roads. The deadliest road for pedestrians in 2013 was Jericho Turnpike, supplanting Hempstead Turnpike.

Gowen said the island needs to upgrade roads with new utilities and design them for accessibility if traffic flow is to improve. He recommended projects like creating separate bike lanes, planting trees, installing smart LED traffic signals and moving overhead utility lines underground.

Pettit, whose company created a 200-pound bike shelter they hope to sell to municipalities across the northeast, focused heavily on bicyclists. She emphasized the need for segregated bike and walking paths. BikeLid shelters are currently available for downtowns, train stations, and other potential sites.

Massengale is the author of "Street Design, the Secret to Great Cities and Towns." The government is responsible for building roads in both urban and rural communities, he said. Back in the 1990s,

they funded bike roadways. Earlier in that century, he added, many New York City roads were one-way, making them a place where people wanted to be.

AARP has 33 million members, Stoner said, and 200 municipalities have Complete Streets policies. When senior citizens can no longer drive, they become isolated. He also touched on the state Department of Transportation's plans to spend \$3.8 million on Sunrise Highway improvements in Nassau County without any local involvement. AARP was a part of the Burden tours, which called on uniform, narrower lanes to calm traffic.

Pearsen worked for the state Department of Transportation until leaving for Greenman Pedersen. In the Summit, he touched on the Newbridge Road project in East Meadow. They put the thoroughfare on a road diet, turning a two-lane road in each direction into a one-lane road each way with a central turning lane. Pearsen also said streets must be designed to accommodate bikers and pedestrians.

Renewable Energy



The Renewable Energy panel was moderated by Brookhaven Town Councilwoman Connie Kepert, who worked closely with Caithness to bring one of the cleanest power plants in the northeast to Long Island, and featured three people well connected with Long Island's efforts to grow clean energy sources in our region: Clint Plummer from Deepwater Wind, Beth Fiteni from NYSERDA, and Tara Bono from EmPower Solar.

The panel opened with Plummer speaking on the challenges of energy infrastructure East of Riverhead that Deepwater has been confronting. Due to aging infrastructure it has become difficult to keep up with the needs of a growing population. He noted that wind could go a long way in counterbalancing that, especially during some of the peak times of the day when the strain on the local grid grows enormously.

He also said the turbine technology has improved to the point where they can be placed so far offshore that they would not be visible, which could help to quiet some of the resistance to placement. Plummer also noted that offshore wind is a growing industry with Long Island's geographic location positioning it to be a leader in employing the 13,000 Americans projected to be in the industry by 2030.

Next, Fiteni spoke on NYSERDA's efforts to incentivize solar and renewable energy in the region. She identified lowering costs not generally associated with installation such as training and the price to manufacture the panels as potential challenges. NYSERDA has been working to help lower those while incentivizing installation and streamlining the process for lower income communities.

New York State also has a program called K Solar that is administered by NYSERDA and provides rebates for those who need it while offering loans at a lower interest rate to offset the cost of installation. They've also been working to change local zoning codes

to help incentivize residents while offering free energy audits to those interested in switching over to renewable energy. She also briefly touched on other smaller renewable energy programs that provide small scale wind, geothermal and solar thermal energy.

Finally, Bono spoke on EmPower's efforts on the island, noting that Long Island's energy is usually provided by National Grid and aging, older power plants. However, that is changing, with Long Island being home to the largest solar power plant east of the Mississippi.

PSEG has also been growing its solar infrastructure, more than doubling their units from five to 10,000 in the past few years. As a source of energy, solar is an excellent alternative, especially considering that Long Island is the second most expensive energy consumer in the country. The number of incentives is also on the rise in the forms of tax credits, flexible financing options, high life-time savings, amenable zoning codes, and solar ready homes having a higher home value.

Financing Transit-



Oriented Developments



The Financing TODs panel dug into some of the more pragmatic issues in getting Transit-Oriented Development (TOD) built. Anthony Manetta of Standard Advisors Group began the panel by acknowledging that elected officials are beginning to understand that Transit-Oriented Development is one way to help mitigate the "brain drain" trend that has been occurring on Long Island without completely changing the suburban landscape but rather adapting to economic and social trends. He then introduced the panel of speakers from both the public and private side of TOD financing.

Bob Paley of the MTA explained how TODs need to be conceived from a neighborhood perspective. They need a higher degree of coordination to stitch together all of the elements including the public realm. Parking garages are a major component of suburban TODs and can be financed publicly through federal programs or privately through increased land value and lease-able space that wraps the structure.

Gerry Bogacz of NYMTC explained the "T" in TOD is key. There has to be local desire and a local government that can help coordinate local, state and federal programs and agencies to fund different elements of the development. Municipalities have to learn a lot to accomplish this and having a mix of transit services can improve the success of the development.

Matt Frank of the Richman group pointed out the two issues that impact the financial feasibility of a project, which are infrastructure and density. The private elements will be able to get funding, but paying for the public infrastructure can be difficult whether it's a plaza or a parking garage. The developer can only pay for it if there is enough density in the project to cover the cost - therefore public-private partnerships are necessary to make things work.

Andrew Saluk of NEFCU explained how the more local nature of credit unions can sometimes be more flexible with financing than larger institutions. Having employees familiar with the local economy can help a credit union assess the viability of a project and offer insight that may not be available to national banks. He also explained how residential development is always the lowest risk to finance, particularly apartments- people always need a place to live, and mixed use makes sense from the perspective of the “economics of life.”

Bill Purschke of Zodiac Title Services explained how the title process factors into the development process. Mixed use, transit oriented projects aren’t completely new or different than conventional development, just more complex. They work behind the scenes with developers government and owners to help facilitate the process - many times transfer of ownership and easements are needed to create the development that is a mix of private and public.

Retail Opportunities



During the Retail Opportunities workshop, Gina Coletti of the Nesconset Chamber of Commerce; Molly McKay, of Willdan Financial Services; Julie Marchesella, of the Nassau Council Chambers of Commerce; and moderator Bob Feldman, of Basser-Kaufman discussed what makes a successful downtown, what attributes towns have to make it work, and how retail can be used to make the community a destination.

Retailers who are thriving help to create a great active downtown. Huntington and Rockville Centre are some examples where a focus on retail helped create a great downtown. Some of the components to this success include parking, entertainment, food and bars. Merrick has a higher occupancy rate after downtown revitalization. One of the techniques they used to create vibrant storefronts is to have two retailers within one storefront.

Panelists talked about some questions to ask before renting out a storefront, such as asking about the market and long term goals of the business, and what differentiates their store from five of their competitors. Successful downtowns are comprised of unique retailers that are driven to compete against both big-box stores and internet retailers. Awareness of online competition is important, and downtowns should encourage their retail stores to establish an online presence and participate in social media.

Successful independent merchants can offer things Wal-Mart can’t. Nassau County’s post-Sandy advertising campaign put a focus on businesses affected by the storm and used the idea of “shop locally” to encourage patronage of unique local businesses. The commercial sought to highlight retail’s integral role in Main Streets and featured messages from local merchants, each offering a unique set of skills and area of expertise.

Coletti talked about the Suffolk County Downtown Revitalization Board and its work on the revitalization of an old armory. For this project, the Board looked at how the space could be used to fill voids in retail and community needs. The building is now a hub of

activity and has a new library, a new gazebo with a summer concert series, and tennis courts. The surrounding area saw increased business for the storefronts and decreased taxes and vacancies.

Although it took years to achieve, the project created something that completely changed the town. Entertainment became a real driver in business and replaced simple retail.

In regards to which type of retail is best for fostering downtown development, Victor Dadras proposed “main-street as retail in a 19th century old model.” Unfortunately, it is difficult for main streets to compete with big box stores in convenience or value. Big boxes serve a purpose, but small businesses set in a vibrant downtown do much more to create a lively, cohesive community. In looking at methods and tactics to attract and retain independent retailers, speakers mentioned that a mall, downtown, or big manger can oversee and provide guidance to the village as different business come into a community. For instance, compare the ownership and character of a local bakery to that of a Dunkin Donuts; both are small businesses, but one is part of a franchise.

Feldman added that as humans, it is in our nature to “perceive, reinvent and thrive.” To highlight the potential of their downtown, downtown managers can host open houses in vacant storefronts to educate prospective retailers and buyers on the opportunities found in that community. This way, the downtown is using vacancies in a productive way and generating interest in their community.

McKay encouraged retailers to look for density and to distinguish their business through façade choices. She emphasized the importance of clear direction and cooperation, as developers prefer municipalities that want to work with them. “When issues are out of our control as a developer you will walk away” said McKay. A thriving downtown culture can be achieved by using social media as a promotional tool.

Public Safety



Former Suffolk County Police Chief Robert Moore, now the director of Security with Astoria Bank, moderated a panel on Public Safety. Police can prevent crime, but so can communities, youth programs and private security companies. Greg Ohanessian, of I-Tech Security; Lionel Chitty, of the Hicksville Chamber of Commerce; and Dr. Elizabeth Isakson, of Docs for Tots, were part of the discussion.

The panel, which represented various organizations across Long Island, discussed the public safety needs of Long Island communities and how to implement proper strategies pertaining to downtown revitalization and smart growth.

Many of the panelists concluded that positive “curb appeal” not only helps with the economic impact of the area, but deters vandalism, burglary and other undesirable action. Panelists agreed that planning properly is important. If an area is not maintained, well lit and walkable, problems can emerge.

Technology has increased the public safety aspect dramatically in many business improvement districts. Use of surveillance cameras in downtowns, schools, and faith-based organizations has not only aided in prosecution of crimes, but has also been effective as a deterrent. Implementation of proper lighting, Wi-Fi access and cell booster systems continue to improve the general quality of life as well as assist with public safety concerns.

Education has proven to be a formidable tool in combating crime. For example, the Nurse-Family Partnership program provides nurse home visits to pregnant women with no previous live births, most of whom are low-income, unmarried, and teenagers. Nurses visit the women once per month during their pregnancy and the first two years of their child's life. Nurses teach positive health related behaviors, competent care of children and maternal personal development (family planning, educational achievement, and participation in the workforce). Studies have shown that this dramatically decreases crime for both the mother and the upcoming generation.

The overall message and take back from the discussion was to increase collaborative efforts between the police department, local municipalities, businesses, nonprofit sector and community stakeholders. An example was given where a chamber of commerce had made a purchase of surveillance equipment that would be installed at a local business adjacent to a vacant, poorly-lit building. The "set up" ended up catching vandals in the act, and also sent a message that the area is being watched.

There will never be enough funding to curb all public safety issues, but through a collaborative effort significant improvements are possible. By creating a "storefront omnipresence" of concerned stakeholders giving the illusion that all is being cared for, issues such as trash, loitering, vandalism and overall public safety can be dealt with more effectively. This will only help business districts and the community in general thrive.

Youth Vision for Long Island's Future



Those attending the Youth Vision for LI's Future panel heard from four young professionals with advice to keep college graduates and Millennials on Long Island. The panelists included Jeff Guillot, founder of the Suburban Millennial Institute; Meghan Sullivan, a student at St. Joseph's College; David Viana, president of the Baldwin Civic Association and a student at SUNY Stony Brook; and Elisabeth Muehleemann, the Americorps Community emergency preparedness coordinator for the Long Island Volunteer Center.

Questions were posed to the panelists by moderator Dr. Nathalia Rogers from Dowling College. Questions included: What are some of the issues young people face? How can we keep young people on Long Island? How can we increase diversity and immigration on Long Island? Common themes included a discussion on affordable housing, increasing transportation options, making downtown areas with activities to do and incentivizing corporations to create

jobs on Long Island.

Each panelist was asked to draw on their own personal experiences to bring a unique perspective to the conversation. As Guillot spoke about the importance of incentivizing employers with tax benefits to employ millennials just as Baltimore incentivizes employers to employ immigrants. Guillot also discussed the importance of encouraging immigration and emigration to this area so increase the number of people paying into the tax base.

Viana focused on the importance of young people becoming involved in local government so that their interests are represented. He also articulated the necessity of creating downtowns around colleges that are inexpensive and will cause college graduates to want to stay in the area.

Sullivan has been studying Recreational Therapy at St. Joseph's. She was able to explain the importance of creating unique recreational facilities on Long Island that make people want to visit for the one of a kind activities they can do and places they can go to. Sullivan also described cultural centers as a necessity to help make those with diverse backgrounds feel more welcome.

Muehleemann was an environmental geography major and works very closely with communities on Long Island so her concerns were the public health issues related to the environmental degradation of our land and waterways. She said the lack of community spaces that facilitate collaboration between organizations and make people feel connected to the people around them.

It was clear from the opinions of these millennials that decision makers and developers need to listen to our young people because if the suggested changes aren't made we will continue to lose bright young people to more affordable areas that provide the infrastructure for the lifestyle that young people are looking for.

Downtown Showcase Nassau



The Downtown Showcase Nassau County panel, moderated by John O'Connell of Herald Publications, focused on the successful Smart Growth projects in a few key Nassau County communities. The primary theme of this panel was gaining community support and only implementing projects that made sense in the community.

Jean Celender, mayor of the Village of Great Neck Plaza, highlighted some of the major successes of redesigning the village's downtown corridor, including complete streets elements to make the area more appealing to the changing face of Long Island. There are more than 90 apartment units next to the train, safer streets for pedestrians, traffic circles to ease traffic congestion, and a textbook example of a successful road diet.

Peter Cavallaro, mayor of the Village of Westbury, spoke about the need for taking negatives in a downtown and turning them into positives. He led the way in transforming many underutilized spaces in his village into condos, co-ops, public green spaces, and cultural destinations such as The Space at Westbury. The performing arts

center has been the single most successful project they have done, paving the way for the creation of the Greater Westbury Council for the Arts and other ongoing arts-based community events.

Joe Scalero, clerk from the Village of Westbury, spoke on the need for community support in all aspects of downtown revitalizations. It's no longer about fighting, he said, but about the question "does this fit our vision and the community's needs?" Individual projects add up, but it helps prevent people from feeling like they're being trampled by redevelopment. They have been able to secure nearly half a billion dollars of private investment since the approval of Jack Martins' master plan for the village almost a decade ago.

Jorge Martinez, trustee from the Village of Freeport, is also a small business owner and a member of the LI Hispanic Chamber of Commerce. He noted it is crucial that leaders work together on all levels of government, without complaint, to get things done. As a trustee of one of the largest villages in New York State, Martinez also said he and his fellow board have to be active within the community.

Sal Coco from Beatty, Harvey, Coco Architects highlighted some of the projects they have developed around Long Island, including a "Superblock" of apartments, boardwalk retail, access to the LIRR, and parking in Long Beach; and a TOD in Valley Stream with apartments, mixed-use retail buildings, and parking.

Economic Development & Infrastructure Nassau



The Economic Development & Infrastructure Nassau panel, moderated by Long Island Business Council Nassau Chair Rich Bivone, focused on increasing the appeal of Nassau County as a place for business. With New York City becoming increasingly unaffordable for most businesses, including film, manufacturing, and international companies' world headquarters, it is crucial for the vitality of Long Island that we attract these businesses here. By bringing in good jobs, young professionals are more likely to work here, live here, and shop here. Nassau County Legislature Presiding Officer Norma Gonsalves, Nassau County IDA's Nick Terzulli, Town of Hempstead Councilman Ed Ambrosino, Nassau County Planning Commission's Jeff Greenfield and Mike DeNicola of Hazen & Sawyer sat on the panel.

Gonsalves highlighted some of the recent movies and TV shows that have filmed in the area and how they provided a huge influx of cash into the local businesses. She also said a major impedance to further development is a lack of cohesive public transportation.

Terzulli gave some examples of the red tape that many businesses now face in trying to relocate to our region. He explained the IDA works with everyone, not just businesses themselves, and provides tax incentives, advice and resources. More than 1,200 units of transit-oriented development have received IDA financing in Nassau County.

Ambrosino talked about the broken zoning system that makes it increasingly difficult to build and accommodate the changing needs of businesses and residents in the area. Zoning codes, he said, need to be amended so that people can come in and infuse their money into the community. Having proactive zoning codes leads to positive developments such as the Courtesy Hotel becoming Mill Creek Residential, an adaptive re-use of existing property.

Greenfield touched on the Nassau Coliseum lease to Forest City Ratner. The next step in the Coliseum project will be approval from Nassau County, once negotiations are completed between the Town of Hempstead and Ratner. They are attempting to work out the kinks before meeting with the county and the public, but said they will hold separate meetings with the public if demand is there to discuss the plans.

Healthy Communities



The Healthy Communities was moderated by Bernadette Martin of Friends & Farmers, who began the panel by announcing that she is currently applying for six more community gardens across Long Island in the coming months. She then introduced the rest of the panelists: Nassau County Legislator Laura Curran; Kathy Munsch, of the American Heart Association, and Jenn O'Conner from Council for a Strong America.

Curran spoke first, saying Smart Growth can be a tool to keep young people on the island by encouraging activities such as walking and biking, activities which encourage healthy lifestyles. She also spoke about an organic supermarket set to open in Baldwin thanks to the efforts of its local civic association. She ended by reminding people that though legislation can be a tool for healthy communities, there are also simple responsibilities that community members have such as picking up litter and keeping neighborhoods clean.

Munsch spoke on how the American Heart Association has set a goal of improving the health of 20 percent of Americans by 2020. She presented several ideas for achieving this, including using gardens as a teaching tool, encouraging businesses to adopt "fit friendly" policies, encouraging friends to reduce sodium intake, raising health awareness by encouraging people to move and engage in physical activity, and more. Munsch also spoke about "food deserts" and the lack of choice in poor communities, causing people to eat more from chains and convenience stores.

Finally, O'Conner spoke on the need for a policy lens to leverage the voices of messengers for women and children in the country. She spoke on the need for education as a tool for encouraging health. Children are often targeted in lower income communities in order to hook them on an unhealthy diet and lifestyle. They become used to the food desert landscape and are often at eye level for cigarette advertisements. This perpetuates a cycle where a sick child cannot be in school often enough to gain the education to encourage him or her to be healthier. She said we have to work to promote the lifestyle and encourage healthier living through local farms, preferably by helping to affray their tax burden or create

venues to deliver fresh food to local residents while it's at its peak healthiness. However, change won't come unless people push for it, and it's up to us to encourage our local elected officials to make changes that benefit and encourage our health.

Downtown Showcase Suffolk



In a panel moderated by Long Islander News' Danny Schrafel, Village of Patchogue Mayor Paul Pontieri, Mastic Beach Village Trustee Maura Spery and Zach Rapaport of Zucaro Construction and House Lifters discussed notable strengths in their downtowns.

Pontieri touched on Patchogue's new housing and entertainment options, like the Emporium and Patchogue Theater for the Performing Arts. He said each community should build upon its assets to create vibrant downtowns and noted that he was blessed with great infrastructure and design upon taking office. The problem was bringing people into Patchogue to patronize those businesses but solved it by welcoming new affordable housing developments like Copper Beach, ArtSpace and Tritec's New Village.

Mastic Beach incorporated into a village only four years ago and Spery said it has a laundry list of projects to tackle for their downtown and the surrounding area. She believes her village's greatest asset is its over 6 miles of walkable parkland waterfront which can be used for eco-tourism.

The village recently resolved to do a comprehensive plan to revitalize downtown and connect it to the waterfront and is now working on a plan to sewer the downtown. Spery said she'd also like to see the development of a transportation hub to connect the downtown with the train station.

Many homes are vacant in Mastic Beach because of Hurricane Sandy damage and the village is working to have viable homes occupied. Many of the homes were salvaged with help from organizations like Zucaro House Lifters, which raised homes in flood-compromised areas free of charge. More than 160 homes have been raised since Sandy, said Rapaport.

Both Pontieri and Spery emphasized the importance of taking a long-term view when planning development in their communities. When asked about concerns over possible burdens to the school district with an influx of children should new housing developments be built, their responses differed.

Spery called an increased enrollment in schools as a result of well-planned development "part of having a healthy community," but added that previous steep increases in school taxes have been a burden for the largely low- to moderate-income community.

Pontieri said that well-planned developments can bring in additional tax revenue to offset any increase in school enrollment over a period of time and used the Tritec and Copper Beach developments as examples. He said tax abatements were used to incentivize the Tritec development and that it brings much more revenue to the community than the property did in its previous state.

Tourism and Downtowns



The Tourism and Downtowns panel featured speakers Kim Kaiman from the Town of North Hempstead, Dr. Janice Scarinici, a hospitality and tourism professor at St. Joseph's College; Karen Harding of THEM Media; and moderator Gregory Zeller, of the Long Island Business News.

Tourism is a topic that is very important to consider during the planning of downtown revitalizations. The panelists emphasized the need to capitalize on the unique experiences available on Long Island and market them both nationally and internationally to draw people in to our area.

Jobs in the hospitality industry are increasing and more education programs in tourism management and hospitality can create the knowledge base necessary to increase the amount of travel to Long Island. Kaiman and the Town of North Hempstead were able to create a marketing video to draw people to the amenities available in Port Washington. Knowledgeable members of the industry and effective marketing are all ways to begin to draw people to downtown areas. Harding has made over 10 promotional videos for areas such as Glen Cove, Wyandanch, Hempstead, and Patchogue to highlight the downtown revitalization work they are doing and make people aware of the benefits of visiting these towns and villages. Areas that want to attract visitors should find a way to create themes for the experiences they provide which will help draw people to try visiting a new place. Increased bus access both public and with private tours will also make people for more inclined to visit Long Island as it will make visiting both easier and more enjoyable.

Tourism dollars are very important for local businesses because they bring in outside revenue that doesn't come from local shoppers. One of the panelists touched on the importance of attracting Chinese tourists to our downtown areas. Chinese tourists travel regularly to New York City and spend up to \$7,000 per person per day on entertainment and shopping while they are in America.

Long Island needs to take advantage of the historical and water based amenities that can attract visitors and be ready to market the unique activities that are offered.

Water



Adrienne Esposito, executive director of Citizens Campaign for the Environment, served as moderator for the Water panel. She was joined by H2M's Dennis Kelleher, GEI's Gary Rozmus, Peter Scully from the NYS DEC and Dr. Chris Gobler, from SUNY Stony Brook.

Ensuring that Long Island continues to move forward with improving water quality and conservation issues is not only important, but crucial for Smart Growth and sustainability. In some areas of the country, drought, contamination and lack of conservation have the potential to shutter towns and drastically affect the local economy. Water and its recreational value are also compelling reasons for families to move to and stay on Long Island. Led by a panel of experts, the standing-room-only workshop looked to address this concern: Water is the new oil. How do we sustain?

The quality, usage and conservation of our water are issues for all residents of Long Island and present a complex situation with many moving parts. In many parts of the island, there has been more progress towards the issues in the past two years than the past three decades. Over \$1.3 billion has recently been allocated for improvements for the Bay Park Sewage Treatment Plant, funding for alternative septic systems in Suffolk County and improvements in Babylon.

High nitrogen levels in our bays, due to 360,000 parcels in Suffolk using cesspools, overuse of fertilizers and other factors, have significantly damaged our waterfront and ground water. In Suffolk, nitrogen levels have increased up to 200 percent from 1987 and continue to rise. This creates a higher rate of algal blooms, brown tide, rust tide and other undesirable conditions. Not only does this affect the quality of the drinking water - Long Island sits on aquifers - but it also has a significant impact on retention of coastal wetlands and the resiliency of the area toward future natural disasters. The loss of wetlands since 1974 has ranged from 12-80 percent in some areas, more so in those areas that do not have proper disposal of nitrogen. The continual loss of wetlands, compounded with impending sea level rise over the next ten years puts residents and businesses in dangerous situations.

Since 1930 there has been a 90 percent loss of Long Island's seagrass, which is imperative for shellfish and fin fish populations - extinction is slated for 2030. Beyond the ecological loss, the economic losses have been staggering. Long Island fisheries have lost \$6.3 billion in revenue since 1980.

Beyond sewage upgrades, increased preservation of open space, decrease in irrigation usage for lawns and golf courses - where 85-90 percent of water is used - and replacement of antiquated water infrastructure are imperative. As Long Island continues to develop and redevelop, proper usage of one of our most valuable resources cannot be looked at as a wish, it's a necessity.

Transit Opportunities



Mass transit was the primary focus of the Transit Opportunities panel at the Summit among MTA's Mitch Pally, Move NY's Alex Matthiessen, Anita Halasz from LI Jobs with Justice, Transit Solutions' Rosemary Mascali, Energeia Partnership's John McNally and moderator Denise Carter from Greenman Pedersen.

Pally talked about the MTA's Double Track project on the Ronkonkoma branch of the LIRR. Two full tracks should be open be-

tween the Pinelawn and Ronkonkoma stations. That project may also pave the way for the reopening of the Republic Station in East Farmingdale, Pally said, while the Town of Babylon rezones the area for mixed use development. The MTA officials also touched on some LIRR improvements, including plans to replace diesel trains with electric counterparts and adding half-hour service on Port Washington lines.

The LIRR sees more than 300,000 commuters every day, McNally said. Despite the high demand for service, the MTA has not upgraded the tracks since the LIRR was originally built. McNally also looked into the East Side Access project, which eventually will connect the LIRR with Grand Central Station. He said that project will increase the value of 400,000 homes.

When solid transportation options are available, Matthiessen said, property values rise. Meanwhile, Long Island drivers fight through potholes and traffic jams. His Move NY plan calls for tolls at all New York City bridges and crossings as a source of revenue for transit; he also said the MTA should lower future fare hikes for LIRR riders.

Halasz has been an active advocate for bus riders across Long Island. Until very recently, riders have not had a representative on Nassau County's Bus Transit Committee. Nassau Inter County Express (NICE) Bus riders have, however, had fare increases in the past two years. In Suffolk County, she called on continued improvements for the Suffolk County Transit system. Ridership skyrocketed after Sunday service was implemented on 10 routes last year; weekend and evening service is still heavily requested.

Many Long Islanders, Mascali said, are not familiar with the bus services available on the island. Meanwhile, 10 percent of LIRR ridership is actually reverse commuting. More Long Islanders will tap mass transit if pre-tax transit benefits are restored. Her organization also backed Car Free Day in September, an event designed to reduce the amount of commuters driving along in cars.

Jobs, Taxes, and Small Business



The Jobs, Taxes, and Small Business panel was moderated by Roger Clayman of the Long Island Federation of Labor, who spoke on the how Long Island is currently behind the eight ball to continue with job creation, with the need to find and implement good ideas on both a local and regional stage. Clayman was joined by five other panelists: Bob Curtis from LIST, Philip Rugile of eGifter and Launchpad Huntington, Tonya Lewter from New Millennium Development Services, Silvana Diaz from Noticia NY and Nassau County Comptroller George Maragos.

Curtis spoke first on LIST's ongoing efforts to support manufacturing in the region. They have provided professional services, operational improvements, and industrial engineers, as well as a development center in Plainview. He noted the need for facilities to help keep local workers while working with New York State to continue

pushing for more grants that support manufacturers.

Rugile spoke next on Launchpad Huntington and how they have worked to create space and training for local, hi-tech entrepreneurs. Born of a need to create a collaborative environment conducive to training and growing local small business, Launchpad has provided this while also providing a downtown environment that is desirable for young professionals. This has also helped to draw in the young talent that is usually so difficult to find on the island.

Next, Lewter spoke on her non-profit New Millennium Development Services and their annual expo, which has become a large procurement conference in the region. With over 150 small businesses slated to appear at the next event, it has grown exponentially in the two years of its existence, providing a way for minority-owned small business to speak directly to their customers and procure the contracts needed to help them thrive.

Diaz spoke on her small business as the owner of Noticia NY, a local Spanish-English newspaper that was formed in order to provide the news and happenings to local immigrants. She mentioned the newspaper's struggle with the recession and the need to try to get their message less to the original audience of immigrants but to the newer "second generation" of immigrant's children. As a company they have been seeing advertisement on the rise as companies have bounced back.

Finally, Maragos spoke on his recent report to help improve Nassau County's financial picture. He spoke on the need to focus on a particular industry and then provide resources to grow that industry. Health Care seemed like the most likely, with an existing infrastructure already in place and the industry itself trending towards high growth and profitability.

Maragos is hoping to use his plan to help guide growth in the county as well as attract smaller, orbital industries that can breed success and attract younger professionals who want to work in that industry. It is his goal for this to branch out and help to create an interdependent local economy.

Education & Economic Development



Moderated by Mark Grossman of Suffolk Community College, the Education & Economic Development panel discussed the dynamics between schools and economic development. As the basis for the region's tax base and a major employer, higher education and K-12 enrollments directly impact planning for future growth.

Dr. Mary Kelly, of the Amityville School District, and Dr. Patrick Horgan, Half Hollow Hills School District, spoke about their district's changing enrollments and populations' needs. Steve Krieger, of Engel Burman, also discussed the relationship between demographics and development, particularly the frequent opposition from school boards to any development that generates school-age

children. Constrained by unfunded mandates from the State and a 2 percent school tax cap, many schools are in a quandary when it comes to planning for the future.

Dr. Al Inserra, president of Dowling College, pointed out, the region will need teachers who can serve the growing population - multilingual, ESL trained - and places for them to live; it doesn't behoove communities to oppose investing in their educational institutions.

Broader demographic trends, such as birthrate declines and later births, compound the challenge of aging public facilities that do not respond to the cyclical nature of demography. More flexible financing structures and leasing of publicly owned spaces, may help alleviate the financial burdens, but the panel agreed that overall, the status quo must change in Albany so Long Island can be more responsive to change.

Future of Energy on Long Island



The second energy panel of the day focused on how Long Island is going to meet its energy needs in the future. Neal Lewis of the Sustainability Institute at Molloy College introduced the panel of industry experts. Michael Voltz of PSEG explained their Utility 2.0 plan which focuses on decentralizing supply resources through solar installations and other sources. The integrated plan looks at distributed resources and baseload generation when determining the economics of future energy generation.

Sean Mongan, of National Grid, explained how they are working to harden their infrastructure in the wake of Superstorm Sandy. They are also adding 10,000 new customers and 50 miles of new main line every year. Their challenge is how to plan to further expand the gas system on Long Island.

Ross Ain, of Caithness, gave a history of power plants on Long Island. After World War II, plants were built to first burn coal, then oil and then natural gas. During the 80's and 90's nothing was built leading to a shortage and the construction of several "peakers."

Caithness I was the first new baseload plant built on the Island in decades. It is a state of the art gas turbine plant that has saved millions in fuel costs. Caithness II as proposed would be even more efficient than Caithness I and more flexible and able to ramp up and down with the fluctuating power supply of renewable sources.

Richie Kessel reminded the audience that we still have a lot to do. Though demand has been flat for the last few years with slow economic growth and mild summers, he said, it isn't going to stay that way. Since major energy projects take many years from conception to completion, we need to start now to plan for the future. There are four areas that need to be addressed to meet our energy needs: demand side management to minimize peak loads; greater investment in renewable energy; modernizing the old power plants; and new generation and transmission.

Plenary Lunch Session



State Senator Jack Martins opened the lunch session with news that New York State advocating for infrastructure projects to be prioritized in the expenditure of this year's New York State surplus.

Martins also pledged to continue supporting Small Business Savings legislation, supported by the Long Island Business Council, it passed in the state Senate but failed in the Assembly. If approved, it would create accounts for businesses to invest; they could then withdraw those earnings tax-free to create jobs or in times of economic downturns.



State Senator Phil Boyle also advocated for infrastructure projects, particularly in response to Superstorm Sandy, in this year's surplus said, which come out to more than \$5 million.

Meanwhile, Boyle said Smart Growth is taking hold across Long Island. A Bay Shore resident, he shared a story from his recent campaign for the 2014 elections. One individual had been particularly vocal and anti-Smart Growth a decade ago. When the senator knocked on his door now, he found the individual changed his mind after seeing his children leave.

"If we can change this guy's mind, we can change anyone's mind," Boyle said.

State Senator Carl Marcellino highlighted Nassau Comptroller George Maragos' study, especially the findings that Long Island is rapidly losing its young populations. A lack of affordable housing is chasing them away, the senator said, and the good jobs that are here will go with them. Keeping the young professionals older generations spent "fortunes" educating requires investing in infrastructure like sewage and mass transit.

"Working together we're going to make a change. We're going to bring our young people back," Marcellino said.



Suffolk County Executive Steve Bellone reminded the crowd that young people leaving Long Island are the "canary in the coal mine." Long Islanders cannot build an innovative economy where young

people are leaving, he said, and that entails building places that young people want to live in with access to transportation. In order to get the private sector to invest, government has to lay the foundation with infrastructure. The Wyandanch redevelopment which is a part of the broader Connect LI plan is a public private partnership with Albanese.

Bellone also premiered a video highlighting the next phase of Wyandanch redevelopment.

Don Monti of Renaissance Downtowns spoke briefly on potential action items for 2015. First of all, there needs to be bipartisan support; both sides aren't going to agree on everything, but should capitalize on the 25 percent that they do agree on. Second, there needs to be legislative reform in a sort of grading matrix that rewards municipalities for good development. Third, there should be Article 78 and SEQRA reform, a longer process doesn't equal a better process. California has legislation for a 90-day review process for Smart Growth projects, why can't New York do the same?



Keynote presenter Congresswoman-elect Kathleen Rice spoke about how her background as a "homegrown DA" will help her to fight for Long Island in Congress. She feels her experience working with both sides of the aisle to get things done will help with issues important to Long Island. She spoke about challenges that Long Island faces such as not feeling the economic recovery and infrastructure in need of repair and improvement, but also about the assets Long Island has such as our small businesses.

Funding for Complete Streets to aid with downtown redevelopment can help support these businesses and boost Long Island's economy. Recovery from Superstorm Sandy was another important focus for Rice. There are still many that are not back in their homes and infrastructure needs to be hardened to resist the next storm when, not if, it comes. She finished by letting the room know to call her - jokingly saying she still has the same cell phone number she's given to thousands of Nassau residents through the year - and is "here to serve you." She looked forward to working with the Long Island delegation to bring resources back to the island.



Towards the end of the lunch program, Ken Daly of National Grid spoke about National Grid's efforts to help small businesses affected by Sandy. They gave out more than 20,000 grants for boilers and rebuilding businesses. Daly announced Grid's plans to spend \$700 million in the next three years to help convert neighborhoods from oil to natural gas, which he said will help save over \$200 million on energy bills, reduce oil consumption by 2 million barrels and provide 1000 jobs.

Town of Islip Councilman Steve Flotteron gave a quick update about the new Town of Islip playground, which Vision Long and Ka-boom helped plan and build in the new park in Central Islip. They

needed 100 volunteers in order to build the playground and more than 500 showed up!

Vision Director Eric Alexander closed lunch, highlighting that across the island municipalities are getting things done, there is increased community support for projects and we are starting to get our fair share of state and federal funding for infrastructure. He reminded the room that we are all citizen leaders getting things done and despite the challenges, the best gift we have is each other. Lastly, we are not here to simply build the development, but to create great places that are embraced by the community of communities that is Long Island.

Sandy Recovery



It's been two years since Sandy devastated Long Island. Tens of thousands suffered damage to their houses and businesses, millions without power for extended periods of time, and thousands are still trying to recover in some aspect, ranging from housing repairs, replacement of property, economic and employment loss and health concerns. Sandy affected and continues to affect every Long Island resident and business owner. This panel discussed the effects post-Sandy, the ways that the areas have improved and what can be done to move forward as we continue the recovery process and look towards building back with smart growth principles in mind.

Jon Siebert, of Friends of Long Island, moderated the panel of Zachary Richner, from NYS Office of Storm Recovery; Paul Beyer, of NY Rising; Dan Berkovits, of NY Rising; Deborah Kirnon, from St. Anne's Parish Outreach; and Kim Skillen, of Neighbors Supporting Neighbors Babylon.

To date, more than \$750 million has been awarded to individual homeowners, \$23 million to small businesses, as well as substantial sums to rental owners through the New York Rising program, which receives funding through CDBG-DR funding. Additionally, over \$2 billion has already been allocated for infrastructure improvements including the Bay Park STP, improvements to the electrical grid, and work on 105 bridges. The substantial amount of funding being awarded is unprecedented and crucial, but also not the only aspect of recovery in our region.

The NY Rising Community Reconstruction Program, which has 22 reconstruction zones across Long Island is a community driven process that will fund communities between \$3-25 million each to focus on reconstruction and resilience. This program allowed community stakeholders to decide which projects are important to the area, have a plan written by engineers, and receive funding. The funding at this point needs to be spent by 2019 and ensures that the projects do not sit in the planning stage indefinitely. Additionally, having the plan for the individual regions written and in the funding stages allows the areas to apply for additional grant opportunities. One of the highlights of the program was the discussion on how communities have more of a voice than ever before when talking about how they would like their communities to be shaped during redevelopment.

Through Governor Andrew Cuomo's Community Risk and Resiliency Act, \$250 million has been allotted to collaborative planning projects on Long Island, with \$100 million of those projects currently moving forward. The approach is a participatory planning process which allows people to become resiliency leaders in their communities by forming citizen planning committees and supplying intimate knowledge of their community.

Representatives from NY Rising, a state agency formed to assist Sandy recovery and storm mitigation, are on the ground in Long Island to help these projects move forward. Projects underway using this funding include water quality projects, microgrids in Babylon, transit-oriented development in Island Park, projects that will protect shorelines such as north shore bulkheading projects in Long Beach and drainage projects throughout the South Shore.

Skillen said a collaborative effort is essential to proper resiliency planning. Her organization and many others like it, including St. Anne's Parish Outreach, helped some of the larger national aid organizations and state agencies get help exactly where it needed to go. These grassroots organizations banded together to share resources and information after Sandy and have since led the charge in community disaster planning, many becoming designated as FEMA Community Organizations Active in Disaster.

Parking, Design & Codes



The Parking, Design & Codes panel brought diverse perspectives through Mark Gander, of AECOM/Green Parking Council; Robert Scheiner, president of the Huntington Township Chamber of Commerce; Victor Dadras, of the New York Main Street Alliance; Kathleen Deegan Dickson, of Forchelli Curto Deegan; Sean Sallie, of Nassau County Department of Public Works; and moderator Elissa Kyle, of Vision Long Island.

While a seemingly straightforward subject, parking codes and design are incredibly important for creating successful downtown spaces. Parking can contribute to climate change in a significant way, but the U.S. Green Building Council would not include parking lots in LEED certification. A new code has been created with a 12-step process for making "green" parking spaces that includes permeable pavement and creating lots under surface green spaces. More than 11,000 spots have been created under this new standard in the past three months, creating better parking.

Nassau County and the Town of Huntington have also been working very hard to address complicated parking. Representatives from Nassau County highlighted the role that town parking codes can play in limiting or facilitating parking. Codes often vary by location so it is important to understand what those are before any development occurs.

Dadras, an architect, pointed out that in many cases it is not that there is a parking problem but a management problem. He cited cases in Douglaston, Ossining, and Great Neck where once parking was managed better it increased downtown business and made it easier for pedestrians to navigate the town.

The Town of Huntington is currently beginning to implement management strategies including improving parking sites and considering the possibility of maintaining free valet parking on Friday and Saturday. Various strategies such as making parking more expensive near business districts, creating localized parking zones, preventing shop owners from parking in front of their business, and creating shared or structure parking are all ways to parking easier and less invasive in communities. The panelists emphasized the importance of this often overlooked issue and that managing parking well can really make or break a downtown district.

Arts & Destinations



The Arts & Destinations panel touched on some of the many great places to eat, drink, shop, experience art and music and otherwise enjoy yourself on the island's Main Streets. Theresa Statz-Smith from Long Island Arts Alliance, Diana Cherryholmes from the Huntington Arts Council, The Electric Dudes' David Saul, LI Board of Realtor's Frank Paruolo and moderator Heather Johnson from the Northport Historical Society also examined the role arts play in communities.

The arts and culture are integral to keep young people on Long Island, said Paruolo. The real estate expert said people want to live in vibrant downtowns like Huntington, Babylon and Rockville Centre. The Village of Westbury is an emerging downtown, with the median price to buy a home in Westbury at \$356,000. The Village of Patchogue has been revitalized; the Greater Patchogue Chamber of Commerce's Alive After Five event continues to attract crowds on downtown weeknights for live music and entertainment for 13 years.

When he's not performing with his rock band The Electric Dudes, Saul handles public relations for the Village of Farmingdale. The Smart Growth push in the village helped fill 26 vacant stores, leaving just two empty on Main Street. The challenge, he said, is getting everyone on the same page. Saul performed during the Farmingdale Music Fest in September, after pushing for its creation. Despite rain that Saturday, the inaugural event was a success, attracting 10,000 visitors.

Long Island often gets underestimated, Statz-Smith said, because it lies in the shadow of New York City. She said the region should be doing more to attract cultural tourists looking for a night out with dinner and entertainment. Her organization created a portal to find artsy activities at little-to-no-cost for the listing organizations.

Cherryholmes oversees the Huntington Arts Council, an organization promoting arts and culture created by Long Island artists. They teach children in schools and support community events. Every year they participate in the Huntington Summer Arts Festival, a week-long event in downtown Huntington with free concerts. They also oversee SPARKBOOM, a state-funded program that organizes musical gigs, art productions and even a Zombie Walk for the island's emerging creative talent. The council also distributes three grants every year. Art is essential these days, Cherryholmes said, as young professionals ages 18-35 hire artists.

Smart Growth Around the Region



The Smart Growth around the Region panel was moderated by Charles Lane of NPR, who helped to guide the conversation concerning what sort of projects have been done in the area surrounding Long Island that we can take lessons from. The panel brought together Steven Jacobs of U3 Advisors, Meredith Bostwick-Lorenzo Eiroa from SOM:Architecture, and Matt Carmody of VHB, Jamie Stover of Mill Creek Financial and Vision Long Island founder Ron Stein from Good Harvest Financial.

Finally Jacobs, Bostwick-Lorenzo Eiroa and Carmody all spoke on their collaborative efforts on the progress of the Cornell NYC Tech campus currently slated to be built on Roosevelt Island. A product of a contest by the Bloomberg administration to grant land to a university looking to build a high-tech campus, Cornell has pursued an aggressive campaign to make the first phase net zero while also providing as little impact to the local residents as possible. The campus is located on the old site of the Goldwater Hospital and will provide an area for people seeking graduate degrees in technical fields.

The first phase involves creating a sense of place for the building and the community. As part of this process SOM : Architects went to great lengths to find painted over murals in the original hospital, scrape the paint off and restore them, and will place them on permanent display. There will also be a dedication to transit, ensuring that the island can accommodate extra traffic and people during university hours, with VHB conducting an in depth study to assure the residents will not be adversely affected.

All throughout the process U3 Advisors has worked closely with the university and local population to ensure that they can keep the new campus as low impact as possible, even agreeing to barge in materials in order to keep truck traffic to a minimal, even going so far as to building a pier to accommodate them. The new campus is slated to open in 2017 and has already been dubbed "Silicon Island" by "The New Yorker."

Stover spoke on Mill Creek's recent acquisition and construction on a building located at 350 Warren Street in Jersey City. The building provides a sense of desirability thanks to its central location to three rail stations as well as being surrounded by a quickly growing retail and residential scene. When purchased the building did not have much of an aesthetic quality, however Mill Creek has been working to improve that. They have lengthened windows in order to bring in more light, sand blasted the original columns to reveal the original wood underneath, created long, railroad style apartments the provide a higher number of aesthetically functional units, and will provide public and retail space on the first floor. The company is confident that these improvements will go a long way in reactivating the street life surrounding the building.

Stein focused on the need to rebrand Long Island as a version of it-

self that appeals towards a younger demographic. He spoke about how Brooklyn has transformed itself from a perceived undesirable location in the 1970s into its current incarnation as a location that young, single professionals are flocking to. However, it doesn't provide amenities for young families, and this presents an opportunity for Long Island. If we can rebrand ourselves and provide some of the more desirable amenities that Brooklyn can, we can attract those young families. It will, however, take a concerted effort on the part of our municipalities and can only be done if we can commit to lowering the high cost of living on Long Island while partnering with places like Brooklyn to create linkages.

New Town Centers



There has been a lot of progress on the area's mega-projects, as highlighted in the New Town Centers panel moderated by Long Island Business News' David Winzelberg. Much of the red tape surrounding public support and zoning changes has been removed and things are moving forward.

TRITEC's Robert Coughlin gave an update on the Ronkonkoma TOD project as an opportunity to keep a young, talented workforce and aging baby boomers with disposable income here. It will utilize 55 acres of blighted property near road, rail, and air connections in an "18-hour community." They want to focus on Long Island-based amenities, such as breweries, vineyards, and iconic restaurants. He hopes that the project will use Long Island's first approved form-based code.

Tom Graham from RXR provided details on the Garvies Point development on the Glen Cove Waterfront revitalization. Phase One received approval just last week and they hope to have phases two and three approved by the end of 2015. The project will bring in condos, apartments, a boardwalk, a revitalized marina, shops, restaurants and connections to transit.

David Wolkoff showed an updated video highlighting the latest plans for Heartland Town Square. Discussion revolved mainly around building smart and addressing the brain drain. If a shop is open but there isn't anyone around to spend money, he said, the owner is going to miss out on a lot of valuable revenue. He said they would do none of the building until 250,000 square feet of retail were leased. It has to be exciting and urban to attract the changing face of Long Island. Since there is no more horizontal space, there is no choice but to build vertically.

Stephen Holley, of AKRF, provided an update on Wyandanch Rising. Winzelberg noted that Wyandanch is still dangerous and that in order for projects to be successful, there has to be cooperation with the police and other local entities. Holley noted that part of the reason that they built the residential elements of the project first was to get eyes on the streets.

Winzelberg also posed a question about stalled projects that take a backseat to politics. Many elected officials are wary to move controversial projects forward in a short election cycle. A lively discussion ensued about involving the public so that it no longer feels like

projects are being forced on people and that everyone is an active part of the process that will improve the entire community. He said that if we don't change the way we approve projects and make it more attractive, people are going to leave and the region will become a giant retirement community. The office park is a dying breed and New York City is becoming prohibitively expensive for businesses and residents. Long Island has great access to the city and its jobs. Even commuters who live here spend money here: they shop on nights and weekends, frequent the shops around the train stations, and eventually could own their own businesses here.

The recession, they said, re-focused a lot of attention on the need for affordable and multi-family housing. Communities with the most challenges are the ones who most aggressively seek ways to revitalize their downtowns. They want to bring people into their communities by changing uses and getting money for infrastructure.

LI REDI



LI REDI stands for Responsible Economic Development Initiative. It's a campaign to invest in critical infrastructure and gain public support with the goal of reversing the unsustainable living environment prompting many to leave. At the Summit, Brandon Palanker, of Renaissance Downtowns; Tara Bono, of Destination Long Island; Joe Montalbano, of the Greater New York Laborers Cooperative and Education Trust; Anthony Macagnone, of the Northeast Regional Council of Carpenters; Keith Archer, of Harras Bloom & Archer; Dr. William Spencer, Suffolk County Legislator; and moderator Bill Tuyn, of Forbes Homes, talked about the youth exodus and remedies.

The panel discussed the formation of Destination LI by a group of young professionals focused on the needs of the Millennial generation. They identified a need to change from "developer comes in and builds and community resists" towards 'engaging community first and seeking input and ideas, and working together to get a positive and mutual benefit for all stakeholders.' This can be done with crowdsourced place making, engaging stakeholders on social media, and using data provided by other organizations and government to educate people who are unaware or misinformed.

On Long Island, the Smart Growth movement has expanded to involve community-level development with a major focus on infrastructure needs. Palanker and Archer attested to the importance of building important infrastructure to be able to handle responsible growth. Macagnone and Montalbano spoke about the support from the building trades in favor of infrastructure development as it puts Long Islanders to work with responsible ways to improve our communities.

Spencer touched on the need for infrastructure projects not only for economic development, but for public health. He referenced the success of Northport Harbor Water Quality Protection Committee, which worked together to identify problems with sewage and secure funding sources. 2014 marked the first in recent years the red tide was not present in the harbor.

THE 14TH ANNUAL SMART GROWTH AWARDS

TOWN OF HEMPSTEAD

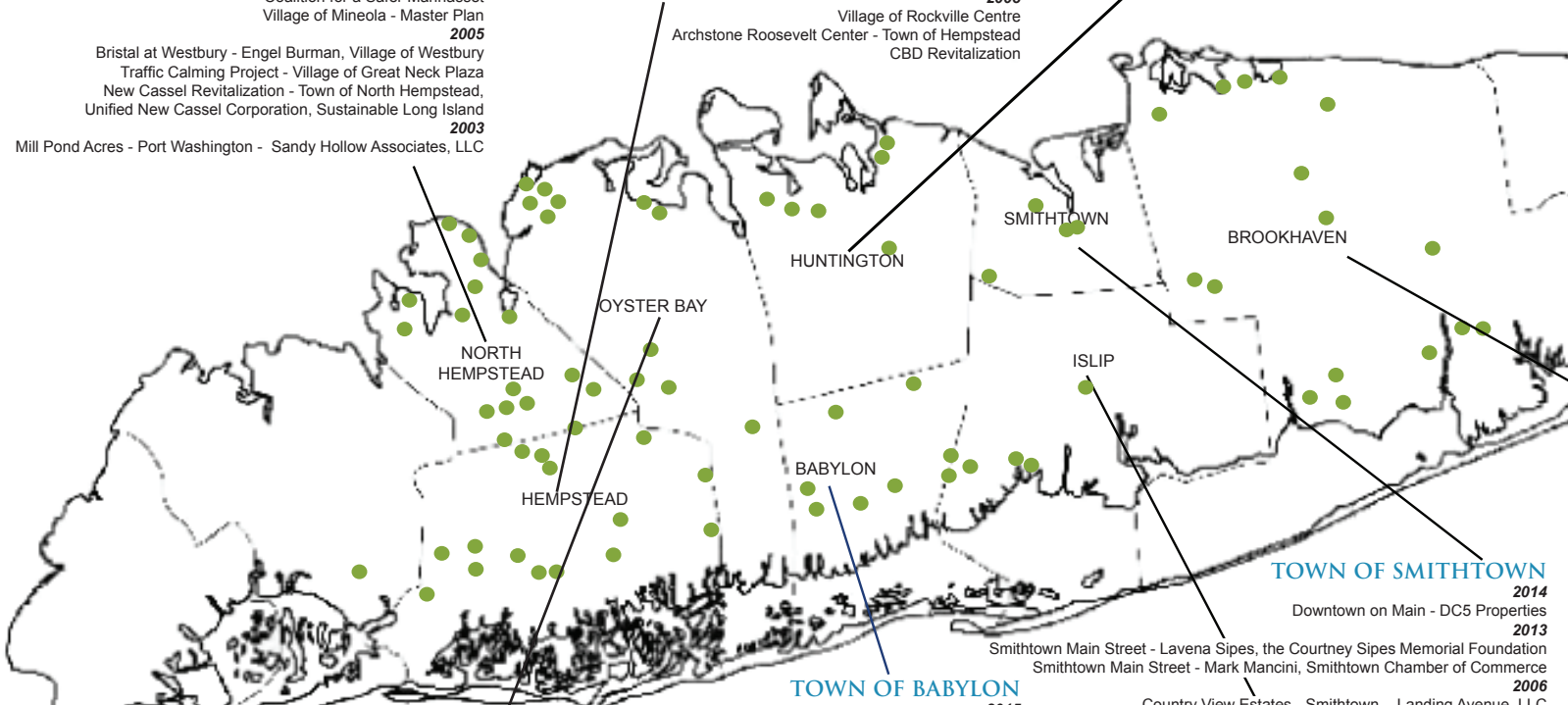
- 2015
Brooke Pointe, D&F Development & Village of Valley Stream
- 2014
the 11518
Envision Valley Stream & The Village of Valley Stream
- 2013
Linden Knolls - D & F Development Group & Greater Hempstead Housing Development Funding Corp.
- 2012
Metro 303 - Mill Creek Residential Trust
Town of Hempstead - Elmont Mixed-Use Zoning District
- 2010
The C - Freeport, Signature Organization
Roosevelt Development Group, LI Housing Partnership
- 2009
Hawthorne Court - Valley Stream, Dennis Organization
Alexan @ West Hempstead - Trammell Crow Residential
- 2008
Rosalie Norton & The West Hempstead Civic Association
- 2007
Afrikan American Media Network - Roosevelt - Andraeus 13
- 2006
The Albanese Organization - Garden City
- 2004
Village of Garden City
Time Equities - Freeport
Signature Place Apartments - Rockville Centre, Chase Partners
- 2003
Village of Rockville Centre
Archstone Roosevelt Center - Town of Hempstead
CBD Revitalization

TOWN OF HUNTINGTON

- 2015
Northport Sewage Treatment Plan
- 2013
Joy Squires - Huntington Conservation Board
- 2012
The Paramount
Dolores Thompson - Huntington Station Enrichment Center
- 2010
Buy Local Campaign - Huntington Township Business Council
- 2005
New Gerard - Huntington - Heatherwood Communities
- 2004
Constitution Square - Northport, Skippers
- 2003
Gerard Street - Huntington - Town of Huntington, RMS Engineering & ADL III Architecture
Orchard Park - Huntington

TOWN OF NORTH HEMPSTEAD

- 2015
Great Neck Incentive Zoning, Village of Great Neck
- 2014
Great Neck Sewer District
- 2013
LaunchPad Mineola
The New Cassel "Yes We Can" Community Center
- 2012
Mayor Jean Celender - Village of Great Neck Plaza
- 2011
Westbury Theatre Project - Lowe Properties
- 2009
Marquis at Mineola - Kingdom Family Holdings
- 2008
The Winston at Mineola - Polimeni Associates
The Bayles House at Baxter Estates - Village of Baxter Estates, Condeco Development
- 2007
Village of Roslyn - Master Plan
- 2006
Village of Port Washington North - Town of North Hempstead
Coalition for a Safer Manhasset
Village of Mineola - Master Plan
- 2005
Bristol at Westbury - Engel Burman, Village of Westbury
Traffic Calming Project - Village of Great Neck Plaza
New Cassel Revitalization - Town of North Hempstead,
Unified New Cassel Corporation, Sustainable Long Island
- 2003
Mill Pond Acres - Port Washington - Sandy Hollow Associates, LLC



TOWN OF OYSTER BAY

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

TOWN OF BABYLON

- 2015
Liberty Village, Concern for Independent Living & Long Island Coalition for the Homeless
- 2014
Neighbors Supporting Neighbors
- 2013
East Farmingdale Republic LIRR Station - Town of Babylon
- 2011
Wyandanch Rising - Hon. Steve Bellone, Town of Babylon
- 2010
Village of Babylon
- 2009
Village Hall - Amityville - Village of Amityville
- 2007
Oak Street Plaza - Copaigue, Town of Babylon
- 2003
Western Waterfront Redevelopment - Oyster Bay - NYS, Town of Oyster Bay, Cameron Engineering
Village of Farmingdale

TOWN OF SMITHTOWN

- 2014
Downtown on Main - DC5 Properties
- 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 ISLIP

- 2014
Greenview Properties - Bay Shore Revitalization
- 2013
Central Islip Revitalization - Islip Town Councilman Steve Flotteron & the Central Islip Coalition of Good Neighbors
- 2009
Bay Shore Marina - Islip Town Supervisor Phil Nolan and Councilman Steve Flotteron
- 2008
Chelsea Place - Bay Shore - Gene Murphy, Town of Islip, Greenview Properties
- 2004
Bay Shore School District
- 2003
Southwind Village - Bay Shore - Town of Islip, LI Housing Partnership



TOWN OF RIVERHEAD

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

TOWN OF SOUTHOLD

- 2005 Village of Greenport, Mayor Dave Kapell

SHELTER ISLAND

EAST HAMPTON

TOWN OF SOUTHAMPTON

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

TOWN OF BROOKHAVEN

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

SMART GROWTH HALL OF FAME (MULTIPLE AWARD WINNERS)

- Glen Cove - 6**
- Riverhead - 5**
- Bay Shore - 5**
- Great Neck - 4**
- Huntington - 4**
- Patchogue - 4**
- Hempstead - 4**
- Mineola - 4**
- Freeport - 3**
- Port Jefferson - 3**
- Port Washington - 3**
- Smithtown - 3**
- Farmingdale - 3**
- Westbury - 2**
- Ronkonkoma - 2**

REGIONAL LEADERS

- 2015 Randi Dresner - Island Harvest
- Will Stoner - AARP
- 2014 Robert Scheiner - H2M Architects + Engineers
- 2013 Sandy Rebuilding Volunteers
- 2012 Sandi Vega
- 2008 Richard Kessel - LIPA
- 2007 Robert Yaro - Regional Plan Association
- 2006 Richard Bivone
- Nassau Council of Chambers of Commerce
- 2005 Nancy Douzinas - Rauch Foundation
- 2003 Robert Catell - Keyspan

GOVERNMENT LEADERS

- 2015 Hon. Wayne Hall - Village of Hempstead Mayor
- 2014 Hon. Ed Mangano - Nassau County Executive
- 2013 Hon. Peter King - US House of Representatives
- 2012 NYS Lieutenant Governor Robert L. Duffy
- Hon. Charles Fuschillo - NYS Senate
- 2011 Hon. Carl Marcellino - NYS Senate
- Hon. Sam Hoyt - NYS Assembly
- 2010 Hon. Tim Bishop - US House of Representatives
- Hon. Kate Browning & Hon. Ed Romaine - Suffolk County Legislature
- 2005 Hon. Vivian Viloria-Fisher - Suffolk County Legislature
- 2004 Hon. Michael Balboni - NYS Senator
- Hon. Steve Engelbright - NYS Assembly
- 2003 Hon. Thomas DiNapoli - NYS Assembly
- Hon. Edward Hennessey - Town of Brookhaven
- Hon. John Jay LaValle - Town of Brookhaven
- 2002 Hon. Mark Cuthbertson - Town of Huntington

COMMUNITY LEADERS

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

ISLANDWIDE

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





SPENCER
18th Legislative District of Suffolk County

A special thanks to Vision Long Island for helping people, businesses and local governments to work together in creating great places in Suffolk County!

Congratulations to all the honorees of the 14th Annual Smart Growth Awards!

Sincerely,
William (Doc) Spencer, M.D.
Suffolk County Legislator
18th Legislative District



Degrees in Environmental Sustainability

*Bachelor of Arts in Interdisciplinary Studies:
Environmental Sustainability Concentration*

Master of Science in Environmental Sustainability

For more information, contact:

Margaret F. Boorstein, Ph.D., Professor of Geography and Chair
Earth and Environmental Science Department

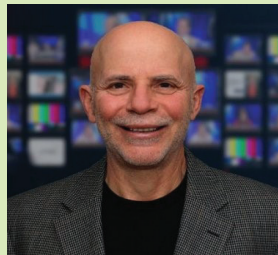
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Margaret.Boorstein@LIU.edu

Challenging students to create sustainable, long-term solutions to critical issues.



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our thanks to:**



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*Former Nassau County
Presiding Officer Diane Yatauro
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across the region!*

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honorees for the
2015 Smart Growth Awards!*

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BUSINESS

ASTORIA FEDERAL SAVINGS
BETHPAGE FEDERAL CREDIT UNION
SOUTHWEST AIRLINES
MEATBALLS, INC./MARONI'S CUISINE
BIKELID
THEM TV
AMERICAN TRANSIT INSURANCE COMPANY
VINCENT JAMES MANAGEMENT CO.
RMB DRAFTING
ELECTRICAL INSPECTORS
NEFCU
BETTER CLAIMS MANAGEMENT SOLUTIONS
OMNI PRESENTERS
GF REALTY
LAUNCHPAD LI
VERIZON
GOOD HARVEST FINANCIAL GROUP
PARK STRATEGIES LLC
WILLDAN FINANCIAL
LAWRENCE E BECK
HLD COMMUNICATIONS

DESIGN/ARCHITECTURE

BEATTY HARVEY COCO
GRCH ARCHITECTURE
ZYSCOVICH ARCHITECTS
ADL III ARCHITECTURE
SPECTOR GROUP

EDUCATION

DOWLING COLLEGE
MOLLOY COLLEGE
HOFSTRA UNIVERSITY
ST. JOSEPH'S UNIVERSITY

ENERGY

NATIONAL GRID
CAITHNESS
DEEPWATER WIND
PSEG
EMPOWER SOLAR
EAST COAST PROGRESSIVE ENERGY
THE RBA GROUP

ENGINEERING

ARCADIS NV
BOHLER ENGINEERING
GANETT FLEMING ENGINEERING
GREENMAN-PEDERSEN, INC.
H2M, PC
VHB
GEI
WENDEL COMPANIES

GOVERNMENT

TOWN OF ISLIP
TOWN OF BABYLON
TOWN OF HEMPSTEAD
TOWN OF HUNTINGTON
VILLAGE OF GREAT NECK
SUFFOLK COUNTY IDA
NASSAU COUNTY IDA

LABOR

LOCAL 338 RWDSU/UFCW
NORTHEAST REGIONAL COUNCIL OF CARPENTERS

LEGAL

HAZEN & SAWYER
HARRAS, BLOOM & ARCHER

CERTILMAN BALIN, LLP
ALBANESE & ALBANESE LLP
RUSKIN, MOSCOU, FALTISCHEK, PC
FORCHELLI, CURTO, DEEGAN, LLP
LAW OFFICE OF ELIOT F. BLOOM

MEDIA

LI BUSINESS NEWS
THE CORRIDOR
THE LONG ISLANDER
HERALD COMMUNITY NEWSPAPERS
NEWSDAY
NOTICIA
NY REAL ESTATE JOURNAL
SOUTH ASIAN TIMES
UCOMM RADIO

REAL ESTATE - COMMERCIAL

RXR
CONIFER REALTY
HEARTLAND BUSINESS PARK
ZUCARO CONSTRUCTION
CASTAGNA REALTY
ZODIAC TITLE
LALEZARIAN DEVELOPERS
POST PROPERTIES

REAL ESTATE - RESIDENTIAL

JOBSCO ORGANIZATION
RENAISSANCE DOWNTOWNS
ENGEL BURMAN
GEORGICA GREEN VENTURES
POSILLICO
MILL CREEK RESIDENTIAL TRUST
CONCERN FOR INDEPENDENT LIVING
GREENVIEW PROPERTIES
LONG ISLAND BOARD OF REALTORS
D & F DEVELOPMENT GROUP
CONDECO DEVELOPMENT LLC
THE RIVER WALK
TDI/BARTONE PROPERTIES
BEECHWOOD ORGANIZATION
CALI HOMES
LIVINGSTON DEVELOPMENT GROUP
VILLADOM - ELWOOD ORCHARD

ENVIRONMENTAL

MIDDLETON ENVIRONMENTAL, INC.

MEDICAL

NORTH SHIRE LIJ

FOUNDATIONS & INDIVIDUALS

THE ROBIN HOOD FOUNDATION
LI COMMUNITY FOUNDATION
NEW YORK COMMUNITY TRUST
ROBERT MCBRIDE
JOY SQUIRES

REGIONAL & COMMUNITY PARTNERS

AARP
BRITTANY VEGA MEMORIAL FOUNDATION
CHURCH WORLD SERVICE
CITIZENS CAMPAIGN FOR THE ENVIRONMENT
COURTNEY SIPES FOUNDATION
CNU NEW YORK
EMPIRE STATE FUTURE
FAIR MEDIA COUNCIL
FRIENDS OF LONG ISLAND
GORAIL
HABITAT FOR HUMANITY OF SUFFOLK

HARRISON HALE COMMUNITY ACTION CENTER
HICKSVILLE CHAMBER OF COMMERCE
HUNTINGTON TOWNSHIP CHAMBER OF COMMERCE
LI BUSINESS COUNCIL
LI COALITION FOR THE HOMELESS
LI COMPLETE STREETS COALITION
LI FEDERATION OF LABOR
LI BOARD OF REALTORS
LI HISPANIC CHAMBER OF COMMERCE
LI RAILROAD COMMUTERS COUNCIL
LI REAL ESTATE GROUP
LI SOFTWARE AND TECHNOLOGY NETWORK
LI MINORITY AIDS COALITION
LI RAIL ROAD
NASSAU COUNCIL OF CHAMBERS OF COMMERCE
NASSAU SUFFOLK LAW SERVICES
NEIGHBORHOOD NETWORK
NEIGHBORS SUPPORTING NEIGHBORS
NYCOSH
NY LEAGUE OF CONSERVATION VOTERS
PERMANENT CITIZENS ADVISORY COMMITTEE TO THE MTA
SUSTAINABILITY INSTITUTE AT MOLLOY
SMART GROWTH AMERICA
SUBURBAN MILLENNIAL INSTITUTE
TRI-STATE TRANSPORTATION CAMPAIGN
WORKFORCE DEVELOPMENT GROUP
AMERICAN COMMUNITIES INSTITUTE AT DOWLING COLLEGE
100 BLACK MEN OF LI
APA LONG ISLAND CHAPTER
CHILD CARE COUNCILS OF NASSAU AND SUFFOLK
DESTINATION LI
BALDWIN CIVIC ASSOCIATION
CENTRAL ISLIP COALITION OF GOOD NEIGHBORS
CENTRAL ISLIP CHAMBER OF COMMERCE
CONCERNED CITIZENS OF PLAINVIEW / OLD BETHPAGE
CORAM CIVIC ASSOCIATION
CORNERSTONE CHURCH OF GOD IN CHRIST
ELMONT CHAMBER OF COMMERCE
GREATER SMITHTOWN CHAMBER OF COMMERCE
HUNTINGTON STATION SHARED VISION
GLEN COVE BID
HICKSVILLE CHAMBER OF COMMERCE
HICKSVILLE COMMUNITY COUNCIL
HICKSVILLE GARDENS CIVIC ASSOCIATION
ISLAND HARVEST
LAKE RONKONKOMA CIVIC ORGANIZATION
MASTIC BEACH PROPERTY OWNERS ASSOCIATION
MASTICS-MORICHES-SHIRLEY COMMUNITY LIBRARY
MIDDLE ISLAND CIVIC ASSOCIATION
NESCONSET CHAMBER OF COMMERCE
NORTHPORT VILLAGE MERCHANTS ASSOCIATION
PLAINVIEW/OLD BETHPAGE CHAMBER OF COMMERCE
PORTER TREJO ACTION NETWORK
SAVE THE FORGE RIVER
SCHWAB CHARITABLE FUND
SUFFOLK COUNTY ALLIANCE OF CHAMBERS
TRISTATE TRANSPORTATION CAMPAIGN
YOUTH OF ETHICAL SOCIETIES - LONG ISLAND CHAPTER.



**HELPING LONG ISLAND
BECOME AGE
FRIENDLY ONE
COMMUNITY AT A
TIME**

Congratulations to AARP's Will Stoner for receiving the 2015 Vision Long Island Smart Growth award for Regional Leadership. We salute you for your dedication to making Long Island a more age-friendly place to live.

Find out how your community can join the AARP Network of Age Friendly Communities at aarp.org/agefriendly.

aarp.org/ny
facebook.com/AARPNY
[@AARPNY](https://twitter.com/AARPNY)

AARP Real Possibilities on
Long Island

Regional Leadership



Will Stoner



This Regional Leadership award goes to Will Stoner for advancing Complete Streets legislation and practice on Long Island.

Will Stoner is the AARP Associate State Director for Livable Communities and has established AARP's "Livable Communities" agenda in New York. He has made it his priority that Long Island residents of any age and ability can live comfortably and safely in their communities. He has been working with community partners and decision makers across the island to evaluate and alleviate the difficulties older New Yorkers face as pedestrians and residents on Long Island.



New York is currently one of only ten states that does not have an independent utility consumer advocate, which Stoner and AARP are trying to change. Last year, AARP collected more than 4,000 postcards requesting the support of state legislators for a utility advocate to protect consumers from unfair rate hikes and advocate for better responses from companies during severe weather. Those postcards were sent to the Senate district offices on Long Island.

The organization recently launched a new tool, the Livability Index, for community leaders, activists and residents to identify and address livability problems. Users can discover how livable their community is by entering their address into the index and seeing the latest data about housing, transportation, economic development, and community services in an area.

Stoner earned his undergraduate degree from Canisius College and his Masters in Non-Profit Management from Stony Brook University. A current resident of Mount Sinai, he moved to Long Island in 2002 and worked for the American Cancer Society before working for AARP.



Pedestrian safety is a pressing issue for all of Long Island, with five Long Island roads listed in the top 10 most dangerous roads for pedestrians in the Region by the Tri-State Transportation Campaign. It is a particular concern for seniors, who increasingly look for alternative forms of transportation as they drive less. According to Stoner, most roads were designed for vehicles to move as quickly as possible, with little to no consideration for pedestrians or cyclists. AARP and Stoner are looking to improve the lives of residents through complete streets and livable community advocacy.

As a representative for AARP, he worked with the Walkable & Livable Communities Institute, Vision Long Island and the Tri-State Transportation Campaign in an assessment of safety hazards on Sunrise Highway in 2014. The study was conducted in response to a lack of community input in the Department of Transportation's plans for safety improvements on the highway. Because of the work of the team, the DOT re-evaluated their proposal and engaged with members of the community to move forward.

Stoner was also involved in bringing Suffolk County into AARP's network of Age Friendly Communities in 2013. The network looks to improve livability for people of all ages and abilities in 8 areas of living that include: open spaces and public buildings, housing, transportation, civic engagement and employment, respect and inclusion, coordinated health services, communication, and social participation.

This past October Stoner also released a report from AARP titled the "State of the 50+ in Long Island, New York," and unveiled it during a meeting with Long Island Smart Growth Working Group. The report revealed a number of struggles that seniors face. For example, The monthly rent or mortgage bill concerned 36% of surveyed elderly, the cost of utilities worried 46%, and 60% of homeowners were concerned about property taxes.

According to the study, 37% do not have any options for retirement savings through their employer. Those that do find just 20% of employers contribute and only 10% are offered pensions for plans with definite benefits. AARP has supported the concept of optional work and save plans, with several variations floating around Albany. Policies to address these issues and keep this population on Long Island were explored at the meeting and will be incorporated into the smart Growth Working Group's advocacy.

Alongside AARP, Will Stoner continues to be a valuable asset in the promotion of Long Island communities that are livable and accessible for the full lifetime of a resident. Looking forward, Stoner and AARP plan to emphasize the importance of complete streets and safe communities for the baby boom population, which will collectively be over the age of 65 by 2030.





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Regional Leadership

Randi Shubin Dresner



President and CEO of Island Harvest, Randi Shubin Dresner, is this year's honoree for the Regional Leadership Award due her endless determination and commitment to the chronic hunger problem on Long Island. She has served as President and CEO since 2001, building Island Harvest to be Long Island's largest hunger relief organization.

Island Harvest delivers food to a large network of food pantries, soup kitchens, and other non-profit organizations that offer feeding services to the public. The organization educates about hunger on Long Island and has come up with numerous strategies to tackle this ever-present problem.

The success of Island Harvest speaks to Randi's remarkable management skills. Since 2001, she has driven the organization's collection and distribution of donated food to grow by more than 350 percent. Under her exceptional leadership, Island Harvest is able to distribute over 11 million meals each year.

Island Harvest's Center for Emergency Services is known for their ability to quickly aid those in need often as a lead agency in providing food and technical assistance to individuals, families and communities. In times of disaster, Island Harvest has partnered with many organizations including the American Red Cross, the Offices of Emergency Management for Nassau and Suffolk Counties, the Salvation Army and the United Way.

This past winter, Island Harvest was able to help families who were impacted by the tragic fire in Hempstead Village. Randi along with her entire crew and the management team of the building who are led by Vision Board Member Peter Florey, also an honoree this year, were able to provide assistance to those families affected.

During and Post-Sandy, Island Harvest was instrumental in providing relief assistance throughout the island. Randi was able to



quickly establish disaster relief sites Island wide and bring help directly to affected communities including many of the Friends of Long Island organizations. Through their program, Island Harvest has delivered over 3.5 million pounds of American Red Cross Disaster Relief Food plus more than 1 million pounds of other needed food and supplies.



Island Harvest has not only aided Long Islanders, but other disaster areas including Oklahoma, and Louisiana, and at the World Trade Center. Throughout the year Island Harvest conducts more than half a dozen drives and fundraisers. Their holiday drive is well known as their donation boxes have been seen in stores, churches, and businesses all across Long Island.



Randi and her organization have received several awards, recognizing the invaluable work that they do. Island Harvest was awarded "Accredited Charity Status" by the Better Business Bureau and in 2012, the Long Island Herald named Randy Shubin as their Person of the Year. She has been recognized as a "2014 Outstanding CEO" by Long Island Business News, one of "Long Island's Top-50 Most Influential Women" in Business, and Long Island Herald's 2012 "Person of the Year". In 2013, New York State Senator Kemp Hannon presented Randi with the 2013 New York State Woman of Distinction Award.

Randi has worn, and continues to wear, many hats in the realm of non-profit and public service. She has held leadership roles

with the March of Dimes Birth Defects Foundation, The Viscardi Center, the Heckscher Museum of Art, and the National Multiple Sclerosis Society.

Her impressive track record and commitment to public service has led her to serve on several local and state councils. These include the Suffolk County Food Policy Council and Senator Kirsten Gillibrand's Agriculture Working Group. In addition, she is a member of the Energeia Partnership at Molloy College, she was appointed to the Farmingdale State College Council, and she has been awarded an honorary doctorate of law degree from St. Joseph's College.

Island Harvest recognizes that Long Island is a community of communities as they work on the grassroots level helping local churches, neighborhood organizations, and residents each and every day. Following in the footsteps of the organizations founder Linda Breitstone, Randi continues to lead Island Harvest on their mission: "to end hunger and reduce food waste on Long Island."



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Transportation

LI Jobs with Justice & Bus Rider's Union



This year's honorees for the Transportation award are Long Island Jobs with Justice and the Long Island Bus Riders' Union. Both JWW and BRU have been major actors in the advocacy for improved bus services in Suffolk County and Nassau County residents.

The Long Island Bus Riders' Union (BRU) is made up of public transit advocates and Long Island bus riders who work to achieve accessible, equitable, and affordable public transportation throughout Long Island. BRU is committed to advocating on behalf of those who cannot afford alternative, more costly forms of transportation. BRU is a project of Long Island Jobs with Justice (JWW).

JWW is a comprehensive association made up of community organizations, labor unions, congregations and faith-based organizations and students who work to ameliorate community struggles and to protect the rights of working Long Islanders. Transportation equity is one of JWW's current campaigns to bring about positive change for Long Island commuters.

JWW and BRU are helping Suffolk County Transit as it seeks an additional \$10 million in State Transit Operating Assistance (STOA). Suffolk County Transit's bus service is increasing in popularity, and additional funding could help them to keep up with the growing ridership. Currently, most routes do not run past 8pm, causing inconvenience for many riders. About 80% of the Suffolk County bus system lacks Sunday service. This is in violation of federal law, which requires on-demand availability of para-transit service within a quarter mile of a fixed-route bus service. JWW and BRU have joined Tri State Transporta-

tion Campaign and Vision Long Island push for this additional service.

To advocate for these issues, BRU and JWW collaborated to compose a report on the impact of the Sunday bus service in Suffolk County. This report included testimonies from bus riders, community groups, elected officials and business owners, demonstrated the positive effects of the Sunday service as well as the need for further expansion of the Sunday service. In March, BRU joined the Long Island Lobby Coalition for Long Island Lobby Day. While in Albany, BRU called on NY Senators, Assembly members and Governor's staff to allow for the increase of Sunday services. In doing so, BRU members passed out the Suffolk County Transit report to demonstrate the necessity of this service.



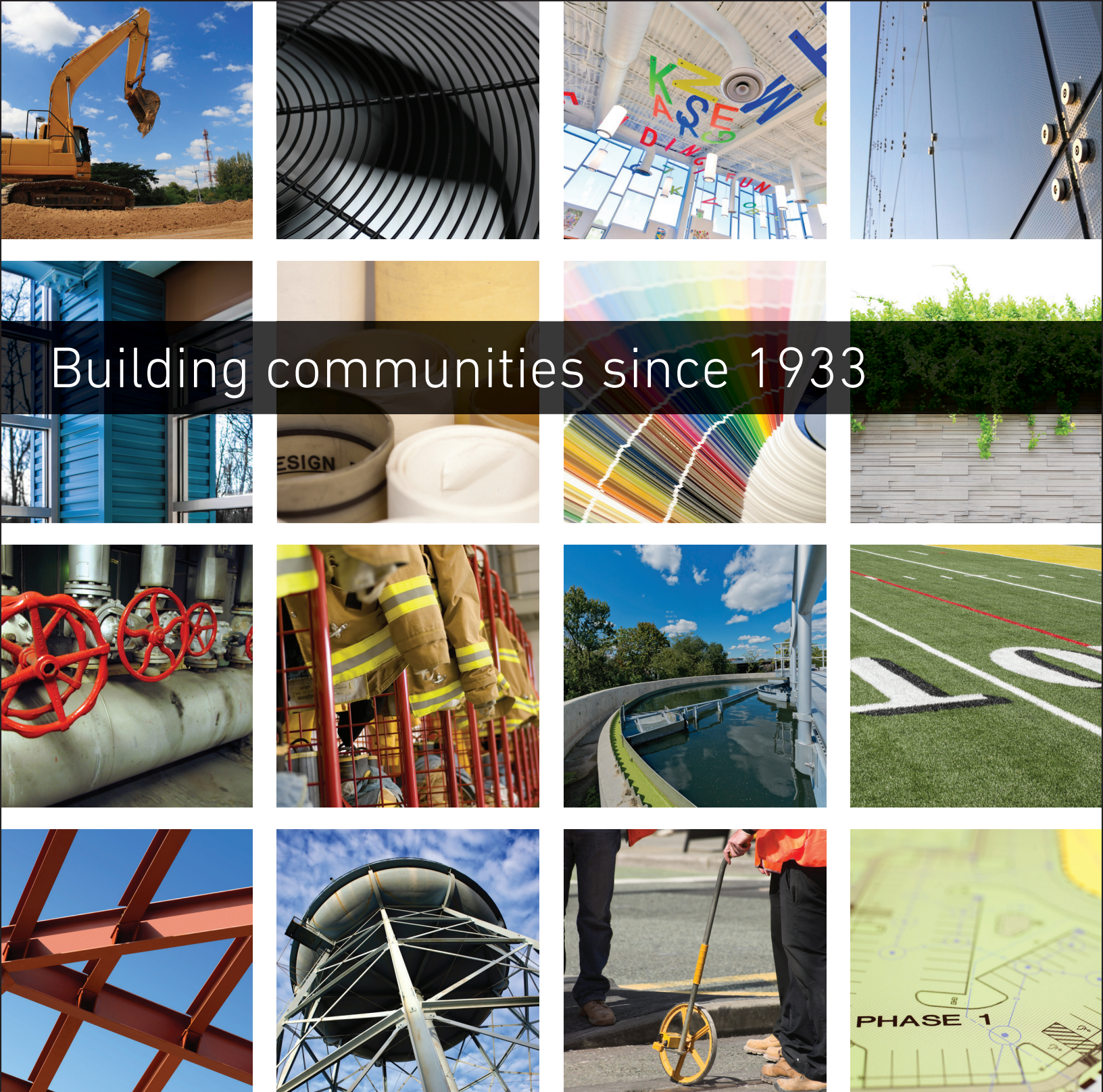
In Nassau County, riders have been struggling with the increased rates of NICE Buses. Unfortunately, NICE continues to run a sizable deficit, and fare hikes are an easy way for Bus Transit Committee to reduce the budget problem. The lack of reflective representation in the Transit Advisory Committee has made it difficult to make progress on the issues that affect NICE bus riders.

To help Nassau County Bus Riders in their effort to generate change, Long Island Jobs with Justice and the Long Island Bus Riders' Union presented a list of rider demands to NICE Bus and Nassau County. In addition, BRU advocated for a bus rider to be added to the Transit Advisory Committee, adding a new level of representation. Long Island Jobs with Justice and the Long Island Bus

Riders' Union joined together with NICE to advocate an increase in New York State funding to non-MTA transit systems.

JWW and BRU plan to continue their advocacy efforts on behalf of Long Island bus riders. In order to prevent fare hikes, they will push for more NYS funding so vulnerable bus riders are not put at an even greater disadvantage.





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Environment

Suffolk County & Village of Northport



This year's honorees of the Smart Growth Environment award are Suffolk County and the Village of Northport for securing funding for improvements to the Northport Sewage Treatment Plant.

In 2013, Suffolk County and the Village of Northport, in conjunction with the Town of Huntington and Citizens Campaign for the Environment and with support from Vision Long Island, worked to upgrade and improve the local sewage treatment plant. As part of this effort the Village was able to secure a \$1.5 million grant from the federal government to make renovations to the 83 year old plant, including new nitrogen filters. The Northport Sewage Treatment Plant, located on Beach Ave and Ketcham Place in Northport, chemically processes sewage water so that it is made fit to be re-pumped into the Harbor.

In the same year, Northport Village's application for Sewer Infrastructure funding was unanimously approved by the Suffolk County Legislature, and sponsored by Legislator William "Doc" Spencer with support from County Executive Steve Bellone and many other individuals who had fought to secure the funds. \$4.684 million went to upgrading the Treatment Plant, with the intent to reduce nitrogen levels, so that the town would be able to reopen currently closed beaches and protect public health. This cut taxpayers' fees in half and the project is expected to cost a total of \$9.2 million.

Legislator Spencer is a local resident whose wife grew up in Northport. He has noted that this is a personal issue for him as his children are members of local water clubs and regularly swim in the harbor. According to Legislator Spencer, "The Northport Harbor

water quality issue has been a priority of mine since the beginning of my term, I made a promise to my constituents in January, 2012 that I would work to clean up our waterways."

In 2013, when Hurricane Sandy threatened to flood the treatment plant and infest the harbor with 300,000 gallons of water per day of untreated waste water, the plant was able to act quickly to build a wall in front of its exposed wastewater chamber. Though necessary, these actions would ultimately cost the plant much-needed long-term funding.

The project has since requested, and been denied, additional funding from FEMA to help prevent future accidents. According to FEMA representatives, the emergency work done before the storm and the lack of damages to the property disqualify the property from funding eligibility. Local politicians are astounded; "We would have taken in hundreds of thousands of gallons of salt water," McMullen said. "... It would have taken weeks at best ... to restart the plant." This would have resulted in Northport pumping untreated sewage directly into the bay, significantly worsening nitrogen contamination.



Such contamination has led to "red tide" in the past, a large concentration of harmful aquatic microorganisms, contaminating shellfish and other marine life while poisoning humans who consume contaminated wildlife. The reoccurring issue of the red tide has caused beach closures, closed off clam beds, and has killed off local marine life in unhealthy numbers.

Suffolk County and Village officials, concerned that the partially-improved sewer system will be vulnerable without a wall to protect its estuary from future heavy storms, have worked to secure adequate funding for the plant by reallocating resources from other Northport local funds. Northport Village is working with the New York State Department of Homeland Security and Emergency Services to apply for a mitigation grant from FEMA, in the interest of Hurricane Sandy recovery, and to ensure the future health of its harbor.

Funding for Northport sewers has been on the agenda for the Long Island Lobby Coalition for nearly five years. It is an accomplishment to see resources secured for this critical project.



Housing Choices

Liberty Village, North Amityville



cies to end Veteran Homelessness by December 31, 2015.

The coalition also coordinates the LI Homeless Management information System, a region-wide client database for homeless services, and conducts an annual Long Island Homeless Count every January, in which it travels across the Island to gather a point-in-time count for sheltered and unsheltered homeless.



The recipients of this year's annual Housing Choices Award are Concern for Independent Living and the Long Island Coalition for the Homeless. With eight years of planning and support by local, state and federal government agencies and elected officials, these organizations arranged and saw through the construction of the Liberty Village housing development for homeless veterans, completed in 2014. The development, now open and functional, provides 60 apartments to very-low income homeless veterans and their families.

The Long Island Coalition for the Homeless coordinates over 125 Long Island agencies to advocate for emergency, transitional and permanent housing for the homeless, and offers placement services. Services already provided within the building focus on, but are not exclusive to, Homeless Veterans, and include financial assistance, training and employment assistance, case management, peer supports and holistic health groups.

The issue of Veteran homelessness had never before been targeted on such a scale on Long Island as in Liberty Village, and thus the project warranted an unprecedented level of federal, state, and local governmental support and private sector collaboration. This entailed advocacy from U.S. Senators Charles Schumer and Kirsten Gillibrand, Governor Andrew Cuomo, the Long Island Regional Economic Council, Suffolk County Executive Steve Bellone, Babylon Town Supervisor Rich Schaffer, and the support of Astoria Bank and others. According to Senator Schumer, "One homeless veteran is one too many, and now 60 vets and their families will thankfully be provided with a comfortable place to live".



The coalition also organizes drives for clothing, food, school supplies, personal care items, and more.

Since the military expressed interest in closing its Amityville military base in 2006, Long Island Coalition for the Homeless worked towards making Liberty Village a reality. It is still in the process of welcoming into the Community Center a variety of non-profit agencies that work towards eliminating Veteran Homelessness on Long Island, with the ultimate goal of creating an all-inclusive resource center for the homeless.

The Long Island Coalition for the Homeless is based out of the 40,000 sq. ft. Amityville building adjacent to Liberty Village, the Amityville Community Resource Center, in the former home of the Armed Forces Recruitment and Training Center. The organization coordinates multiple initiatives that provide continuing services to the homeless- the Continuum of Care groups, the Street Outreach Committee, and the Long Island Initiative to End Veteran Homelessness, a goal set by a group of Long Island Agen-

Concern, similar to the Long Island Coalition for the Homeless, has demonstrated its commitment to ending veteran homelessness through providing both housing and resources,

in the interest of enabling veterans to maintain independence in the community. Concern for Independent Living is a non-profit agency that offers housing and services to communities on Long Island, and is one of the largest housing agencies of this kind in New York State, currently serving over 900 individuals and families in over 220 locations. It offers individualized support services designed to offer a variety of housing options and support personal growth and independence.



Liberty Village is just one of the projects with which Concern for Independent Living is involved that aims to end homelessness amongst veterans on Long Island. Its Ronkonkoma project involves the new construction of 59 units of housing on a plot of land located at 58 Portion Road, Lake Ronkonkoma, for homeless and at-risk veterans. Another proposed project, known as Concern Middle Island, is for the general homeless, which includes veterans, involves the new construction of eight buildings, totaling 123 units on a vacant parcel in Middle Island, Suffolk County, New York.

Housing Choices

Concern for Independent Living & LI Coalition for the Homeless

Under the Base Closure Community Redevelopment and Homeless Assistance Act of 1994, military bases closed by the US Department of Defense must be offered for reuse for economic redevelopment and homeless assistance from local homeless service providers, allowing local communities to give special consideration to the needs of the homeless.

The site of the Liberty Village project was once a military base and facility in Amityville, which closed in 2011 and was transferred to a subsidiary of the Long Island Coalition for the Homeless. The Coalition submitted a Notice of Interest on behalf of members of the Suffolk Continuum of Care for the property to the Town of Babylon, which, upon approval, selected Concern for Independent Living to create the housing.

With Liberty Village, Concern focused on the unique needs of the homeless veteran population. They provide linkages to medical care, as veterans as a group are more likely to report health conditions linked to increased risk of death. They ensure that 24/7 crisis intervention services are available due to the frequency of suicide within the military population, substance abuse services, as 61% pre-Iraq/Afghanistan veterans and 57% of Iraq/Afghanistan veterans reported substance abuse disorders, and reintegration, which involves assistance in coping with social isolation and issues resulting from post-traumatic stress disorder and depression. The organization provides assistance in obtaining and maintaining VA Benefits, as its system is reportedly difficult to navigate, employment assistance as a support system for entrance into civilian life, and family services, due to the high incidence of divorce and strained marital relationships among veterans.

Two major amenities the organization provides for the veterans living in Liberty Village are its Clothing Boutique, a "shop" comprised of donated clothing, for which both homeless and at-risk Long Islanders are individually given a certain amount of store credit, and its Community Garden. The clothing Boutique is operated and managed by volunteers and one part-time



employee - a formerly homeless, single mother who is a resident of Liberty Village. Employees and volunteers in the Boutique gain retail experience, managing and handling inventory, pricing items and determining markdowns, handling a "register", etc. The Boutique is in its final phase of development, and is scheduled to open (by appointment) late summer or early fall. The Community Garden, which opened in May of 2015, supplied by donations, is run by volunteers who are currently working to build 21 raised beds of various heights in order to accommodate individuals with mobility issues.



Plans are also underway for the building of four large in-ground plots, two small greenhouses and two compost bins. The garden will grow vegetables, fruit, herbs, leafy greens and some flowers. Residents and other veterans who receive services in the building have the opportunity to grow their own food in the beds. Soil, seeds or seedlings, and all tools will be provided free of charge, and gardening tips will be provided.

Liberty Village and the Amityville Community Resource Center now stand as model programs for the treatment of homeless Veterans on Long Island and elsewhere. The services provided by the Long Island Coalition for the Homeless and Concern for Independent Living will continue to enrich and strengthen its militarily-afflicted community, and provide integrating and rehabilitative opportunities for its residents, for years to come.

ent Living will continue to enrich and strengthen its militarily-afflicted community, and provide integrating and rehabilitative opportunities for its residents, for years to come.



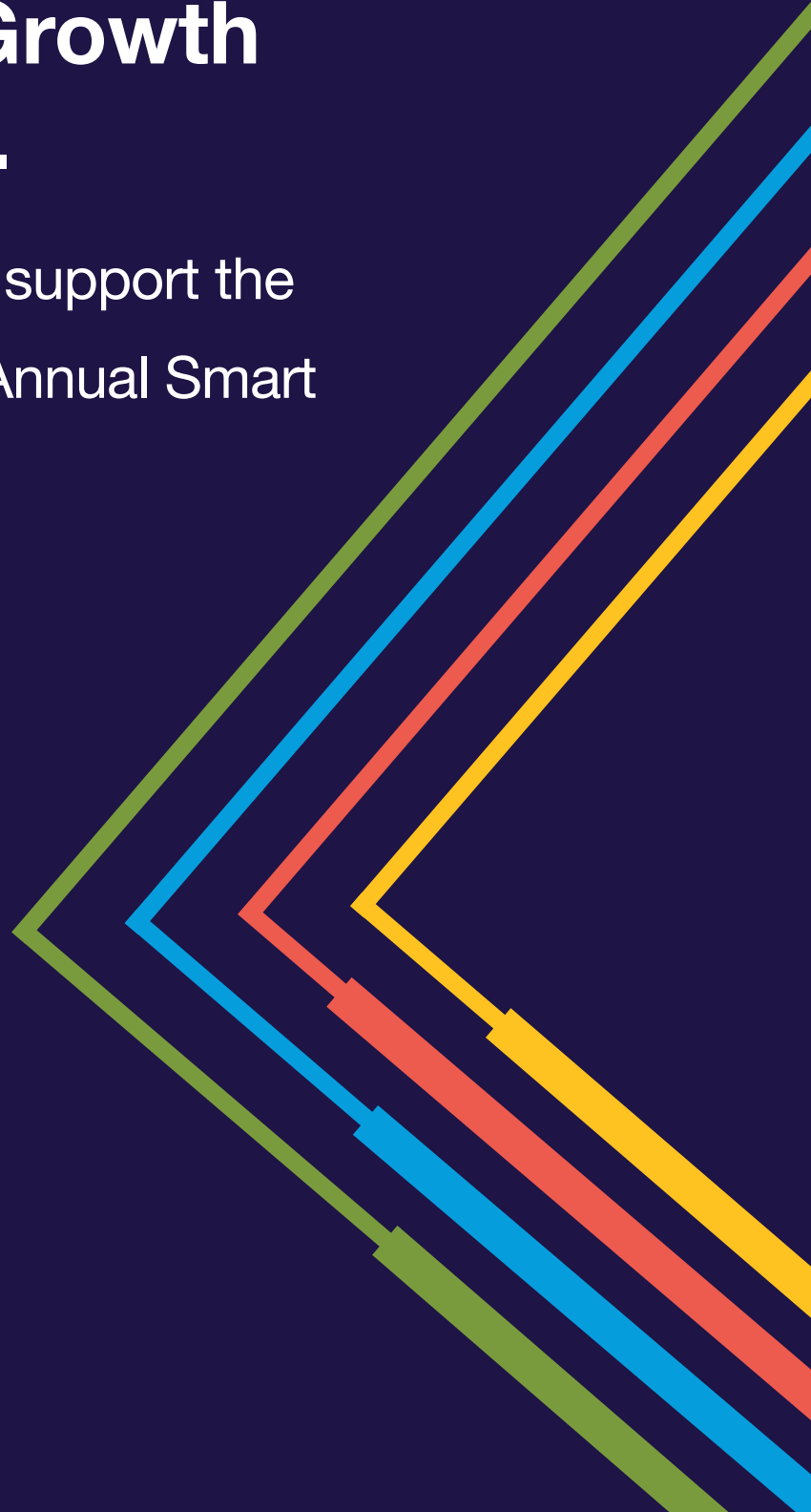
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Housing Choices

Brooke Point, Valley Stream



One of this year's Housing Choices awards goes to D&F Development and the Village of Valley Stream for the Brooke Point affordable housing development on a blighted site.

Until recently, a string of abandoned storefronts on Gibson Boulevard provided an eyesore for Valley Stream residents. Thanks to the efforts of D&F Development and the Village of Valley Stream, the abandoned buildings will soon be replaced with Brooke Point, an affordable housing complex.

Located on 94-158 Gibson Boulevard, the plans for the project include 39 units of multifamily rental housing, with 19 one-bedroom units and 20 two-bedroom units. A \$15 million transit-oriented development, the project is conveniently adjacent to the Gibson LIRR station on the Far Rockaway Branch. It will be 4 stories with parking on the ground level and will include ground-level parking, a rooftop deck, a fitness center, and a community room.

Long Island has a significant shortage of affordable housing, which has contributed to an overall lack of young working families and the "brain drain" across the island. D&F Principal Peter Florey knows from experience that the demand for affordable housing is very high and anticipates that this development will have a long waiting list.

The apartments will be rented below the market average, about \$1000 to \$1500 a month, to people with annual incomes between \$45,000 and \$85,000. Brooke Point looks to serve the needs of young families and households who don't have the money to rent at the average price and who would benefit from proximity to the LIRR Station.

Development of the Gibson property has been several years in the works. Village Mayor Ed Fare noted that multiple proposals to develop the property had fallen through in the past. Due to stalled action on the redevelopment of vacant Gibson Boulevard property. The Village of Valley Stream had been looking into using eminent domain to secure the property, and held a hearing in May to explore the possibility, but D&F reached an agreement with the previous owner for the sale of the property in September 2014.



Mayor Fare was also adamant about reaching out to both D&F and village residents in discussions of the proposals, stating that he wanted to hear residents' opinions on what should be done with the property. Florey and D&F were similarly committed to providing an attractive building that would fit the community and benefit the future residents, designing a building with elements of classical and modern architecture.

An active development would benefit the economy as well, bringing in thousands of dollars in tax revenue each year to the village and the Hewlett-Woodmere School District.

The president of Envision Valley Stream and Vision Long Island both gave support to the development, commenting on the need for affordable housing, the project's convenient location near the LIRR station, and D&F's commitment to creating an attractive

and well maintained building.

The project closed in September 2014 and began demolition in November 2014. Construction began after the site was razed in January and is projected to be finished in June 2016. Residents of Gibson can breath a sigh of relief, now that a blight on their community will be replaced with something that will benefit the whole community.





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Mixed Use

“The Loft” on Main, Farmingdale



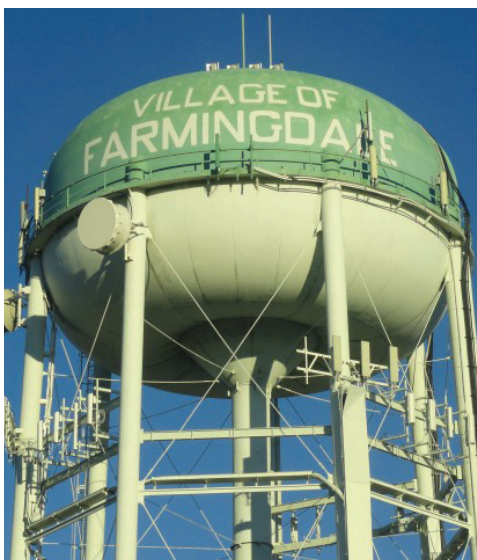
This year's Smart Growth Awards for Mixed use goes to Staller Associates and the Village of Farmingdale for “The Loft” on Main in Farmingdale.

we are all excited to see it come to life,” according to Mayor Ralph Ekstrand.

Staller Associates is an owner-run real estate company operating out of Hauppauge, specializing in commercial real estate. As a leader in commercial development on Long Island, the company caters to establishments ranging from prominent retailers such as CVS, Kohl's, Petco and Stop & Shop to smaller “mom & pop” operations.

Farmingdale is already seeing other developers' interest in bringing additional projects to its Main Street, indicating possibilities for job creation, economic activity, residential takeover and adaptive re-use, a part of which The Loft will be central.

In Farmingdale, Staller Associates is developing a transit-oriented apartment building within a few blocks of its train station, called “The Loft”. The building, expected to open later this year, will offer 26 luxury apartments on its second and third floors, and 3,000 square feet of retail space on its ground floor. Rental units will have 12' to 18' high ceilings, LED lighting, custom cabinetry, polished concrete floors, a balcony, indoor parking spaces, and other high-end features.



Farmingdale has been working to bring sustainable design to their downtown for several years now. Vision Long Island spearheaded this downtown revitalization plan starting in 2006. Mayor Eckstrand successfully ran on a Smart Growth platform in 2012 that promised to bring in more community and transit oriented developments. Since then Farmingdale has made good on this promise with numerous developments in the works as well as improvements to the existing downtown buildings. This bodes well for such a centrally located and popular village.

Staller Associates has managed retail projects in 20 different municipalities throughout both Nassau and Suffolk Counties, making themselves a fixture in numerous flourishing downtown areas. It makes clear in its mission statement that it seeks to cater its buildings and their uses to present-day concerns. With its architecturally contemporary design and combination of commercial and residential space, the building will give Farmingdale's downtown infrastructure a fashionable, present-day edge.

Its Long Island Railroad Station provides access to the Ronkonkoma and Port Jefferson branches, and a train ride to New York City being just over an hour long, the Village of Farmingdale provides an accessible, affordable area of residence that is seeing major improvements. Staller Associates' work on The Loft will be a major part of these improvements, and will attract a dynamic and lively community, bolstering an already significantly strengthening area.

Another Farmingdale project of Staller Associates' is a former warehouse, located at 285 Eastern Parkway, which they transformed into an apartment complex with 27 units for rent. They had changed their original plans in the Fall of 2013 to have the façade integrate into the rest of the community. Between the two projects, five or six units will be arranged as affordable housing, requiring that tenants make 80% or less than the area's median household income.



“The Loft at 231 Main Street will be world class construction, raising the bar of Architecture in the Village... This project represents a multi-million dollar improvement to downtown Main Street and

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Great Neck Incentive Zoning, *Walkability Award*
Liberty Village, *Housing Choices Award*
The Loft on Main, *Mixed Use Award*

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Walkability

Incentive Zoning, Great Neck



This year's Smart Growth Award for Walkability goes to the Village of Great Neck for their Incentive Zoning.

The incentive zoning adopted by the Village of Great Neck will help to revitalize its commercial district along Middle Neck Road as well as provide more housing opportunities within the village. The zoning was developed and adopted in response to elected officials wishing to create a more walkable community complete with residential zoning that was restricted to the existing downtown.

"We have decided you can only support so much business, and a more walkable community, at least a business community, would help," according to Village Mayor Ralph Kreitzman.

The Village initially engaged Dadras Architects in 2009 to work with the community to develop a revitalization strategy for the village. Since then Dadras has conducted an assessment of the area to determine issues and opportunities. They have also conducted no less than 13 separate focus groups in order to garner more community input.

Out of this process, a number of recommendations including façade improvements to enhance the historic character of the village, enhancements to the park, improvements to parking, walkability improvements, village branding, retail strategy, and incentive zoning to aid in redevelopment. VHB was then engaged to analyze the zoning modifications to determine their potential effects and draft an incentive zoning code.

The zoning incentives focus on several areas within the village—changes to the Business A zone and Residence E (multifamily)

zone, creation of two townhome/multifamily overlay zones and modifications to height limitations. These changes allow for the creation of additional multifamily residences of different types in the areas closest to the walkable downtown area.

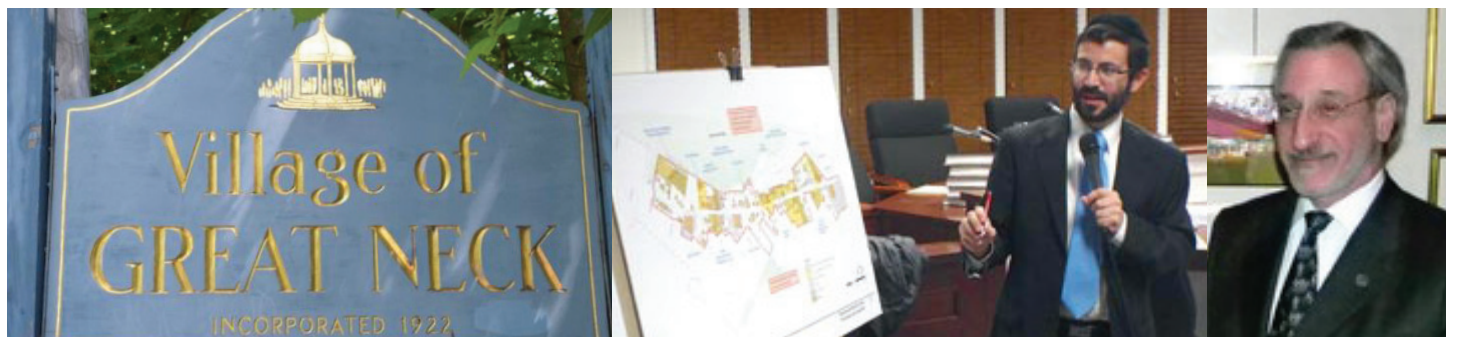
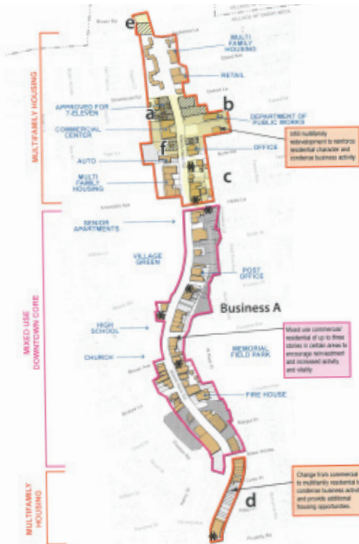
The modifications to the Business A district allow for office and residential use spaces to be built above first floor retail. Much of Middle Neck Road in this district is comprised of single story buildings. Allowing residential uses above retail spaces helps increase the vitality of the downtown as well as provide eyes on the street and shoppers to support businesses. In addition, the village will grant additional density beyond the allowed baseline in exchange for improvements in keeping with the goals of Great Neck's comprehensive plan.

The expansion of the Residence E district and incentive zoning within the district will help create additional housing opportunities in the village. Townhouses and apartment buildings will add to the diversity of the housing stock while adding residents within close proximity to downtown shops helps to provide "built-in" customers for local shops and add vitality to the area.

"The Village of Great Neck is almost exclusively single-family homes . . . [this] allows people to stay in the neighborhood who may not want to be in a single-family home forever," said Vision Long Island Director Eric Alexander.

This incentive zoning allows improvements to be made within the village without requiring payment from the local taxpayers. Developers can redevelop properties that may not have been economically feasible under the old zoning, or make additional profit on properties that were. The village gets the economic benefits of this redevelopment in addition to any placemaking or other improvements in exchange for the additional density.

The zoning is in addition to the other strategies developed, such as storefront and walkability improvements as well as a retail marketing and village branding strategy can help to improve the downtown and restore the vitality and character along Middle Neck Road.





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Planning

Port Jefferson 2030 Comprehensive Plan



This year's Planning Award goes to The Town of Port Jefferson for their efforts on their 2030 Comprehensive Plan.

More than six years in the making, the plan has a special focus on revitalization of the Uptown area and expansion of the public space along the waterfront. In 2015, developers began work on several projects designed to alleviate issues addressed in the plan.

The Village adopted their first Comprehensive Plan in 1965 shortly after incorporating, and then prepared, but never adopted, an updated version in 1995 – making a new vision for the village long overdue. The new plan, drafted with Cameron Engineering, addresses the Village of Port Jefferson's current and future needs for housing, transportation, parking, infrastructure, and recreation as well as the following: potential for transit-oriented, mixed-use developments; open space preservation; preservation of historic structures; and economic factors, including means of reducing retail vacancies.

The Village prioritized community engagement in the development of the plan and reached out to community stakeholders, leaders, and residents to see which areas needed the most improvements. In 2010, two community meetings were held to spark community discussion and establish a shared vision of the Village through the year 2030. In addition, a survey was sent out to Village residents to gauge which issues were the most pressing; several top issues were infrastructure, maintaining small town character, soil/groundwater contamination, maintenance of beaches, and environmental quality. Community involvement was essential in ensuring that the plan was adopted and that it reflected the real needs of village residents.

After a January hearing to review the final draft of the plan, the Suffolk County Planning Commission approved it for adoption in February. Approval has opened the door for developers to bring housing improvements and economic revitalization to Port Jeff. The Plan has the support of Mayor Margot Garant, who particularly praised the proposed housing improvements in the plan, saying, "In order to revitalize an area such as we have here, you need to get feet on the street. You need to bring in a new population."

The first transit-oriented project since the plan's adoption broke ground in May of this year. Rail Realty, owned by the Gitto Group, plans to replace a defunct car wash, two homes, and a vacant industrial building with 74 apartments within a walkable distance from the Port Jeff LIRR station. The project provides onsite parking and a quick commute to local hospitals, SUNY Stony Brook, and Brookhaven National Lab; both amenities address components of the 2030 Plan.

Several other Smart Growth projects are in the works and looking to receive approval from the appropriate town and village authorities. East-Setauket-based Tritec Real Estate wants to replace the vacant former Harbor View Hotel with 112 market-rate apartments complete with underground parking. Vice President Rob Kent says that the goal of the project is to revitalize the Port waterfront, which currently features a vacant boat yard and a vacant motel. The project would satisfy needs for quality housing, add jobs and economic activity to the economy, and fit seamlessly into the attractive and well-established architecture in the Village.

Plans are also under way to replace the dilapidated Islander Boat Center with 52 rental apartments. Hauppauge-based Northwind Group wants to improve the two-acre blighted property with a three-story development with one and two-bedroom residences and underground parking.

The 2030 Comprehensive Plan represents a huge step in the right direction for revitalization and economic development in the Village of Port Jefferson. Village officials are looking forward to the economic benefits from an increased downtown population and from new projects.



*Renaissance Downtowns congratulates all
of the 2015 Smart Growth Award
recipients!*

*A special congratulations to Mayor
Wayne Hall Sr. for his award for
Excellent Government Leadership.*



Conceptual renderings clockwise from top left: Hempstead, NY; Riverside, NY; Hempstead, NY; & Huntington Station, NY




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Government Leadership

Hempstead Village Mayor Wayne Hall



The Smart Growth Award for Government Leadership goes to Hempstead Village Mayor Wayne Hall.

Since coming into office in 2005, Mayor Hall has made major transformations in his village. It changed from one with a \$6.5 million deficit, decaying streets and parks, and crumbling infrastructure, to one debt-free and primed for a period of economic flourishing. Over his decade in office he has eliminated the deficit in the general fund, recorded a surplus of \$2.6 million, received a \$1.6 million grant to improve Main Street, a \$585,000 'Restore New York' Grant, and a \$2.4 million NYS DEC grant to improve the water

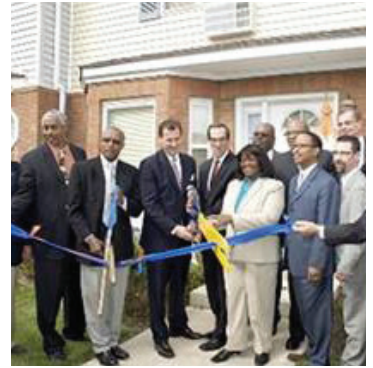
system.

In his Weekly Column, Mayor Hall regularly engages residents with up-to-date entries, discussing relevant community-centric issues and showcasing local events involving The Arts. Throughout, he stresses cultural diversity as a key asset to the character of the community and its activities. He is also an active member of many community groups.

Mayor Hall is currently working to revitalize Hempstead's downtown area, using a redevelopment project to utilize its full potential and to make it a place ripe for the pursuit of residents' goals. He has focused on reviving Hempstead's public safety and its economy and has partnered the Village of Hempstead with Senators Charles Schumer and Kirsten Gillibrand in a project that awarded the Village nearly \$40,000 in federal funds for anti-crime initiatives. These funds have been allocated to the Police Department, to the expansion and strengthening of its surveillance equipment. Hall also saw through a plan to light Hempstead's streets by implementing a \$1.3 million LED light project and eliminating the need to walk through unlit stretches of residential areas at night. Just through the course of 2014, overall crime in Hempstead dropped five percent from 2013.

Mayor Hall has seen through the execution of multiple affordable housing projects in Hempstead, diversifying the types and prices of housing offered to residents. The Metro 303 Apartment Complex, a five-story, 166 one, two, and three-bedroom unit development, restricts residency to those earning no more than \$56,000 per year. The Linden Knolls Apartment Building, located at 261 South Franklin Street in Hempstead, is a five-story building that features 99 affordable one, two, and three bedroom apartments, for which rent is determined by annual income. Having become a more desirable place to live in recent years, providing affordable housing has become increasingly important for the Village of Hempstead.

The Village of Hempstead has seen drastic improvements in the past few years largely thanks to Hall's main focus, the Renew Hempstead, Main Street Redevelopment project planned by Plainview Developer Renaissance Downtowns. The \$2 Billion mixed-use, mixed-income, transit-oriented redevelopment project is well underway, as a result of the hard work of the Mayor and Renaissance Downtowns. Designed with the assistance of Joel Russell, President of the National Form Based Code institute, its innovative contextual, form-based code that builds on Hempstead's assets and locational amenities received commendation from the Nassau County Planning Commission as a model code.



Set to proceed in two phases, the development will include 3,434 residential units and 2 million square feet of commercial and real estate space, which will be built over the next years. Phase I will produce 336 market-rate residential units, and Phase II will result in a mixed-use building that includes about 240 mixed-income residential units and almost 30,000 square feet of ground floor retail and commercial space.

This construction project will provide the community with numerous employment opportunities- 10,000 construction job years and 5,000 permanent jobs, and will also result in an excess generation of \$35 Million in tax revenue for the Village, Town, County and MTA. As a condition of the agreement with Renaissance, a Community Benefit Package specifies that at least 25 percent of construction jobs and permanent jobs go to Hempstead residents, and that 25% of the total contractors should be also be local.

Mayor Hall focused on transparency and open community involvement throughout this revitalization process, and, in conjunction with the developer, has held several public meetings. The Community benefit package solution has addressed most of the needs of the local community to achieve long-desired results. With Hempstead's revitalization, the village is set to become a more desirable place to live, and benefit its entire community.





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Community Leadership

Freeport Deputy Mayor Jorge Martinez



The Smart Growth Award for Community Leadership goes to Freeport Deputy Mayor Jorge A. Martinez.

Born in Havana, Cuba, Jorge Martinez came to the U.S. in 1968 and settled with his family on Long Island. For over 30 years, Jorge Martinez has called the Village of Freeport his home. Wanting to be a part of the betterment of Freeport, Mr. Martinez ran for trustee in 2007 and became the first Hispanic to be elected to this position. His service to Freeport also includes serving as Chairman of the Village Zoning Board, Chairman of the Sanitation Board, and Commissioner of Human Relations Board.

additional areas where resources would permit. Mr. Martinez is working with many key leaders in the area to ensure that the process is transparent and fits the needs and hopes of the residents.

He has shown leadership and commitment to the community in his work with the Freeport Chamber of Commerce as well as many other community organizations. He has also been instrumental in keeping the Arts Council in business and funded.

Like many residents, Mr. Martinez was severely affected by Superstorm Sandy. Post-Sandy, while putting his own home back together, Mr. Martinez was a vital part of the Village's communication with residents about resources and ensuring the Village was doing everything possible to aide residents. Part of that included taking out time as simply a resident to help out with Friends of Freeport, the local community-based recovery group. Mr. Martinez joined other volunteers to help repair and rebuild homes of victims also affected by Superstorm Sandy.

Mr. Martinez is President of BCM Solutions, a Third Party Administrator dedicated to helping organizations become more efficient and effective by outsourcing their business procedures. A successful Freeport Business Owner, Jorge has also served as President of the Long Island Hispanic Chamber of Commerce and Vice President of the Freeport Hispanic Association. During his time as President of the LI-HCC, they received a \$500,000 state grant to start a business incubator program. The center, located in Melville, continues to provide support, education, and resources to both established and prospective business owners from Long Island's Hispanic community. For start-up companies, the incubator provided space and access to equipment, including computers, telephones and software.

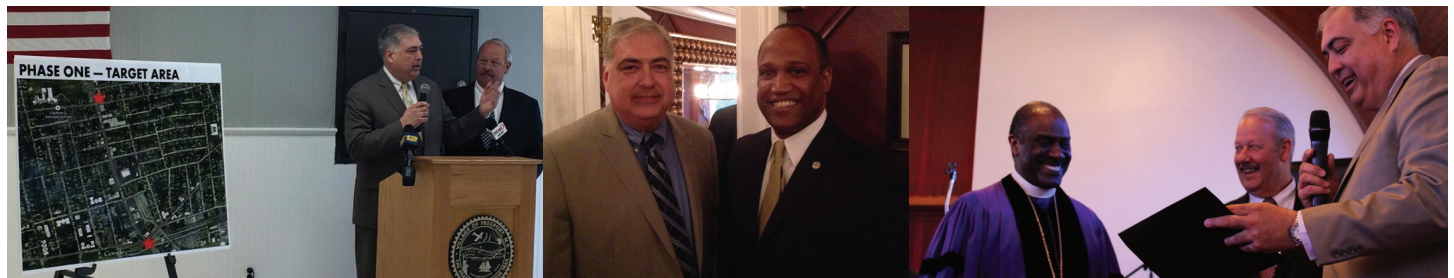
He has served as the Associate Director for the Board of Directors of Bethpage Federal Credit Union and is currently the Treasurer. Mr. Martinez is active in continuing the presence the credit union has across Long Island.

In addition to his commitment to his office with the Village and the success of his business, Mr. Martinez has worked tirelessly to enrich his community. Mr. Martinez has served as a coach in the Freeport PAL Sports League and Freeport Little League, and as a member of the Board of Directors for the Girl Scouts of Nassau County and Vision Long Island.

He also held the position of Compliance Officer and Director of Business Development for American Transit Insurance Company. As part of the team for ATI, Mr. Martinez was vital in helping the Manhattan based company expand to their Freeport location. This new home for the company is in a building which was once an eyesore for the community, but fully renovated, it stands as a symbol of the revitalization efforts underway.

Leading by example, Mr. Martinez is working diligently to encourage new businesses to come into the village through the N. Main Street revitalization process as part of the North Main Street Corridor Master Plan. An area long neglected, it is now getting some much needed attention from the Village. The effort is being spearheaded by Mr. Martinez and his collaboration with Nassau County, who announced \$5 million in county capital funds to begin the process.

The money would be used towards investments in the roadway and potential rezoning by the train station that can bring in mixed use development. The North Main Street Streetscaping project is the first step towards progressive urban renewal in the northeast quadrant of the Village beginning at Brooklyn Avenue and proceeding north on North Main Street to Seaman Avenue with potential for including



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