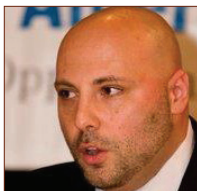


The 15th Annual Smart Growth Awards

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



These last few years have shown tremendous progress with over 12,000 units of transit oriented housing approved, over a billion dollars of Federal and State funds invested in our sewage treatment plants and nearly 60 communities working on varying placemaking principles of Smart Growth. It is important to draw the right conclusions as to why success is occurring.



1) Public support for downtown redevelopment projects is at an all time high

In a review of the project hearings over the last four years, here are the results: 63 project hearings in 35 communities; 50 projects had more support and were approved; 1 had more support and is pending final approval; 7 had more opposition and were approved; 4 had more opposition and were denied or withdrawn; 1 had more opposition and is pending final approval. We never would have seen those numbers 15 years ago.

2) Folks want the experience of downtowns & public spaces

There are lower vacancies downtown, increased attendance at Main Street events Our downtowns have become the hub of restaurants, bars, arts, music and cultural activities compared to years past.

3) It is about leadership

For this years Smart Growth Awards we have received over 40 deserving nominations. Winners start with a Regional Leadership Award to Scott Rechler , Chairman and CEO or RXR Realty for his progress in and longstanding support of creating mixed use, downtown destinations on Long Island. The groundbreaking for Garvies Point in Glen Cove just occurred along with project approvals in Hempstead and Huntington Station.

The project and organizational honorees also impress including Hon. Don Barbieri for walkability in New Hyde Park; Alma Realty Corp & the Village of Valley Stream for a mixed use project in Valley Stream; Conifer Realty & Town of Babylon for housing choices in Copiague; Patchogue Chamber of Commerce for "Live after Five" in Patchogue; Town of Islip & Greenview Properties for a Pedestrian Plaza in Bay Shore; LI Building Trades Council & LI Federation of Labor for job development; Lalezarian & Village of Mineola for two redevelopment projects in Mineola; Beechwood Organization & Village of East Rockaway for a waterfront TOD in East Rockaway; Bartone/Terwilliger & Village of Farmingdale for a TOD in Farmingdale, the Gitto Group & Village of Port Jefferson for a TOD in uptown Port Jefferson; and East End Arts and the Westbury Arts Council for creating a sense of place providing arts, music and culture in our downtowns.

4) Partnerships Bring Fair Share of dollars for LI

Whether it be Sandy Relief aid or transportation dollars from the Federal government or infrastructure funds from NYS the ability to move our fair share of resources to local municipalities have aids our downtown business districts. Sewer upgrades like Bay Park and major transportation projects like Double Track are under construction with many more in the planning stages.

5) The movement has largely avoided distractions.

We need to stay a populist movement as now is not the time to be elitist. Most folks now know not to call community and local business leaders, who appropriately question and influence their duly elected Villages and Town officials, names like NIMBYs. Dehumanizing real people does absolutely nothing to bridge the gap between pro redevelopment goals and real community concerns. In fact these types of approaches only widen a divide that still exists between regional interests and local communities.

Challenges exist - there are still delays that occur with development on LI compared to other regions. We still need more rental units and downtown housing stock and sadly 40 downtowns are not engaged in revitalization efforts. There are also numerous regulatory hurdles and general anti-small business climate in NYS which seems to be getting worse.

What we have said for many years is the best way to advance change in local communities is to stop the regional critique and get off the sidelines, engage with a local civic, chamber or municipality which is happening in spades. So let's take a moment to thank the folks that are making our downtowns better you know you are deeply appreciated and making a huge difference in communities across Long Island. The results speak for themselves.

Sincerely,

Eric Alexander
Director, Vision Long Island

Another year has passed and we have accomplished much and we should be proud of it...an uptick in transit oriented development projects, downtown revitalization plans, dollars for infrastructure and most of all healthy Main Street communities. Smart Growth has grown organically in many towns and villages on long Island. Vision Long Island has been successful in changing the perception, reality and most of all the conversation. With your help as stewards of Long Island and NYS you all should be congratulated.



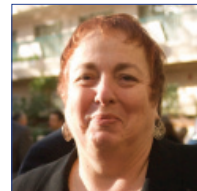
We still have much to do so we can sit back on our laurels.. our New Year's resolution will come early in the following ways by bringing our fair share of dollars from Washington and New York State to our Main Streets and helping our local governments take action to bring many existing plans to reality.

I am both excited and privileged to work with such wonderful and professional board members and staff.. together we will continue to move forward and make Long Island a continued destination and not an exit.

Sincerely

Robert Fonti
Co-Chair Vision Long Island

My hearty congratulations to our Honorees, who have worked so hard to make better communities. To all of you who continue the efforts of improving our living spaces and our living places, especially our Sponsors, Board members, Vision Staff, Elected Officials, Civic Leaders, Activists and Citizens BRAVO! The work you are doing is tremendous. In the last 20 years I have seen so many wonderful projects and each year new ones come to fruition however, as I learn more, its striking how much could be accomplished. Looking at my grandchildren, knowing the issues they will inherit, inspires me to continue searching for answers to issues and looking to connect people who can shed light or give another perspective to develop more comprehensive solutions.



Lately I have been impressed by Bill Millett who spoke on "Economic Benefits of Early Childhood Education". Sounds mundane but it will be key to our Economic Development, Public Safety, National Security, and Military Readiness. We will be asking a great deal from our children in the future. His presentation has excellent information.

Bringing people from different silos together will be of great benefit to our future and our children's. Congratulations again to our honorees and a big Thank You to you all for being here and doing the work you do on "Our Beautiful Long Island".

Sincerely,

Trudy Fitzsimmons
Co-Chair Vision Long Island





2016 Board of Directors



ROBERT FONTI
Co-CHAIR
SUFFOLK COUNTY
ALLIANCE OF CHAMBERS



TRUDY FITZSIMMONS
Co-CHAIR
LAIBLE FITZSIMMONS,
INC.



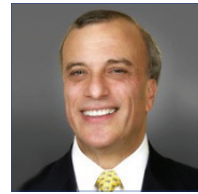
RICHARD BIVONE
TREASURER
LONG ISLAND
BUSINESS COUNCIL



RON STEIN
FOUNDER
GOOD HARVEST
FINANCIAL GROUP



ALI ADELMAN
WENDEL COMPANIES



KEITH ARCHER
HARRAS, BLOOM
& ARCHER



DAVID BERG
AMERICAN PLANNING
ASSOCIATION
LONG ISLAND CHAPTER



DENISE CARTER
GREENMAN-PEDERSEN, INC.



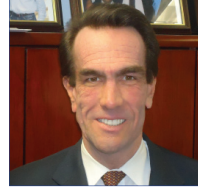
GLEN CHERVENY
GRCH ARCHITECTURE



LIONEL CHITTY
HICKSVILLE CHAMBER
OF COMMERCE



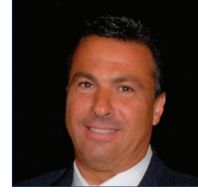
JOHN DURSO
LI FEDERATION
OF LABOR



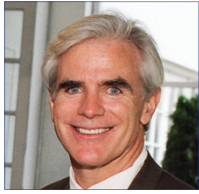
PETER FLOREY
D & F
DEVELOPMENT GROUP



MATTHEW FRANK
THE RICHMAN GROUP



LARRY GARGANO
GREENVIEW PROPERTIES



PATRICK HALPIN
MERCURY PUBLIC
RELATIONS



NICK HALSTEAD
MILL CREEK
RESIDENTIAL TRUST



JOHN KEATING
PSEG



RICHARD KESSEL



DR. RICHARD KOUBEK
JOBS WITH JUSTICE,
LONG ISLAND



STEVEN KRIEGER
ENGEL BURMAN



MELISSA KUEHNLE
ST. JOSEPH'S
COLLEGE



ALEX LATHAM
ADL III
ARCHITECTURE



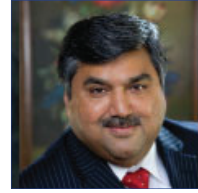
DAVID LENO
RIVKIN RADLER LLP



NEAL LEWIS
SUSTAINABILITY
INSTITUTE AT
MOLLOY COLLEGE



JORGE MARTINEZ
LONG ISLAND
HISPANIC CHAMBER
OF COMMERCE



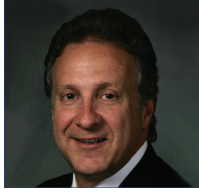
KAMLESH MEHTA
SOUTH ASIAN TIMES



BRUCE MIGATZ
ALBANESE & ALBANESE



DONALD MONTI
RENAISSANCE DOWNTOWNS



VINCENT PIZZULLI
FORCHELLI, CURTO,
DEEGAN, LLP



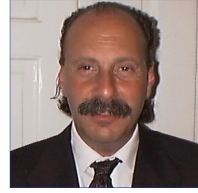
MICHAEL PUNTILLO
JOBCO ORGANIZATION



BILL PURSCHKE
ZODIAC TITLE SERVICES



DR. NATHALIA ROGERS



LARRY ROSENBLIOM
ZYSCOVICH ARCHITECTS



ERIC RUBENSTEIN
RUSKIN MOSCOU
FALTISCHER



KEITH SAMAROO
PS&S



ROBERT SCHEINER
H2M ARCHITECTS
+ ENGINEERS



DAVID SCHIEREN
EMPOWER SOLAR



SCOTT SCHOEN
LONG ISLAND
BUSINESS NEWS



HOWARD STEIN
CERTILMAN BALIN ADLER
& HYMAN



JOY SQUIRES
NYS ASSOCIATION
OF CONSERVATION
COMMISSIONS



EDWARD THOMPSON
MOLLOY COLLEGE



JOHN TROTTA
POSILICO



**VERONICA VANTER-
POOL**
TRI-STATE
TRANSPORTATION CAMPAIGN



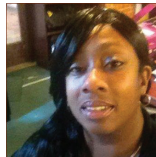
**KATHLEEN WIS-
NEWSKI**
NATIONAL GRID



ANDREW ZUCARO
ZUCARO CONSTRUCTION



ERIC ALEXANDER
DIRECTOR



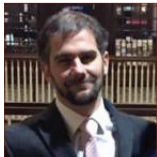
TAWAIN WEBER
ASSISTANT DIRECTOR



ELISSA KYLE
SUSTAINABILITY DIRECTOR



**CHRISTOPHER
KYLE**
COMMUNICATIONS
DIRECTOR



JON SIEBERT
FRIENDS OF
LONG ISLAND CONSULTANT

VISION LONG ISLAND STAFF

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.

Over the past 19 years Vision has counseled downtown Villages and Towns, and has been a resource for the County, State, and Federal governments, as well as the business and civic community on downtown revitalization, planning and infrastructure. Vision has made over 2000 presentations, performed over 20 community visionings and advanced over 100 public and private planning projects towards implementing the goals of Smart Growth on Long Island.



IMPLEMENTING SMART GROWTH 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 & Planning Assistance: Work in communities on visionings, charettes and the advancement of community projects. Communities include: Hicksville, Farmingdale, Baldwin, Westbury, Manorhaven, Riverhead, Gordon Heights, Huntington, Huntington Station, Mastic/Shirley, Bay Shore, Kings Park, Central Islip, Lake Ronkonkoma/West, Farmingville, Southampton, West Babylon, Coram/Middle Island, and Mastic Beach
- Design and Technical Assistance: Implementing downtown, commercial corridor and infill development plans. Key projects include transit-oriented development, public infrastructure and clean energy
- Convening Regional Leadership and Smart Growth: Hosting the Smart Growth Summit, Smart Growth Awards and special workshops; Organizing the Smart Growth Working Group, Long Island Lobby Day Coalition, Long Island Business Council, Suffolk Alliance of Chambers, 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
- Promotion of downtown business districts and other community driven programs and to strengthen great places

VISIONS ACROSS LONG ISLAND 2000-2016



Visit us on:



24 Woodbine Ave, Ste. 2 - Northport, NY 11768

631-261-0242 - info@visionlongisland.org - www.visionlongisland.org



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

June 10, 2016

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



Dear Friends:

Greetings to all those gathered today for the 15th Annual Smart Growth Awards hosted by Vision Long Island. Since its inception, Vision Long Island has worked to promote economically sustainable and environmentally responsible growth, making our communities more attractive, prosperous and livable.

Special congratulations are due to this year's Smart Growth Award honorees. Their accomplishments are truly worthy of your recognition.

Committed to involving stakeholders in all aspects of planning, Vision Long Island supports Smart Growth across a wide variety of forms and approaches. The range of projects recognized with Smart Growth awards over the years illustrates the scope and significance of the organization's efforts to renew and revitalize our communities, including clean energy and green building development, mixed land use, open space preservation, enhanced public transportation and walkable neighborhoods, affordable housing and more. In addition to presenting these annual awards, Vision Long Island educates and trains government, business and community groups, facilitates community visioning and planning, advocates for sustainable public policies and publishes the SmartTalk e-newsletter. The dedicated officers, board and staff of Vision Long Island are bringing residents together and building a brighter, healthier future for all.

Best wishes for a joyful celebration and continued success.

Sincerely,

Thomas P. DiNapoli
State Comptroller



We proudly support the
15th Annual Vision Long Island Smart Growth Awards.
Congratulations to all of this year's honorees!



2001 BRYAN STREET | SUITE 3275 | DALLAS, TEXAS 75201
214.922.8500 | MCRTRUST.COM

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 2015-2016. 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.



than support and were approved; 4 had more opposition than support and were denied or withdrawn; 1 had more opposition than support and is pending final approval.

Vision board, staff and community partners have been represented at the above hearings and along with the public records, minutes and recorded votes can attest to the shift in support.

What should also be clear to critics of the pace of change and local land use control is that the bulk of the downtown redevelopment projects underway are initialized and advancing - at the request of the community. There are roughly 100 downtown business districts on LI - 60 have community driven downtown plans and 40 of those are actively approving projects.



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. 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 region's future.



In Nassau County, 12 communities have had project approvals which include the Village of East Rockaway, Village of Cedarhurst, Village of Hempstead, Village of Valley Stream, Village of Farmingdale, Hicksville, Island Park, City of Glen Cove, Village of Great Neck Plaza, Village of Westbury, Village of Rockville Centre and Port Washington. In Suffolk County, 12 communities have had project approvals which include the Huntington, Huntington Station, Village of Babylon, Bayshore, Copiague, Great River, Ronkonkoma, Village of Port Jefferson, Village of Patchogue, Middle Island, Riverhead and Southampton.



We are hopeful that what will soon get reported is what we are seeing at hearings across LI - that opposition to downtown projects is at an all-time low. The good news is that numerous municipalities have approved downtown and Transit Oriented Development projects. In a review of the project hearings over the last four years, here are the results:

63 project hearings in 35 communities; 50 projects had more support than opposition and were approved; 1 had more support than opposition and is pending final approval; 7 had more opposition



The 2016 Long Island Lobby Coalition



LONG ISLAND LOBBY DAY FEBRUARY 24, 2016

The growing Long Island Lobby Coalition, with the support of over 90 organizations, made the annual journey to Albany this week to support various needs of Long Island. Approximately 40 of the groups were in attendance this year.

Meetings were held with Lieutenant Governor Kathy Hochul, the Long Island State Senate delegation, as well as the Long Island Assembly delegation to remind policy makers why “Long Island Communities Matter”, which was the theme of the 8th annual lobby day. This year’s agenda covered six key issue areas: Critical infrastructure projects, small business, transportation, energy and environment, human services and housing, and post-Sandy recovery. The Lt. Governor was out on Long Island as this year’s keynote speaker at the Vision Long Island Smart Growth Summit so she was well aware of many of the issues raised.



This year’s first meeting was with Lieutenant Governor Kathy Hochul, filling the Capitol Blue Room. Julie Marchesella, President of Nassau Council of Chambers of Commerce suggested a “Shop Local” media campaign to assist the state’s small businesses while increasing the dwindling state sales tax revenue, which is partially due to the rise in online shopping. An advertising campaign geared towards raising awareness of the negatives of online shopping was proposed to combat the negative trends that hurt Long Island’s downtowns and state sales tax gains, which supports many projects in the state. “Online shopping has increased over the past five years. Sales tax revenue has decreased over the past five years,” said Marchesella.

The need for a five year Capital Plan to be funded for non-MTA transit was discussed with the Lt, Governor. “New York needs a transporta-

tion capital planning process that is done transparently, comprehensively and in a coordinated, long-term manner,” said Nadine Lemmon of the Tri-State Transportation Campaign. “Prior to passage of the NYS budget, we need a list of projects for the proposed \$22.1 billion NYSDOT capital plan—Long Islanders deserve to know where their state tax dollars are going. We’re thrilled that the Long Island Lobby Coalition has taken up the baton for transparency and accountability in Albany.” Although non-MTA transit across NY carries 6.1% of all transit riders, it only receives 3.43% of all transit capital funding in the Executive Budget with zero capital funding for NICE and Suffolk Transit. The Lt. Governor acknowledged the disparity, and pledged to bring the issue up with NYS Department of Transportation during a meeting scheduled for the following week.

The need for assistance with zombie homes was brought up to the Lt. Governor. Long Island was one of the hardest-hit areas in the country thanks to predatory lending mishaps in the 2000’s, and currently has the highest rate of new foreclosures in the state. Out of over \$7 billion that New York has received so far in predatory loan fines from major banks, no monies from those fines have made it down to the communities and the municipalities that are struggling to deal with this untenable situation. It was asked that at least a quarter of fines received are used to go directly back to the communities to help fix the problem.



The reaction by the Lt. Governor to this year’s agenda was positive, with the Lt. Governor thanking the Long Island Lobby Coalition for “bringing together such an amazing disciplined group of people who are all on the same page. That’s the challenge,” she said. “All of you speak with one voice, and that’s impressive, because you represent so many diverse interests; labors, chambers, elected officials, that rarely come together in the state. I assure you that there’s far more clout when I say ‘this is what Long Island wants’, and take this to the different agencies. I will continue to be a strong advocate for you... help me stay engaged.”

The Lobby Coalition then made its way to the Capitol Room to meet with Long Island’s senate delegation, with Senate Majority Leader John Flanagan, Senators Jack Martins, Phil Boyle, Kemp Hannon, and Carl Marcellino able to give their time this year. The Senate delegation has been tremendously helpful with the 7 bills that have been passed over the past few years with the support of the Coalition.

Support for tax-deferred IRA accounts for small businesses was asked for by Bob Fonti of the Long Island Business Council. This would allow businesses to deposit part of their profits and be able to withdraw from the account tax-free during recession to help them when economic growth is low for several months, in the event of natural disaster, or for job growth. The Senate is very supportive of the



measure, with Majority Leader Flanagan saying that the senate “has passed it before, and will pass it again,” and urging that discussions take place with the Governor’s office and Assembly to ensure passage and signing of the measure.



Adrienne Esposito of Citizens Campaign for the Environment spoke about the need for continued funding for the safe disposal of pharmaceutical drugs which protect the waterways and public health. Long-term care facilities on Long Island had 52 boxes of unwanted drugs collected for disposal last year, and permanent drop off boxes were installed at five police precincts, two ambulance companies, and eleven King Kullen supermarkets with pharmacies. Senator Marcellino acknowledged that the programs were successful, citing an event that yielded “ten 60-gallon garbage cans of medications.”

Infrastructure projects were also discussed, with Deputy Mayor Jorge Martinez of Freeport asking for a \$5 million feasibility for floodgates. “Superstorm Sandy devastated over 3000 homes and caused millions of dollars’ worth of damage in Freeport,” Martinez said. “We need help for municipalities to implement programs for grant funding, more importantly feasibility study for flood gates at Jones and East Rockaway Inlets. Gates of the sort have been in place in many areas in the world, and their presence would have made Sandy, and will make other future events like Sandy, nothing but a nuisance in the future.”

Superstorm Sandy recovery needs were also discussed, with Ron Beattie of Oakdale’s New York Rising Community Reconstruction Program citing concerns on the program not moving ahead with proposed projects quickly enough. The state needs to allocate the funding awarded to 22 Long Island CRP zones to subrecipients by next year for the projects to move ahead. Currently, only one project per region has been started.



The last collective meeting of the day was with Long Island’s Assembly delegation. Those in attendance included Assemblymen and Assemblywomen Kimberly Jean-Pierre, Chad Lupinacci, Michael Montesano, Ed Ra, Andrew Raia, Michaele Solages and Fred Thiele.

Critical infrastructure projects were discussed, such as the need for funding for an outfall pipe for the Bay Park Sewage treatment plant. The Bay Park and Long Beach sewage treatment plants contribute 80% of the nitrogen to the Western Bays, resulting in seriously degraded water quality, degraded salt marshes, low oxygen levels and disappearing shellfish harvesting. “With now having three quarters of the needed funding towards the Bay Park Ocean Outfall Pipe and only needing \$150 million more from the State, we have never been closer to bringing back a huge economic boom in the Western Bay communities,” said Tommy Asher of Operation SPLASH. “All of Nassau County will benefit by bringing back our commercial shellfishing industry, recreational fishing and tourism by removing those highly volatile toxins out of Reynolds Channel.” Other infrastructure items

discussed included \$40 million for connectivity of Mastic Beach Village to the upcoming Forge River Watershed sewer treatment facility. Currently there is no funding to expand sewerage three and a half miles down to Neighborhood Road in Mastic Beach, which will provide resilience, environmental and economic development benefits to one of Long Island’s lowest-lying shoreline communities. (Mastic Beach received \$1.3 million from the Town of Brookhaven this week to develop their shovel-ready plan in tandem with the nearby Mastic-Shirley plan). Kings Park also asked for \$14 million for sewers for their downtown after self-funding a downtown revitalization plan. A total of \$800 million in water infrastructure projects were asked for by the Long Island Lobby Coalition.



Funding needs for bicycle and pedestrian safety were also discussed, with Sylvia Silberger of Carless Long Island discussing some of the concerns. “There are many Long Islanders who are pedestrians or cyclists by necessity. For example, almost all bus riders are also pedestrians. But there are many more still who choose to, or would like to choose to commute on foot or by bicycle for a variety of good reasons such as individual health, environmental concerns or a desire to help decrease traffic congestion. However, presently it is incredibly dangerous to do so on Long Island.” It was asked that policymakers include in the proposed \$22.1 billion proposed for the NYSDOT Capital Plan an increase of \$20 million per year for each of the five years of the plan to supplement federal funds already allocated to pedestrian and cycling safety infrastructure in Long Island.

Assembly members were quite receptive to the proposals, and pledged support for many of the agenda items. The Lobby Day concluded with individual meetings with policy makers, including Charles Gasparino, Dean Murray and Joseph Saladino.

One outstanding issue in the meeting of the Assembly delegation was the inability of the majority caucus to pass the legislation for the Small Business Savings Accounts. For the last two years the Senate has passed this bill and the Assembly has blocked it. The coalition and the many local businesses and Chamber of Commerce representatives in the room reminded the Assemblymembers of the importance of the small businesses on Long Island and want to see successful passage of this legislation.

Upcoming, there will be session tracking of these community-based issues, and there may be a “scorecard” to help chart progress of Long Island Lobby Coalition agenda items over the past several years.



The 2016 Long Island Complete Streets Summit



The 4th Annual Long Island Complete Streets Summit was held this past April at the Sustainability Institute at Molloy College in Farmingdale, once again bringing together transportation experts, advocates, elected officials, engineers, and community leaders to the table to discuss projects in the works and what can be done to make safer streets for all who use them.

The Summit was kicked off by Tri-State Transportation Campaign's Executive Director Veronica Vanterpool, who discussed some of the ongoing needs of the region with a panel discussing Complete Streets Tools, Best Practices and Funding. The collective push to have dedicated funding for Complete Streets projects to the tune of \$20 million in the state budget was explained, which is now closer to reality. Recently, the NY State Assembly was favorable towards including that in this year's budget, which would give communities desperately needed funding to allow projects to come to fruition, and leverage other grant funding.

Vanterpool explained that since the passing of Complete Streets by the state in 2011, no dedicated funding towards projects has been made available. Vanterpool also mentioned the upcoming Most Dangerous Roads for Walking report will be released next week. The last report names Route 25 in Suffolk the most dangerous road for walking, with 20 deaths in a three-year period.

Alec Slatky, Legislative and Community Relations Representative at AAA Northeast, discussed his advocacy efforts, and is as committed as ever to working towards having safe streets for motorists as well as those who use the roads as pedestrians and bicyclists. Slatky was able to provide a perspective from the drivers' point of view, which is valuable and needs to be taken into account with any Complete Streets projects since 86% of commuters use personal vehicles or carpools as their primary means of transportation.



New York Bicycle Coalition's Daniel Flanzig spoke about their numerous advocacy efforts. Recently, Flanzig presented at Suffolk County Police Department's Bike and Pedestrian Law Enforcement Training, where he had the opportunity to not only witness the education of law enforcement on shared responsibility between pedestrians and drivers, but to share knowledge. In Suffolk, more than

40 percent of the 142 traffic fatalities last year involved pedestrians and bicyclists; the training aimed to reduce that number. Flanzig also spoke of hopes to adopt a common-sense 3 foot safe passing law, which would require every person who is driving a motor vehicle to pass those biking with a minimum of three feet of space. Currently, New York State does not have a safe passing law with no distance requirements, making it hard to enforce and open to interpretation. In the Bike and Pedestrian Law Enforcement Training with Suffolk County, Flanzig noticed that officers were not aware of the current safe passing law that is on the books.

Closing out the session concerning Complete Streets Tools, Best Practices, and Funding was James Bazata of Greenman-Pedersen, Inc., who introduced a revolutionary program to help design Complete Streets projects. The virtual reality simulation modeling tool models streets before a project, and allows people to visualize what a project may look like after development in real-time, like a video game. These models also serve as a baseline to evaluate the effectiveness of recommended solutions, and can assist with public outreach in a cost-effective, unique way, giving perspective from the drivers' point of view as well as the pedestrians.



The Keynote address was delivered by Ryan Russo, Deputy Commissioner of Transportation, Planning and Management for NY City's Department of Transportation. Russo highlighted many of the successes of the 2 year program, with hopes that some of the best practices could be implemented as Long Island moves ahead with Complete Streets programs, saying that "we can design fatalities out of the system".

Through engineer initiatives including lane narrowing, adding bicycle paths, shortening pedestrian crossing distances, and adding speed bumps, areas such as Queens Boulevard, known by many as the "Boulevard of Death," have begun the transformation into safe and livable corridors for walking, cycling, and driving.

Enforcement has also been stepped up, with speed camera installation in key areas, enhanced enforcement of the "Right of Way" law, and a heavy focus on motorcycle safety, making 2015 the safest year for motorcycles in over a decade. Expansion of speed

camera utilization will be advocated for this year, with the aim of reducing collisions and injuries even further. Although speed cameras can be unpopular to those who receive summonses, NYC does not charge administration fees on tickets, and points are not levied on licenses as they would be through more costly traditional enforcement measures.

The City has also increased the education and public engagement of the causes of fatal crashes. By engaging the public through Street Teams, increasing education of TLC drivers, and executing successful media campaigns, the City continued to augment its efforts to make streets safer. In 2016, there will be increased focus on improving safety for older adults through targeted initiatives.

The impacts of Vision Zero's efforts have resulted in the fewest traffic deaths in any year since 2015, and the second year of decreases in fatalities since Vision Zero was launched, with about 20% fewer traffic-related fatalities in 2015 when compared to the past 15 year's average. Those killed or severely injured is also significantly down, with over 500 fewer incidents in 2014 compared to pre-Vision Zero, cutting the amount of incidents nearly in half when compared to the year 2000. Additionally, the year 2015 was the safest year for New Yorkers while walking in the City's history, with the City looking towards continuing the focus on reducing failure to yield crashes and deterring speeding to further reduce the amount of incidents.



Case Examples and progress reports on Long Island were discussed, with elected officials speaking of progress and hopes for the future. Nassau County Legislator Laura Curran spoke about the Baldwin, Grand Avenue's progress on a 1.4 mile stretch between Stanton Avenue and Merrick Road. Part of the plan includes signalized left-turn lanes at Seaman Avenue and St. Luke's place to reduce bottlenecks, bump-outs at some crossings, enhanced crosswalks, and signal timing adjustments to make it safer to drive, walk, and shop. A road diet between Merrick Road and Sunrise Highway is also planned, which is the most controversial aspect of the improvement, but has helped other areas with higher traffic volumes. The federal grants that were received to commission the study will catalyze, support, and compliment private investment, give safer access for all users of the roadway, and help stabilize the communities through smart growth.

The Village of Freeport's Deputy Mayor Jorge Martinez spoke about revitalization efforts of North Main Street, aiming to streetscape the corridor north of the busy LIRR train station, bringing economic op-

portunity to the area. Freeport hosts multiple downtown areas, with North Main Street being targeted for revitalization by working with the township and county in a collaborative effort.

The Village of Great Neck Plaza's Mayor Jean Celender gave an overview of their past history of traffic calming projects, as well as the Shorewood Drive/Welwyn Road Pedestrian and Bicyclist Enhancements. The million dollar project, mostly funded through NYS Department of Transportation via federal funding, aims to alleviate congestion by the post office, a National Historic Register designated building. The high-density village, with a population of 7,000 in just 1/3 of a square mile, hopes to increase access for all modes of transportation in the area for users of all ages with sharrow bike lane markings, safer elevated crosswalks, an additional roundabout, and a safer zone for the NICE bus to drop off and pick up riders.

Councilman Steve Flotteron of Islip Township discussed several projects in the area, highlighting the need to provide pedestrian and bicycle access from the Sayville LIRR station to the ferry service approximately 3000 feet away, which services several Fire Island destinations with tens of thousands of visitors annually, while giving access to the many parks south of Main Street. Always thinking outside of the box, Councilman Flotteron also spoke of the desire for additional bicycle access along the parkways system, which could link destinations west to Long Beach and through Long Island's mainland.

Overviews of regional projects, such as Heartland Town Square and the Ronkonkoma Hub were presented by Patrick Lenihan of VHB, saying that form-based codes and zoning will help the projects move ahead in ways that will help promote Complete Streets policies. Representatives from Long Beach and North Hempstead also gave updates on grants received, speed reductions, and projects that will involve inter-municipal cooperation to move forward.



Vision's Director Eric Alexander pointed to the progress for Complete Streets highlighting the seven Towns that have passed legislation, two Counties and smaller villages and cities. "The good news is that over 40 traffic calming and pedestrian and bike projects are completed or underway along with robust community support. The bad news is that it is unclear the NYS DOT's implementation of the Complete Streets law and Nassau and Suffolk County have limited resources to advance these types of projects. Many local Town's and Villages desire these road design changes but the tax cap limits reinvestment in roadway infrastructure."

Special thanks to Summit sponsors AARP, GPI, VHB, Wendel, Tri-State Transportation Campaign and the Sustainability Institute at Molloy for hosting.





Designers and Engineers of the Foundation of Community



- Green Infrastructure
- Transit Oriented Development
- Transportation Planning
- Traditional Neighborhood Development
- Landscape Architecture
- Site Design
- LEED Design
- Comprehensive Planning
- Charrettes

GPI
Greenman-Pedersen, Inc.

Engineering and Construction Services

Headquarters
325 West Main Street
Babylon, NY 11702
631-587-5060

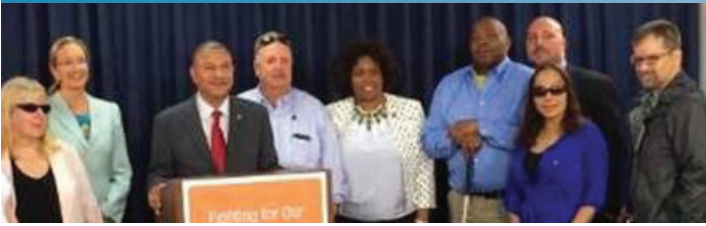
Additional GPI offices
located throughout the U.S.

www.gpinet.com

Teamwork • Quality • Commitment

Transportation on Long Island

Fair Share to Long Island from MTA Payroll Tax



Vision joined various community organizations including SILO and FREE in Albany in support of NYS Assemblyman Phil Ramos and NYS Senator Jack Martins' bills to reallocate funds from the MTA Payroll Tax to reinvest in local transportation service.

Since 2009, the MTA Payroll Tax has imposed a 0.34% tax on employers within the Metropolitan Commuter Transportation District (MCTD). To date, the counties included in the district (New York (Manhattan), Bronx, Kings (Brooklyn), Richmond (Staten Island), Queens, Nassau, Orange, Suffolk, Rockland, Putnam, Dutchess, and Westchester) have contributed nearly \$1.5 billion to the MTA.

Thanks to the efforts of suburban delegation, the tax was dramatically reduced in 2011 to the benefit of suburban communities. Communi-

ties outside New York City pay the MTA Payroll Tax, which results in far more money coming out of these counties than benefits received. Simultaneously, the needs of local residents have been increasing as a result of more intra-county travel and a regional shift towards transit oriented developments where downtowns are being redeveloped in an effort to spur economic development and much needed job growth. The systems also provide transportation to the most vulnerable members of our society who are wholly reliant on these systems for transportation to health care and other vital services.

In addition to the MTA Payroll Tax, suburban taxpayers support the regional transit system by funding local transit operations which connect passengers to MTA bus, rail and subway stops. This is added to other surcharges that support the MTA system, including MTA Commuter Transportation, District Taxicab and Hail Vehicles Rides, MTA Auto Rentals, and MTA Corporate Surcharges, all of which help to bear the costs of local transit systems that support the regional transit network.

The Assembly version of the bill to bring the resources from the tax to help the needs of local communities carries 8 co-sponsors, with both bills currently in their respective committees.

Suffolk County Transit



Several rallies were held throughout the fall to protest against a proposal that would cut as many as 10 bus routes from Suffolk County Transit. The proposal would cut a total of \$10 million (\$6 million would be cut from fixed route buses and another \$4 million would be slashed from buses for the disabled).

Suffolk Transit carries 22,000 passengers every day. Hundreds of riders use Suffolk County Accessible Transportation or SCAT buses, which are used by those with disabilities. According to the Legisla-

ture, Nassau County gets \$63 million from the state, more than double the bus transit dollars Suffolk gets.

They also say Suffolk Transit's ridership has risen 30 percent over the last 15 years. In 2015, Suffolk was able to increase nighttime service and Sunday service through public agreed fare increases and has begun its own upgrades to its onboard technology systems.

Advocates and Legislators called on Suffolk to keep all transit money on the buses and for New York State to give Suffolk County its fair share of State Operating Assistance Funds (STOA) but to no avail.

In anticipation of insufficient funding in 2016, SCT began "Right-Sizing" using smaller buses on less utilized routes, in order to save costs. Currently, bus riders across the county are waiting to see if there will be service cuts this year.

Nassau Inter-County Express Bus



Nassau bus riders experienced the cut of 11 routes in January however most were restored in February due to an unanticipated \$45 million surplus in the County budget. Communities that received restored routes include Elmont, Franklin Square, Valley Stream, Rock-

ville Centre and Baldwin.

Currently NICE Bus will be implementing its first ever "Flexi" Service on June 27th. This service resulted from an injection of \$3 million from Nassau county from that surplus to stop the permanent cancellation of several "low-ridership" routes. With the purchase of new vehicles in 2015 and the ongoing implementation of new technology systems onboard the buses, wait times are decreasing and on time performance is increasing, but due to annual fare increases and service reductions, ridership is decreasing.

State & Local Infrastructure

Smart Growth Working Group Tackles Infrastructure



The Long Island Smart Growth Working Group met at the Sustainability Institute at Molloy College to address Long Island's infrastructure needs. New York State has \$550 million for infrastructure funds, and the working group was convened in order to highlight Long Island's infrastructure priorities with over 100 locally planned projects presented at the meeting.

Adrienne Esposito of Citizens Campaign for the Environment kicked off the panel with some of the recent successes Long Island has seen with regards to infrastructure including upgrades to the Northport treatment plant and progress on sewers in Mastic but also a reminder of additional expansions that are needed. She also reminded the group that of the \$5 billion surplus New York State had, it is unclear how much Long Island will receive. Long Islanders need to speak with one voice to ensure that our needs are heard and that we get a fair portion of this pot of infrastructure funding.

Kyle Strober of Senator Schumer's office spoke about all of the projects on and around Long Island that have gotten Federal funding, many due to damages from Superstorm Sandy. In addition to East Side Access and adding a double track to the Main Line of the LIRR, they have funded upgrades to MacArthur and Gabreski Airports. They are also funding dune repair projects along the barrier islands and the south shore as well as additional funding for sewers to protect watersheds of the Call, Connetquot and Forge Rivers.

Supervisor Frank Petrone of Huntington discussed how the needs of the environment and economic development need to be melded together. Huntington Station revitalization needs a sewer extension to allow for businesses to expand while still protecting groundwater. Recently the town tried to create a parking district within downtown Huntington but stopped because the 2% tax cap would have been exceeded. In order to be able to fund infrastructure projects, there needs to be an exception to the cap for referendums that have been voted on by the public. Another issue that needs to be addressed is solid waste. Much of our waste is shipped off of Long Island when it should be dealt with here. Finally, the town is working to mitigate future electrical failures by requiring new developments to bury electric lines and to create a microgrid for the area around town hall that

provides vital services in the event of an emergency.

Sean Sallie of Nassau County Department of Public Works stated that the many planning efforts going on around the county are reaching the point of implementation. There are numerous storm water projects happening along the south shore including a traffic calming project along Austin Boulevard that also incorporates a new storm water pipe. Traffic calming along Grand Avenue in Baldwin is being studied with a public meeting coming up in the fall and the Motor Parkway multiuse path is being expanded to connect two previously separate sections.

Denise Carter of Greenman Pedersen reminded the group that there will always be more projects than there is funding and the trillions of dollars are needed nationally just to get our infrastructure into a state of good repair. We need to get creative locally to develop funding mechanisms to get the projects built that have local community support. Our automotive

infrastructure on Long Island is locked up, we need to get innovative to get more people out of their cars without limiting their mobility.

With the number of infrastructure projects needed around Long Island and the lack of clarity over how any state funding would be determined, a "Call to Action" was made to determine what criteria and process is being used to determine how the \$550 million would be distributed. Since this meeting the Governor has announced several new projects, but with no direction on possible funding. The Smart Growth Working Group along with the Long Island Lobby Coalition will be monitoring these projects as they unfold.



Bay Park Sewage Treatment Plant



Nassau County's "pipe dream" of diverting to the ocean rather than Reynold's Channel continues to flow, with the possibility of pumping treated sewage from the newly reconstructed Bay Park sewage treatment plant through an aqueduct built in 1908. The Bay Park plant has been sending treated sewage since the 1940's into Reynold's Channel just north of Long Beach. Increased nitrogen has led to degradation of coastal wetlands which help protect against storm surge.

The new proposal is estimated to cost less than the projected \$450-600 million for an outfall pipe directly from Bay Park to stretch 2 ½ miles into the Atlantic Ocean by utilizing 10 miles of county-owned aqueduct. The aqueduct used to send water to Brooklyn from Hemp-

stead Lake and manmade ponds. The pipe has not been inspected in 45 years; however requests for proposals are about to go out to hire a firm to check the structural integrity of the pipe.

The new proposal would have a smaller pipe laid inside of the existing pipe, with two connecting pipes of about two miles each being built between the aqueduct and the two plants. The Bay Park plant, which will be undergoing further upgrades for denitrification of treated sewage, will continue to ship treated effluent through the pipes to Cedar Creek. Both Cedar Creek and Bay Park's effluent would then be sent through the existing outfall pipe three miles into the Atlantic Ocean. Two pumps, one at Bay Park and one at Cedar Creek, would push the treated wastewater through to Cedar Creek. The feasibility study will see if additional pump stations would be required.

Cedar Creek's outfall pipe can handle a maximum flow of 200 million gallons per day. The Bay Park flow would bring the total at Cedar Creek's outfall pipe to between 100 and 140 million gallons a day according to County Executive Mangano and Michael Martino of Suez Water, well below the capacity of the outfall pipe.

Kings Park - Smithtown Sewer Districts



An 8 year old engineering study that was conducted by Cameron Engineering called for Kings Park and Smithtown to share one sewer system, Sewer District 6, by connecting to the already established wastewater treatment facility.

The problem is that connecting both downtowns to the existing plant, which had a \$17.1 million upgrade to improve the quality of its discharge in 2009, would limit sewer capacity for each downtown. Plans to have a stand-alone system for Kings Park are currently

being engineered in order to assess the feasibility of the potential project. The established sewer district will be able to handle Kings Park's projected flow in order to continue revitalization plans for their downtowns.

It would cost an additional \$35 million to \$40 million to hook up the No. 6 plant to properties in downtown Smithtown, with the price to build a separate sewer plant there about \$15 million more. Building a separate wastewater plant there would not take away from the capacity at Sewer District 6 away from Kings Park, and allow for more other the Smithtown area to be connected to sewers. The hardest part, of course, is how to fund any of the potential projects.

There are hopes that funding that New York state had set aside for infrastructure could be used for the project, spring boarding the revitalization of Kings Park.

Mastic - Shirley Sewer District



The long-awaited Forge River Watershed wastewater treatment facility project is moving ahead after Governor Cuomo formally announced \$388 million in funding for Suffolk County. The funding will allow for the creation of a sewer district along the Forge River Watershed, enabling the Mastics and Shirley to be connected to sewers.

Mastic Beach and parts of Mastic and Shirley were hit hard during Sandy. Funding from HUD's Community Block Development Grant-Disaster Recovery (CDBG-DR) program as well as the FEMA's Haz-

ard Mitigation Grant program will assist the funding of the project. Hundreds of homes not connected to sewers saw their property, neighboring properties, and wetlands flooded with raw sewage from cesspools after Sandy. This not only created a major public health threat, but further deteriorated coastal wetlands. The first phase of sewer construction will include a scalable sewer treatment facility at Brookhaven Calabro airport following a \$24.2 million design and environmental review phase.

Close to 4,000 commercial, residential and "non-vacant parcels" will then be connectable to the new facility. Additional phases of expansion are planned to be made as funding becomes available. Mastic Beach Village, which is out of the scope of the first phase of the project, has the ability to move ahead with stand-alone designs as well as connectability to the proposed plant with Suffolk County's pending transfer of \$1.3 million for engineering of sewerage. Alternative septic systems have also been piloted in the area.

**Congratulations to
Vision Long Island and this
years honorees.**



Federal Infrastructure

FAST Act - Federal Infrastructure Bill



After 36 short-term approvals to make sure that funding was still available, the U.S. House and Senate both overwhelmingly passed the Fixing America's Surface Transportation Act (FAST), marking the first time in a decade for a long-term highway bill to fund America's roads, bridges and mass-transit systems in a decade. The five-year, \$305 billion bill was signed by President Obama in December.

The bill keeps the highway tax gas flat, as it has been since 1993. Lawmakers struggled with a way to pay for the bill without increasing the gas tax, citing decreases in revenues from the gas tax over the years due to increased vehicle efficiency. The new bill includes about \$207 billion dedicated to highway projects, almost \$50 billion for mass transit and \$8 billion for Amtrak, which was previously au-

thorized but not appropriated. FAST also strikes down the Herrera Beutler amendment, which would have eliminated \$1.6 billion in six years' worth of funding to seven states in the Northeast.

Senator Chuck Schumer, who was an appointed committee member of a bi-partisan group of lawmakers that worked to negotiate the Senate and House versions of the bills, was less than happy about the proposed cuts to the Northeast. \$1.5 billion in a national Competitive Bus Grant Program will still be funded, and NY will receive 10% more over a five-year period via the High Density States Program. The bill, as well as the Safe Bridges Act proposed by Congressman Lee Zeldin, will provide counties and municipalities on Long Island with federal funds to maintain local bridges and infrastructure. The bill will be funded by a transfer of funds from the Federal Reserve, having the IRS use private contractors for some tax collection duties, changes to custom fees, and passport rules for those with delinquent taxes, and selling oil from the strategic oil reserve.

Vision lobbied in Washington for the passage of the first long term federal transportation bill in many years. The key challenge moving forward is ensuring the programmed dollars make it to Long Island downtown and local infrastructure projects.

Infrastructure Week 2016



Over a 7 day span, more than 60 events nationwide, 150 business, labor, and civic organizations participated through roundtable discussions, advocacy efforts, legislation days and workshops in order to elevate infrastructure as a critical issue impacting all Americans. The theme in 2016 – "Infrastructure Matters" – tells the story of what infrastructure means to Americans.

Infrastructure week kicked off in Washington D.C. at the U.S. Chamber of Commerce, Hall of Flags. Topics at the kickoff event included remarks by leaders of private and public sectors, including Michael Ducker, President of FedEx Freight & Chairman of the Board of Directors, U.S. Chamber of Commerce.

Nearly 32% of US major roads are either in poor or mediocre condition, and over 100,000 U.S. bridges require improvements or replacement. Ducker pressed that a lack of infrastructure only hurts the overall economy of the country, with poor infrastructure adding \$49 billion to the costs of doing business to the transport industry, creating a ripple effect to other industries. He was hopeful that the recently passed FAST Act will help kick-start infrastructure investment.

Bridging the divide between business and labor was discussed with

Thomas Donohue (President US Chamber of Commerce) and Richard Trumka (President AFL-CIO) during a panel discussion. The FAST Act has been the first time that a long-term highway spending bill had been passed since 2005. Four action items to improve infrastructure were discussed: convincing the public that the infrastructure needs are real and pressing; convince the public that tax dollars spent on infrastructure are tax dollars well spent and are user fees; more money, both public and private are needed, with barriers for investment of nearly \$250 billion of private investment funds available for infrastructure improvement removed; and "beating back simplistic solutions" and a connective and integrated system for improvements. Training of workers for infrastructure improvement jobs both current and in the future were also discussed.

Victor Mendez, Deputy Secretary U.S. Department of Transportation discussed challenges that the country is not only facing now, but coming into the future. In 2045, America is expected to have 70 million more people, and a 45-55% increase freight volume. Federal level alone cannot improve that, and Mendez is hoping that USDOT can continue to, and further help, support communities to improve infrastructure investments. Public-private partnerships, as well as usage of growing technology and innovation were noted to move projects ahead.

Panel discussion continued, with mayors from four regions throughout the country discussing achievements and lessons learned in America's cities. In recent years, mayors and local leaders have emerged as champions of innovation and investment to solve critical shortcoming. The keynote address was delivered by Jeh Johnson, Secretary of the US Department of Homeland Security, discussing some of the challenges facing safeguarding critical infrastructure, and praising the partnerships and advocacy of Infrastructure Week.

Downtown Small Business Initiatives

Long Island Business Council



Last October, over 100 business leaders gather in attendance of the Long Island Business Council meeting where NYS Senate Majority Leader John Flanagan was the guest speaker.



NYS Senator John Flanagan, who is currently serving as the temporary President in addition to Majority Leader, spoke on efforts to strengthen the property tax cap in order to force municipalities to make more efficient and cost effective choices. Flanagan also spoke on how the tax cap has helped to encourage local governments to communicate and negotiate better in order to fit within the confines of the cap. He compared this with New York's state budget, which has been under a 2% self-imposed state spending cap for the last five years, and expressed hope that such a cap will be codified.

The Senator went into detail on spending and the budget process, laying out how sudden increases in certain sectors could squeeze out other priorities and a need to balance the budget fully within a sensible increase. Flanagan noted that the governor is moving to lay out what priorities should be discussed now as opposed to waiting until right before the process is to be kicked off.

Flanagan closed out by addressing questions from the group and noting that he is committed to working with the governor on their common interests, however there is still a lot of work to be done in the area of communication and transparency.

Vision Long Island Director Eric Alexander spoke on behalf of the LI Lobby Coalition, which presented the Senator as well as other officials with a list of 90 projects in 52 communities from 27 municipalities that could be considered for the upcoming \$550 million of NYS investment. Adrienne Esposito of Citizen's Campaign for the Environment advised that among the requests for funding, the Lobby Coalition and others are calling for additional funding for the Bay Park Sewage Treatment Plant. Some funding has been allocated to the project, however the group is advocating for an additional \$150

million to allow for the projects completion.

Several other speakers addressed the group providing updates including environmental issues, state funding available for projects throughout the island, the Small Business Savings Account Legislation, progress of the newly formed Suffolk County Alliance of Chambers, cuts to Suffolk County Bus Service and new efforts by the Nassau County Fire Marshall's office.

The next meeting of the Long Island Business Council took place on Wednesday, March 9th to hear from Congressman Steve Israel.

The first speaker on that day was Richard Milne, Mayor of Honeoye Falls and President of the New York Conference of Mayors. Mayor Milne spoke on the struggle that communities are going through in the state, but also struck a tone of unity by noting that NYCOM believes that we are "stronger together." As part of this philosophy they encourage communities and local organizations to be vocal, and to speak with one voice in order to let Albany know the needs of local municipalities that need to be addressed.

Next up, Congressman Steve Israel spoke to the group and began by reflecting on his time in congress and his upcoming retirement, speaking on a need to occasionally replace and replenish the leadership of our country. He also lamented the toxicity and possibly dangerous political environment that have led to one of the more bizarre election cycles in recent memory. He pointed out that what we are currently seeing is the result of a breakdown of faith in government, faith in institutions, and the most rapid economic change in recent memory. All of this has combined to create a sense of insecurity and uncertainty in the future, especially in the face of a shrinking middle class. "When you lose the middle class economically, you've lost it all," he stated.

But in spite of all of this, Mr. Israel did note that there is still an "unquenchable thirst" for solutions on how to solve not just income equality, but power inequality. As part of this search for solutions,





he spoke on the need for America to get back to building big and bold projects as a country, noting that we were most confident in the 1950's and 60's, when America made a point of building new infrastructure. He noted that we can do this again by creating a bond specifically for infrastructure investment that will reinvigorate the shrinking middle class. "We're going to build our bridges and our tunnels and our streets and our roads and we're going to rebuild the middle class because every billion dollars that you put into infrastructure creates 55,000 jobs," said Mr. Israel.

Finally the Congressman spoke on a bill that he introduced in the house which had its origins from the LIBC. Tax deferred IRA style savings accounts for small business has long been a goal of the organization on both the state and national level.

On Thursday, May 19th, the Long Island Business Council met to discuss disaster prevention in the form of ocean gates for Nassau County as well as the importance for business of early childhood education. The meeting began with updates from Julie Marchasella of the Nassau Council of Chambers of Commerce, Gina Colleti from the Suffolk County Alliance of Chambers, and Robert Fonti, Suffolk County Co-chair of the Long Island Business Council.

After the updates, the first presentation was by Freeport Village Mayor Robert Kennedy. Mayor Kennedy spoke on Freeport's recent move to offer better resiliency against flooding and storm damage. The plan includes a \$3 million feasibility study, which will be paid for with both local, state, and federal money, on the possibility of a rebuilding barrier islands and installing ocean gates. These gates, which would be installed at Jones and Debs inlets, would be closed for several hours during high tide each date to help

eliminate nuisance flooding as well as during devastating storms. Mayor Kennedy pointed out that these gates have been in use with great success in places across America and in the Netherlands. He closed by emphasizing the need for the gates as a way to protect Nassau from future devastation and noting that modern gates have the potential for a 100 year lifespan.



Next up, Freeport Deputy Mayor Jorge Martinez introduced Bill Millet from Scope View Strategies to speak on the importance of quality early-age learning and how it can improve business. To begin, Mr. Millet drew a direct line from our education levels as a country to our ability to compete on a global level. Countries with lower education levels trend downwards with their ability to innovate and market. By providing support and early learning in both the home and childcare settings, we can improve the education levels of an entire generation. He noted that within the first five years of life, children's capacity for learning and education grows exponentially, and that higher education both raises quality of life while lowering criminal activity in kids.

In order to help combat this, Mr. Millet spoke on the need for small business to get involved and engage the issue to provide adequate educational infrastructure for all children in our region. As a final point Mr. Millet spoke on how education improves business as a whole by providing more educated workforce who can provide greater resources for business and higher income for themselves.



Suffolk County Alliance of Chambers of Commerce



Vision Board and staff were out in support at the kickoff meeting of the Suffolk Alliance of Chambers of Commerce this past October. The Alliance is a new collaboration from small business leaders and local communities across the County who wish to unite to bring a unified message for local businesses.

Suffolk County Executive Steve Bellone addressed the group looking to work with downtown business districts to assist in their revitalization while protecting home rule. He also stressed the importance of keeping young professionals on Long Island in order to provide qualified professionals to frequent and work at local business.

Suffolk County Presiding Officer DuWayne Gregory echoed that sentiment while providing an introduction that focused on County support for job development. Legislators that came out in support of this initial meeting included Rob Calarco, Kara Hahn, Leslie Kennedy, Tom Muratore and Steve Stern. There were nearly 100 in attendance representing the majority of small business groups in the County.

Vision Board and staff also attended a March morning meeting for the Suffolk Alliance of Chambers of Commerce. NYS Michael Fitzpatrick tackled the need to address cost increases from government. His solutions included mandate relief, fixing the taborough amendment and addressing municipal labor costs including pension reform.

A key focus of the meeting and business survey from the chambers was opposition to the proposed \$15 an hour minimum wage. In addition the Small Business Savings Accounts legislation has passed the NYS Senate but not the Assembly over the last two years.



Congressman Lee Zeldin was the keynote and provided a robust update from Washington on infrastructure and matters related to small business. As a member of the House transportation committee he highlighted the first 5 year transportation bill in over a decade with a focus on repairing existing infrastructure such as bridges. As a contrast to the ongoing coverage of conflict in Washington there is little focus on the things that do get done.



Without a Heart, it's just a machine.

So in 1971, a little Heart built a different kind of airline—one that made sure everyone could fly.

Everyone has important places to go. So we invented low-fares to help them get there.

To us, you're not 1A or 17B. You're a person with a name, like Steve.

Here, we think everyone deserves to feel special, no matter where you sit or how much you fly.

And with all the places we're going next, we'll always put you first, because our love of People is still our most powerful fuel.

Some say we do things differently.

We say, why would we do things any other way?

Without a Heart, it's just a machine.

Southwest Airlines® proudly supports Vision Long Island.

Southwest® 

The 2016 Long Island Youth Summit



The 2016 Long Island Youth Summit took place at Dowling College this year, making it the 5th time in a row that High School students across the island have gathered to discuss solutions to some of the more critical issues facing our region and youth.

The annual event begins during the year when students are asked to create a series of projects that best exemplify the issues they face today. Subjects range from bullying and peer pressure to drug abuse and environmental concerns. These projects are then judged by a committee and the students are awarded scholarships and prizes for their work.

At the summit itself the students are asked to participate in a series of breakout sessions where the subject matter is further disseminated and discussed with a panel of experts. These experts will help the students to bring these varying subjects in line with their daily lives and to encourage critical thinking on the role that these students can face in solving the issues. All of the sessions featured a subject tied in with this year's overarching theme was Community Leadership in an Age of Political Division.

Subjects for the sessions themselves included: Bullying, Cyber Bullying, and Social Networking; Teens and Substance Abuse; Teen Mental Health, Self Esteem, and Well Being; Protection of Water, Solid Waste, and the Impact of Climate Change on Long Island; Renewable Energy; and Living on Long Island: Fighting Inequality through Economic Development, Community Building, Housing, and Education.

Before the sessions themselves, the group was treated to a keynote speech by Randi Dresner, the President & CEO of Long Island



Harvest, who spoke on her life as a difference maker and how she was inspired to get there. After the sessions and lunch, the students heard from Eric Hu, a former Youth Summit attendee himself, who has just finished his first year of million dollar profits for a business he started himself before the age of 21.

Next up was the awards ceremony for the students who had been

selected as winners.

Winners included Natalie Butkevich, Sophia Chen, Jennifer Lin, and Selina Tang for Best Overall 2016 LIYS Project; Elias Kane for Best Overall Science Paper; Erin Cassano and Delilah Spinelli for Best Overall Video Project; Jenna Nason for Best 2016 LIYS Poster Project; Zaire McQueen, Katherine Munoz, Jennifer Pierre, and Martha Sorto for Diana Coleman Scholarship; Kristin Carson for Living on Long Island; Meaghan Coles and Hetal Patel for Mental Health, Self Esteem and Wellness; Jared Crocco for Water Protection; Michaela Fehn and Jeffrey Michel for Solid Waste; Nicholas Forte for Water Protection; Justine Guinaw for Leadership; Yiran He, Anuja Joshi, Joseph Parisi, and Sarah Prokop for Renewable Energy; Christina Leonard for Inequality on Long Island; Amanda Liu for Renewable Energy; Christina Murphy for Climate Change; Carissa Navara and Jason Russo for Bullying, CyberBullying, and Social Networking; Mackenzie Switz for Water Protection; Laura Tarone for Living on Long Island; Dayre Tello for Inequality on Long Island; Grace Vaca for Substance Abuse; and Jamie Vasquez for Leadership.

The day ended with presentations from the various breakout sessions on the subjects discussed and possible solutions that the students had been able to come up with.

Downtown Revitalization

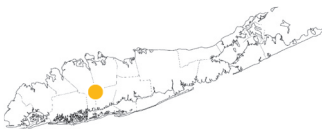
Nassau County



Baldwin

The study for the redesign of Grand Avenue is almost complete. This study, which originated with the NY-CT Sustainable Communities Consortium plan that focused on communities around several train stations in the County focuses on the parts of Grand Avenue that are walkable to the train station. A road diet is proposed for the portion from Milburn south to Merrick Road where traffic volumes are less than stretches further north. Calming the traffic in this area will allow for improved pedestrian safety which will help with other revitalization efforts.

The County is also undergoing a corridor study to look develop additional plans for revitalization. In addition, a Request for Proposals for the parcel at the corner of Grand and Merrick has been issued by the Town of Hempstead and is due at the end of this month.



Farmingdale

Jefferson Plaza, which won a Smart Growth Award in 2012 and was built by Bartone Properties adjacent to the train station, has been completed and the Cornerstone project across the tracks is under construction. In Jefferson Plaza, at the corner of Secatogue and Atlantic Avenues, Starbucks opened their first location in a new transit oriented development project on Long Island.

Farmingdale has also continued their sign program, with more facades being improved to continue the revitalization along Main Street. and the Lofts at Farmingdale by Staller Associates, which won a 2015 Smart Growth Award is nearing completion on Main Street.



Freeport

Mayor Robert Kennedy and Deputy Mayor Jorge Martinez of Freeport witnessed over 3,000 homes and millions of dollars' worth of damage in the wake of Hurricane Sandy in their Village. By thinking outside of the box and outside of the existing infrastructure on Long Island for ways to mitigate against future disaster, not only for their Village but for the region were conceived, but an idea is just that without the means to implement it.

Mayor Kennedy, who has a background in mechanical construction, feels that an air-activated stormwater gate in Jones Inlet could be constructed to be passive in nature under "blue skies" and acti-

vated to prevent storm surge from battering Freeport and surrounding areas in the event of disaster. Similar concepts have been implemented in Rotterdam, Netherlands, where a large port must be accessible at all times; the Maeslant Storm Barrier can close their waterway, similar to Jones Inlet in the event of a storm in a fully-automated fashion. Flood gates such as these can protect against storm surge that could be as high as the Eiffel Tower, and potentially saved millions in dollars and thousands of structures from devastation in a future event. A \$5 million feasibility study would be required for the project, with no dedicated funding streams identified.



Glen Cove

After more than 13 years Garvies Point, a \$1 billion mixed-use project in Glen Cove developed by Long Island based RXR and Posillico held a kickoff event along with City of Glen Cove officials to celebrate the opening of its welcoming center. The Garvies Point project will include 11 story residential towers and three acres of parkland along Glen Cove creek. The first phase of the project will contain six buildings of 555 rental apartments and 25,000 square feet of retail space. Ten percent of the apartments will be offered as workforce housing. The second phase will include 555 condos for purchase and 50,000 square feet of retail and office space. So far the second phase's site plans have not been submitted to the planning board. In addition to the added housing and retail space, waterfront amenities, a children's playground, hiking and other smart growth strategies will be incorporated into the development.

The City of Glen Cove's planning board voted 6-1 to approve a modified site plan for a proposed 160-unit condominium development, The Villa. The approval modifications included decreasing from a 251-unit complex to 160-units and downsizing the height of the proposed buildings to a maximum of four floors. City officials feel that the plan will increase tax revenue and generate more customers for nearby business. Ten percent of the units will be made "affordable" for buyers, as required by city codes. Additionally, Livingston is to provide a shuttle for Villa residents to travel downtown, the Long Island Railroad station, and to a ferry terminal that has the hopes of opening up this year.



Great Neck Plaza

In March, resident of the Village of Great Neck Plaza gathered for the ribbon cutting of Launchpad's newest downtown high tech incubator. To assist startup companies on Long Island LaunchPad provides a co-working space where businesses can share resources. The space will offer desks and offices for startups to rent, with the goal of building an entrepreneurial work environment that can nurture creativity and collaboration. The Great Neck Plaza site is their third Main Street location following successful (and Smart Growth Award winning) ventures in Mineola and Huntington.

Joining Andrew Hazen, Peter Goldsmith, Paul Trapani from the Launchpad team at the ribbon cutting were some of the partners that successfully worked to move things forward including Nassau County Executive Ed Mangano, Village of Great Neck Plaza Mayor Jean Celender, Town of North Hempstead Supervisor Judi Bosworth and Business Development Director Kim Kaiman.

Following the ceremonial ribbon cutting, they began their Pitch Night for the start-ups with investors in the room. As seen in their other locations, this incubator will bring in new businesses and economic growth to their main street.

Great Neck Plaza is also moving forward with a road project in front of the post office to improve vehicular, pedestrian and bicycle safety, parking and public space. The Village adopted a Village Climate Action Plan and a new transit oriented zoning district to allow for increased economic development and walkability.



Hempstead Village

The Village of Hempstead revitalization took a huge step forward with the approval by the Hempstead IDA of the first phase of the downtown redevelopment. Over 100 local residents were out in force to support the \$2.5 billion investment to the Village that has been promised for decades but has remained undelivered. The broader plan will provide a 28% increase in the Village's economic base.

Long Island-based Renaissance Downtowns and RXR Realty will ultimately receive tax breaks over 10 years, with an option to extend the tax break over another ten years, for the proposed \$2.5 billion redevelopment of Hempstead Village. The first phase of the revitalization will be a five-story, 336-unit luxury apartment building to be built on a parking lot across from Hempstead Town Hall. The building will be the cornerstone of the \$2.5 billion vibrant mixed-use, walkable neighborhood project that will provide significant benefits to the Hempstead community. In all, a total of 5000 permanent full-time jobs are expected to be created when the project is completed, with close to \$1 billion in annual economic benefits to the area, and over \$39 million in added annual tax revenue. The initial phase of the project is expected to create 800 construction and 11 permanent jobs, \$670,000 in new property taxes, and \$182 million in new economic activity. Jobs will be offered to village residents first, with a priority given to MWBE entities.

A total of 14 vacant parking lots were transferred from the village to Renaissance and RXR at no cost, but the village did receive a \$8 million community benefit agreement, which will be paid to the village over 10 years, rather than the originally proposed 20-year period. \$2 million will be invested to renovate an existing parking garage as well.



Hicksville

The Downtown Revitalization Committee is renewing efforts to revitalize the triangle area near the train station. It is looking to hold a community meeting to reinvigorate momentum within the commu-

nity. After a meeting with elected officials at the state, county and local levels, the Chamber of Commerce is getting the word out that the Town of Oyster Bay is seeking proposals for a development project that fits within the concepts proposed in the Revitalization Plan, one that can be used as a model for future Hicksville development.

Several small projects have been constructed in the triangle in the past few years and the Town is undergoing a parking study to determine ways to most efficiently utilize available parking for both commuters and shoppers.

The Hicksville Chamber of Commerce held their 13th Annual Street Fair at Kennedy Park near the train station. The Downtown Revitalization Committee had a booth to spread the word about revitalization in the triangle area of Hicksville as well as get input from residents. Committee members and Vision staff spoke with dozens of residents and heard several common themes throughout the day. Many residents wanted to see apartments for young people, a nice place to walk around, and a downtown "like Huntington."



Manorhaven

In order to promote health, comfort, safety and welfare to residents, the Village of Manorhaven unanimously approved a local law to decrease the village speed limit from 30 to 25 miles per hour. The push to lower the village speed limit was initiated by a resident.

A resident's dog was hit and killed, spurring conversation about speed limit reductions; Village Clerk Leslie Gross said that people had been speeding in school zones where nearby students walk to school. According to Manorhaven's Village newsletter, many residents on Manhasset Isle in a few areas where there was a hill, blocking the view of drivers and potentially putting pedestrians at risk.

Vision Long Island is working with the Village on updates to planning and capital improvements and the reduction of speed fits the character and walkability that the community seeks to sustain. Last summer, 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 a comprehensive set of strategies for addressing issues within the village. Over 50 people filled the meeting room, many of them longtime residents of over 60 years. 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 has continued working with the Village for the past several months to move this revitalization forward.



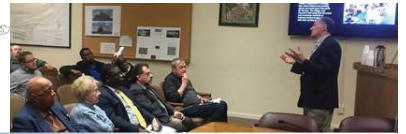
Mineola

The Village Green project by Lalezarian which was approved by the Village last May is moving forward in downtown Mineola. This 8 story, 266 unit building places parking underground and has a public plaza at its center. Mill Creek's Modera held their grand opening last October and is 80% leased.

Each developer paid into the DIB fund generating \$2 million. DIB is an innovative zoning code adopted by the Village in 2007 that allows real estate developers to fast-track zoning approvals for projects within a defined DIB zone. Projects meeting the goals of the Village's Comprehensive Master Plan, specifically those designed as Transit Oriented Development, can be considered for DIB approval if the developer commits to funding public amenities. DIB funds are held in a segregated fund account until the Village Board determines which public uses are appropriate.

Mineola Mayor Scott Strauss proudly announced the reopening Mineola Memorial Park on May 20th after completing a \$2 Million restoration which includes the construction of a new, state-of-the-art concert amphitheater. The occasion was marked with an opening ceremony followed by a free public concert featuring Cold

Spring Harbor Band, one of the nation's premier Billy Joel tribute bands. Mineola Memorial Park's restoration, at no cost to taxpayers, included the construction of a concert amphitheater, new tennis courts and playgrounds, and larger, more accessible space for public assemblies such as concerts. The Village of Mineola plans to host concerts, theatrical productions, and arts events featuring local talent in coming years.

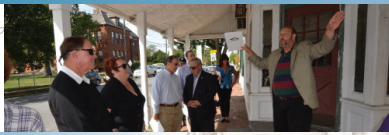
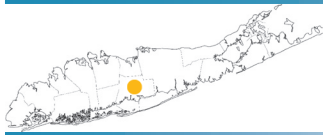


Westbury

The Village of Westbury is home to a new \$17.5 million bridge that was built on time and within budget, replacing one that often rated by the state Department of Transportation as the worst of Long Island's 700 bridges. The year-long construction project resulted in improvements to the two-lane bridge, originally constructed in 1896 and rebuilt in 1941, including a total reconstruction of the bridge's road surface, increased visibility at approaches, and redesign of pedestrian walkways and walls.

Vision assisted members of the Village Board, Westbury BID, Westbury Arts Council, local civics, property and business owners for a focus group on marketing and placemaking strategies for Post Ave. Many opportunities for the downtown to grow with the increased schedule of acts at the Space theatre.

Suffolk County



Amityville

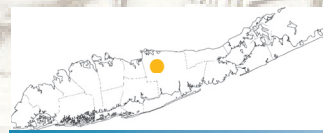
Amityville Village recently proposed a transit-oriented development district to help bring residential development to an area near the village's LIRR station, which is mainly industrial, in order to grow the tax base and bring foot traffic to retail businesses to Broadway, which is one block east of the train station.

Previously, residential building was not allowed on industrial property in the village. With the proposed TOD district, developers would be allowed to build higher and denser, with fewer parking requirements, while providing infrastructure improvements and open space preservation. Copiague underwent a similar zoning change last year near their LIRR station.

In a draft proposal of the zoning plan, the densest redevelopment would allow for buildings up to 4 stories high with 48 units per acre would be allowed for buildings 300 feet or less from the LIRR platform, with up to 80 percent of the lots being usable for the buildings. Currently, most of the village allow for only 12 units of housing per acre, and only 40 percent of the lot can be covered with buildings. Redevelopment would be allowed on lots of 2 acres or more, and would have to be within 400 feet of the LIRR station. There are 10 properties that fit that criteria who have expressed interest in a high-end rental project of mostly studio and one bedroom apartments. The Village's DPW site is another property that may be considered.

If the proposal is approved by the board and is able to pass state environmental reviews, Amityville will join the already 105 TOD pro-

jects that have taken place on Long Island in the last decade, which have provided 12,000 housing units.



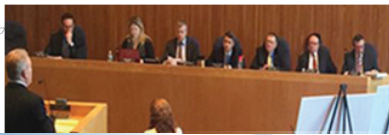
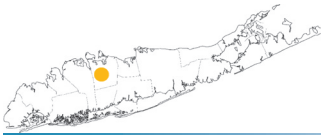
Coram

Wincoram Commons held its official ribbon cutting this spring. The former blighted site of a movie theatre has been transformed into a mixed use community. This 2015 Smart Growth Award winning project features 176 brand new 1, 2 & 3 bedroom apartments & townhomes, 9,000 square feet of office/retail space, and a community center. The community is located near restaurants, shops and banks, along with upcoming shops & cafes.

Partners, Conifer Realty, LLC, and the Community Development Corporation of Long Island (CDCLI), were joined by the Town of Brookhaven, Suffolk County and New York State officials, as well as civic leaders and private funders came together to celebrate the completion of construction and occupancy of Wincoram Commons.

This project was made possible by the Middle Country Road Land Use plan in 2006 advanced by Town of Brookhaven Councilwoman Connie Kepert, the Coram Civic Association and the assistance of Vision Long Island.

Construction took 22 months, commencing in the spring of 2014. The new affordable apartments were widely publicized, and over 2,000 applications were received. A lottery was held in the spring of 2015 for the initial occupants and to establish a waiting list. Newly constructed homes are energy efficient and have been developed in accordance with New York's Green Building Standards.



Huntington Station

Huntington Station residents turned out in support of the Northridge mixed use development that was considered before the Town of Huntington ZBA held mid-April. While concerns varied, all speakers agreed that some form of traffic calming is needed on a wide four lane roadway to improve safety, enhance walkability and help bring back the town center that once was a focal point of the community. The relatively modest proposal includes 6,200 sq ft of retail with 16 apartments.

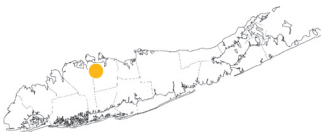
This project and the nearby Gateway Plaza proposal which includes 66 apartments and 16,000 sq ft of retail are the first steps in bringing back a downtown that was lost due to misguided urban renewal policies from decades ago. This is in addition to the two years of local planning by Renaissance Downtowns and local input through Source the Station to move forward with their project.

After literally decades of government planning, disinvestment and a sometimes divided community, mixed use development projects are starting to lift off in Huntington Station with the Zoning Board of Appeals granting all needed variances for Gateway Plaza to move ahead.

A total of 66 market-rate housing units were given the go ahead for development that will be on New York Avenue and Olive Street in Huntington Station. Developer Renaissance Downtowns will also have the first floor of the three-story building featuring 16000 square feet of retail and restaurant space. Variances were needed after town officials rejected the plan in February because it did not fully comply with town code, including less available parking spaces than code requires, as well as upper levels being outside of the footprint of the building. The board found that the project would not produce any "undesirable change" in the character of the neighborhood or be a detriment to nearby properties.

Now that the plan's design has been cleared by zoning, Renaissance Downtowns can now submit the full site plan to the planning board, and then work on getting construction documentation completed. "Then hopefully we're in a position to have all permits in place to break ground toward the end of this year or at the latest at the beginning of next year," said Ryan Porter, vice president of planning and development for Renaissance Downtowns.

In addition, the 7th Annual Huntington Station Spring Cleanup was held this weekend. Residents of all ages came together as they picked up litter and debris, and swept away the remnants of winter from sidewalks. The cleanup was sponsored by Huntington Matters, Friends of Huntington Station Latin Quarter, Huntington Station Business Improvement District, Huntington Station Happy Helpers, and 7-11.



Huntington Village

As part of the effort to keeping Huntington Village alive, the Town of Huntington plans to build up to two new parking lots.

For years now, Huntington Village has been making efforts to improve parking. Although three-hour parking, valet parking, increased parking fees, a change in enforcement hours, and a shift to multiple meters have somewhat improved the situation, adding more parking lots is a huge step towards increasing the quality of Huntington Village.

No plans have been finalized yet, but possible locations of these new lots are Elm Street and New Street. Petrone states that a large obstacle in the plans is financing, but these additional lots are extremely important to the future of Huntington Village. Requests for proposals were due in February.

Huntington Village also plans to create about 66 new spots by renovating the lot across from former A.G. Edwards building, which is located at 24 W. Carver Street. It may seem like a small improvement, but re-stripping the lot is actually a whole new beginning. With the addition of new parking spots, Petrone says there's now the possibility of building a parking garage in the near future.

Construction (specifically to build the garage) will cause many parking spaces to close, so these 66 new spots will help with that problem when it does arise.



Kings Park

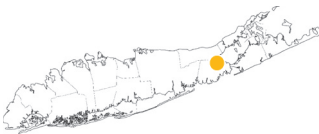
Over 200 people came to see the draft revitalization plan for downtown Kings Park. Throughout the past seven months, Vision's design team has worked with the Kings Park Civic Association and the Kings Park Chamber of Commerce to develop a revitalization plan based on input from the public meeting last October, as well as numerous civic and chamber meetings over the past several months.

The design team, which included Dean Gowen of Wendel engineers, Vision board members Glen Cherveney of GRCH Architecture and David Berg of DB Consulting, and Vision Planning Director Elissa Kyle, looked at both long term and much shorter term strategies for revitalization.

While any new development in Kings Park, including new restaurants or housing would require sewers, there are many things that can be done in the shorter term to begin the revitalization process. Pedestrian safety and streetscape improvements, modifications to municipal parking lots, façade changes and reconfiguration of public park spaces can be done prior to the installation of a sewer line and can make significant improvements to the downtown.

Even more immediately, downtown events and improvements to maintenance can begin to improve the appearance of downtown and encourage residents to visit and spend time there. There was support for most of the proposals in the plan, especially sewerage the downtown which had almost unanimous support of those at the presentation.

There were different ideas on how to best improve pedestrian safety, and concern about a lack of parking at the western end of downtown, and a desire to bury the overhead utilities. Moving forward Vision will incorporate the comments and suggestions from the meeting as well as others that the civic and chamber may receive, into the plan to develop it into a document that the residents, businesses, property owners and town government can use as a guide to further revitalization.

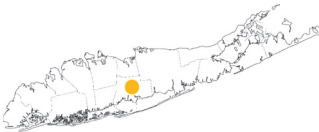


Riverhead

Riverhead Town Supervisor Sean Walter announced the sale of several vacant properties on East Main Street that have been on the market for years in order to create a mixed-use development after a discussion by the town board on condemning them.

The properties, including the old Sears owned by Riverhead Enterprises have sat vacant for years. Contracts for the sale of the properties are being processed for Georgica Green Ventures to take over the parcels, with an anticipated closing date of early next year. Initial plans for the site include 100 off-street parking spaces below ground, retail space on the ground level, and floors two through five containing an estimated 160 rental units.

The proposed development will join the nearby properties that have been redeveloped and renovated on Main Street, including the Suffolk Theater, Woolworth Apartments, Hyatt Place hotel and planned construction of a 48-unit apartment building being marketed towards artists being made for the Long Island Science Center.



Ronkonkoma Hub

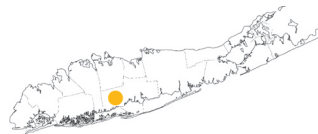
Schumer called on the U.S. Department of Transportation to support the Town of Brookhaven's application for federal Transportation Investment Generating Economic Recovery (TIGER) grant funding. Specifically, Schumer is seeking \$13.8 million in federal funding for the portion of the project that would enhance roadway access to the TOD from the Long Island Expressway, construct new roadways, and rehabilitate existing roadways. Long Island has not received a TIGER grant since its inception.

Also the Brookhaven Town Planning Board voted unanimously to waive restrictions that would have blocked development within a 12-acre portion of the Ronkonkoma Hub, clearing a major hurdle in the future development of nearly about 50 acres to the north of the busy Ronkonkoma LIRR station.

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

Officials at Tritec Real Estate, who was hired by Brookhaven Town to build the Hub, hope to begin construction on the first phase of the project soon. The first phase includes almost 500 rental units and a sewage pumping station, and was also approved by the Planning Board. Negotiations are still underway for some of the businesses that have property on the proposed site in terms of land purchases.

The Town of Brookhaven has repeatedly stated that no use of eminent domain will occur in this development.



West Babylon

On March 18th, nearly 70 West Babylon community members came to the unveiling of the vision for the Van Bourgondien Park. The visioning process began a year ago as community members felt that the park had untapped potential. This sentiment was voiced in the first public meeting where residents shared their ideas for things like more recreational space, walking trails, a better playground, and community garden. Throughout the process, the steering committee has continued to gather community input and was guided towards the plans that were presented.

While the park is a county park, it is leased to Town of Babylon to utilize and maintain. Legislator Kevin McCaffrey is currently working with Deputy Supervisor Martinez to extend that agreement to avoid delays. He noted that he will continue to work with the committee to identify funding by the county that could be applied to the program.

Improvements included a new playground area for children up to age 12, a gated entrance for pedestrians, changes in the layout out of the parking, walking trails with exercise stations, trees and plantings, benches and table spacing, recreational space for uses like bocce, and a redesign of the entrance access to allow for traffic calming and increased pedestrian safety.

The recommendations are currently being finalized and will be delivered to the Town of Babylon to move forward. The town believes many of the aspects of the park improvements can be done in house. Additionally, the steering committee will be looking for grant opportunities and sponsors to aide in funding the project.



Wyandanch

Wyandanch Rising, a program aimed at helping one of the most economically distressed locations on Long Island, continued to progress with the opening of a brand new parking garage at the Wyandanch Train Station. Wyandanch Rising was implemented in 2010 and since then has provided a major boost to the overall economic welfare of the community. The brand new five-story parking garage holds 920 parking spots, and is complete with colorful glass panels, frequent garage maintenance, and 24-hour security cameras. It can also eventually expand with up to 1,500 parking spots.

A feature of the new garage are stained glass windows dominating one wall and featuring bright colors that drew inspiration from the numerous jazz club musicians that would come through the area. Moe Walker, the artist responsible for creating the windows, hoped that others would draw inspiration from his work.

Babylon is also paying for the design and construction of a new station building at Wyandanch's train station. The new building will be just east of the current building, and will break ground next year. The MTA also approved a \$14.8 million five-year personal services contract with Allpro Parking of Buffalo back in May. The contract is aimed to have Allpro managing and operating the LIRR parking facilities at Wyandanch, Ronkonkoma and Mineola.



Offering
Bachelor of
Science Degree
Programs
in
Earth and
Environmental
Studies

1-888-4-MOLLOY
www.molloy.edu



Founded by the
Sisters of St. Dominic
of Amityville

CONGRATULATIONS TO

VISION LONG ISLAND

AND

ALL OF THE HONOREES

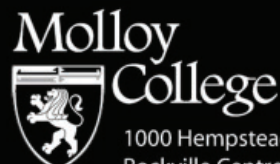
AT THE

15TH ANNUAL

LONG ISLAND

SMART GROWTH AWARDS

Molloy College, an independent Catholic college based in Rockville Centre, Long Island, New York, was founded in 1955. The College serves a student population of approximately 4,600 undergraduate and graduate students. Molloy students can earn degrees in a variety of outstanding academic programs, including nursing, business, education, social work, music therapy and many more.



1000 Hempstead Ave., PO Box 5002
Rockville Centre, NY 11571-5002

GRCHitecture

GRCH Architecture PC



*Congratulations to The Beechwood Organization
And to all recipients of the
Vision Long Island Smart Growth Awards*

www.grcharchitecture.com
3750 Express Drive South
Islandia New York 11749
PH: (631)864-3395
Email: info@grch.us.com

Smart Growth Saturday

Fresh off of last spring's events, Vision Long Island headed up tours in 3 local downtowns for the fourth Smart Growth Saturday. Participants visited real places with projects underway and well managed Main Streets, showing the progress of downtown renewal across Long Island. There are many other downtowns across Long Island doing great work including this round of tours in the Village of Valley Stream, Village of Amityville, and Sayville.

Valley Stream



The Smart Growth Saturday tour in downtown Valley Stream included beautiful weather, a chance to see their "Community Fest" on Rockaway Ave. as well as a well maintained downtown business district. Four development projects were toured including the completed Hawthorne Court, Brook Point by the Gibson train station, new office and mixed use buildings including a gym and rooftop tennis courts on Rockaway with new companies' siting to be close to the train station and the downtown.

A tremendous amount of planning and day-day management in place to really improve the Village. Kudos to Valley Stream Mayor Ed Fare, Barbara DeGrace and Vincent Ang and D&F's Peter Florey who all did a great job showing us the Village on a busy day.

Amityville



Vision Long Island toured downtown Amityville and saw many new businesses as well as new developments. Starting at Village Hall that was recently renovated to LEED Gold standards, Mayor James Wandell welcomed the group to Amityville. Joining us on the tour were Councilwoman Jacqueline A. Gordon of the Town of Babylon, a representative of Assemblywoman Kimberly Jean-Pierre's office, Village Clerk and President of the Amityville Chamber of Commerce, Dina Shingleton, and members of the Bay Village and other Civic organization in Amityville, among others. Village Attorney Richard Handler led the tour. The group saw several new businesses, including an architectural salvage and design shop called "Anchor & Co." and a shoe and clothing store called "Flipflopogram" as well as the Amityville Mens Shop which has been in business for a hundred years. Other new businesses include "Amity Ales" and the "Kitchen Co-op" show an emerging food scene building upon the numerous breakfast eateries and other ethnic food shops and restaurants.

Next the group headed east on Oak Street and saw the site of a soon to be constructed multi-family apartment development. Three dilapidated houses were demolished and the village worked with

the developer to utilize the municipal parking lot next door to reduce the amount of parking provided onsite which helps to reduce the cost of the units as well as encourage residents to reduce car usage. Further down Oak Street and past the historic cemetery, the group headed up Wellington Place to see the Wellington Park Villas. Though a gated community, this development brings housing close to both downtown and the train station helping to support local businesses.

Finally the group headed back to Broadway and south towards many of the more historic buildings within the downtown. Passing along the way Berger Brothers, one of the two longstanding camera shops in the village and the old Amityville Theater building which has been looked at as a potential site for an ArtSpace development. The tour ended at the Lauder Museum, home of the Amityville Historical Society which has one of the largest memberships on Long Island.

Sayville



Vision Long Island was in Sayville as part of the Smart Growth Saturday tours. Participants were able to experience the small town Main Street feel of downtown Sayville. Chamber Past President Bill Etts led the tour highlighting some of the long time businesses, parks, community spaces and connections to the waterfront attractions.

Although there are many up and coming downtowns on Long Island, Sayville is one of Long Island's oldest main streets. Throughout the tour participants were able to get a sample of the old town feel of Sayville. Along mainstreet, they were able to see several historic sites as well as long time businesses. Etts pointed out how businesses host several annual events as an economic driver. He specifically spoke of ways the businesses utilize having ferry access to cater to the needs of those who heading to Fire Island during the summer season.

The tour also visited community spaces including Gillette Park and the Common Ground. After September 11th, residents were inspired to create a reflective garden dedicated to those who were lost. The Common Ground includes walkways of personalized stones, gardens, memorial benches, the Peace Labyrinth and a pavilion. It was designed as a place where people are encouraged to meet as neighbors and connect as a community. Musical and cultural events are held at the pavilion, and workshops at Common Ground.

This historic downtown is not without its challenges. Etts explained that while the community is happy with their 1-2 story downtown, infrastructure challenges like the lack of sewers prohibit attracting more businesses like restaurants and housing density unlike their sewer neighbors to the east in the Village of Patchogue. However, having both a train station and ferry service in close proximity to their downtown helps to make Sayville a destination and the community is working with local officials to ensure recent funding from Sen. Schumer can be applied to potential growth.

POWER IN YOUR HAND



Our new mobile site makes it easy to manage your account, pay your bills or report an outage anytime. It's just one more way we're working to improve every day. Explore the new site on your smartphone at www.psegliny.com/account



PSEG LONG
ISLAND

We make things work for you.

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. Today, 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 in the best direction for their situation. Additionally, many of the organizations within this coalition have ripped out and assisted with repairs of over 1,200 homes since the storm, and continue to do so. The bulk of this work has been done by 500+ volunteers and donated building materials and tools.

As the 4th year post-Sandy comes near, Friends of Long Island groups have continued to assist residents navigate the ever-changing process of recovery. Although grant funding has flowed better to those affected, many are still facing gaps when it comes to

assistance with repair and process flow as traditional grant-funded programs "sunset" with residents and businesses being left to their own devices.

Some highlights include Lindy Manpower's recent partnering with PSEG, who provided volunteers and funding, to assist a resident in Lindenhurst who was struggling to receive assistance from New York Rising in mold remediation, gutting, and rebuilding of his residence which also served as his place of business. Friends of Freeport continues to assist residents with their interior and exterior needs, and recently returned to one of the original houses that they gutted out over three years ago to reconstruct the interior since the resident had to wait for underpaid flood insurance proceeds, revisits of FEMA rulings, and the New York Rising process to settle. Multiple groups including Neighbors Supporting Neighbors Babylon have continued to assist those affected by Sandy, the August 2014 floods and local house fires, while providing resources for resilience against future events.

Since Long Island was not included in funding streams for NY Rising Community Centers which are piloting in NYC, groups continue to do outreach through local churches, libraries and events. Involvement with the Community Reconstruction Program has continued as the first round of projects rolled into the implementation stage, such as the \$1 million stormwater mitigation plan in Mastic Beach, and upcoming projects are prioritized. Friends of Long Island continues to work with all levels of government to make progress in terms of insurance reforms, community capacity building assistance, and a better flow of dollars directly to those affected by disaster. If you'd like to donate to Friends of Long Island to help us meet our goal you can send it to the following address: Friends of Long Island, 24 Woodbine Ave, Suite 2, Northport, NY 11768. Checks should be made out to Vision Long Island Sandy Relief. A copy of our tax exempt certificate can be requested along 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.

Sponsors



Participating Organizations



The 2015 Long Island Smart Growth Summit



The 14th Annual Smart Growth Summit kicked off last week a little after 8AM with a standing-room only crowd filling the Grand Ballroom at the Melville Marriott for the Morning Plenary Session. Hundreds of businesses, civic and leaders as well as elected officials and designees from all levels of government listened on as Vision's Co-Chair Bob Fonti addressed the crowd, leading with the Pledge of Allegiance and thanking the dozens of sponsors that helped make the Summit another success. Vision Long Island Director Eric Alexander touched on some of the recent transit-oriented development projects throughout Long Island, with 40 communities having projects currently open or under construction and nearly 11,000 units approved over the last decade.

State of the Towns & Villages



Traditionally, the event began with a panel of town supervisors and village mayors who are supportive of downtown redevelopment and infrastructure investments in their communities. The morning plenary, moderated by Vision Long Island Director Eric Alexander, was a consortium of progress reports, ideas for the future, and a platform to discuss the struggles that municipalities face.

The panel featured Judi Bosworth, Town of North Hempstead supervisor; Frank Petrone, Town of Huntington supervisor; Ed Romaine, Town of Brookhaven supervisor; Anna Throne-Holst, Town of Southampton supervisor; Erin King Sweeney, Town of Hempstead councilman; Steve Flotteron, Town of Islip councilman; Erin King Sweeney, Town of Hempstead councilman; Anthony Macagnone, Town of Oyster Bay councilman; Ralph Eckstrand, Village of Farmingdale mayor; Jean Celender, Village of Great Neck Plaza mayor; Reggie Spinello, City of Glen Cove mayor; and John Kennedy, Suffolk County Comptroller.

Opening Remarks



"The Summit continues to support the activity, benefits and strategic advantages of Long Island's downtowns. The good news is there have been numerous successes, including Farmingdale, Westbury, Great Neck Plaza, Rockville Centre, Valley Stream, Freeport, Mineola, Glen Cove, Port Washington, Hempstead, Huntington, Port Jefferson, Riverhead, Babylon, Bay Shore, Wyandanch, Patchogue and many others," Vision Long Island Director Eric Alexander said. "And the folks that attend return to the thousands in their communities, creating more positive change back home.

Nassau County Executive Ed Mangano addressed the crowd, first discussing the long-awaited Nassau Coliseum project coming to fruition. The \$260 million dollar, privately funded project is expected to bring up to 2,700 construction jobs with a completion date set for the end of 2016, bringing life back to the site while allowing future development, including Sloan Kettering cancer research. The County continues to work with state officials to assist this project, as well as others that are complimentary such as Bus Rapid Transit to the area.

Mangano closed by noting that new investment has led to 24,000 jobs over the past five years, and that a strong transit-oriented development program will answer the workforces' and business owners' questions, including how will employees be able to afford to live here and where will they live? "Transit-oriented development housing opportunities are opening all over Nassau County, and you can view our housing initiative that not only assists young families, it revitalizes downtowns by eliminating community blight and increasing economic activity," said the County Executive as he thanked Vision Long Island and the Smart Growth movement for aiding the progress of downtown revitalization and transit oriented development.



Huntington Supervisor Frank Petrone remarked on the Gateway plan for Huntington Station, which will redevelop three sites within walking distance of the Huntington LIRR station. It includes mixed-use development as well as a hotel, office space, and artists' residences. Renaissance Downtowns, the Town's master developer for Huntington Station, can now apply for site approval for the projects thanks to the Town's approval. Other projected improvements included much needed sewer improvements for the area from South Station to North Station, parking improvements, and \$20 million being allotted toward next year's infrastructure improvement for the area. The Supervisor thanked Suffolk County Executive Steve Bellone for his assistance in securing \$1 million into the planning of the sewerage that will help drive the local economy.

North Hempstead Town Supervisor Judi Bosworth remarked on the housing needs for her area, highlighting partnerships between the Town, Community Development Agency and Long Island Housing Partnership which yielded 15 newly constructed 2 bedroom homes offered in a lottery. Zoning changes for senior housing were also



lowered to 55 years of age, making more residents eligible to participate in opportunities. The Supervisor said that finding affordable housing on Long Island is “not an easy task”, and that “We need to work together to find housing and make the Town accessible to the workforce”.

Councilman Steve Flotteron, Town of Islip, talked about efforts in his Township. He touched on the \$4 billion Heartland Town Square which will repurpose the vacant Pilgrim State Psychiatric Center, allowing 9,000 apartments and 4 million square feet of commercial space in Brentwood. Other exciting projects include a grant for Complete Streets to connect transportation to ferries, redevelopment of derelict buildings for mixed-use purposes, and summer walking initiatives. Councilman Flotteron received a Smart Growth Award in 2013 for his work, along with Central Islip Coalition of Good Neighbors, on the park revitalization efforts in Central Islip. “We in the Town of Islip are extremely committed to downtown revitalization. We are so fortunate to have several thriving downtown districts such as Bay Shore, Sayville and Islip. The ongoing revitalization of Bay Shore in particular, is something that the Town is proud of. Restaurants are thriving, the arts center is a huge success, and new housing is being developed. The downtowns in Islip have become the place to be.”



Town of Oyster Bay Councilman Anthony Macagnone spoke about several projects, saying that housing prices are steadily rising, and there have been two projects that have gone up recently. \$130 million is being invested into the Hicksville train station, opening up new opportunities for residents. A major concern of his was cost of living, hoping that additional prospects will come for multi-generational housing in Oyster Bay, while utilizing local labor to create the development. “We’re talking about empty stores, and people shopping downtown... make sure that Long Island(ers) builds Long Island.” He is also in favor of a training program for the younger generation to make sure that there is a skilled workforce on Long Island that can afford to live here. This type of program has been done in other municipalities. The councilman, when specifically asked about Hicksville, encouraged any developer interested in coming to the area to reach out to him.

Southampton Town Supervisor Anna Throne-Holst announced that the AAA bond rating that the Town was now given will allow them to do many things. There are now 28 units of workforce housing that will be made available on a site in Sandy Hollow which will target middle-income residents’ needs in the area. She also spoke of the downtown revitalization plan for Riverhead and Gateway River which will allow for 2,300 units with about 50% being below market value. “The overwhelming word was hope. This is giving us hope”. “The annual Smart Growth Summit has not only been an important teaching and learning experience for Long Islanders, be they practitioners or legislators, but also a helpful think tank for the betterment of local development projects. Our own efforts to develop the exciting Riverside Revitalization Action Plan (RRAP) reflects much of these valuable regional conversations.”

Ed Romaine, Brookhaven Town’s Supervisor, spoke about reserving and saving funds while working with the Town Board to prioritize projects to fit a conservative budget. Pensions and debts have been paid off according to the Supervisor, and the new budget is structurally balanced, paving the way for projects and initiatives that will

make Brookhaven an area to invest in and live. Brookhaven’s newly adopted budget provides a 20% funding increase for protecting the Town’s environmental resources and other increases. It will also have no net increase on the property tax levy and is in compliance with New York States’ Tax Cap. He also outlined the progress at the Ronkonkoma HUB and the upcoming TOD plans that will be moving forward due to cooperated efforts with Councilwoman Connie Keperit.

Councilwoman Erin King Sweeney, Town of Hempstead emphasized the need to continue bringing development to the downtown and noted that a large emphasis is being committed towards bringing success to Grand Avenue’s redevelopment. With such a large Township, which has a population of nearly 800,000, he expressed that the success of the local economy is dependent upon investments towards successful downtowns, and continues to work to obtain that goal.



Suffolk County Comptroller John Kennedy spoke of the \$80 million going towards sewerage the Hauppauge Industrial Park. This will allow for expansion and bring opportunities in four story buildings in the area. Kennedy also highlighted the \$17 million investment in Kings Park, a shovel-ready plan for the community, which has been in the works for years. He felt that the biggest item he sees that affecting all areas is energy and its cost to the area both financially and environmentally. “With every item that we do, whether it’s sewerage, housing, or anything else, we need to get our arms around it.”

Farmingdale Mayor Ralph Eckstrand, discussed the efforts being undertaken in his Village, including Jefferson Plaza, which was coined the “lynchpin of transit-oriented development” efforts in the area. The housing units, keeping residents within walking distance of mass transit, are 100% occupied. The retail space, also fully rented, provides opportunities for LIRR riders to shop in the area. More plans are in the works for the village.

Village of Great Neck Plaza Mayor Jean Celender explained that the village’s biggest accomplishment was infrastructure improvements while staying within the Tax Cap. Six traffic calming improvements to the tune of \$4 million were awarded through State grants in order to incorporate walkability and the inclusion of the senior population to have safer streets. Mayor Celender noted that the Village has one of the densest downtown senior populations on Long Island and is working with AARP to incorporate a livable action plan to have Great Neck Plaza be a Smart Growth-friendly community.

Mayor Reggie Spinello, City of Glen Cove spoke of many advances in his area including public/private partnerships, downtown revitalization incorporating mixed-use, and the goal of the Chamber of Commerce to make the City to emphasize the area’s entertainment and Waterfront living potential. There have been 35 new businesses that have recently opened up, and the goal to make Glen Cove transform from “bedroom community to a destination location” is well underway. “Through successful private-public partnerships and the support of the County and New York State agencies, we are getting ready to break ground on a \$1 billion development that will put 56 acres of desirable waterfront property back on the tax roll while continuing the revitalization of our downtown with a mixed used development that will feature rental units, retail and restaurants to bring more vibrancy to downtown Glen Cove.”

Alexander brought up the topic of transit-oriented development to the panel-at-large. Many of the panelists mentioned the need to create housing opportunities close to transportation services with retail and entertainment venues reaping benefits. Supervisor Bosworth noted that there have been challenges with affordable housing and redevelopment, with pushbacks from school districts and others that feel that workforce housing is not a “fit with the character of the area”. Mayor Eckstrand added that a Visioning process was needed for the downtown, with the youth population growing in Farmingdale and in other areas. Many echoed that the key to revitalization is infrastructure investments.

The need for sewerage was also discussed. Supervisor Romaine talked about the long-awaited treatment project for the Forge River Watershed area, which has received funding. Throne-Holst mentioned that 360,000 homes are using cesspools. She also mentioned that technology is needed to treat waste on-site, and that incubator and research could lead towards further economic development and job creation for the area.

Other topics included the constraints of the 2% tax cap, the abundance of regional planning and overall infrastructure improvements and costs.

“The day was fruitful,” Supervisor Petrone said about the Summit. “The essence of it is when you hear what other groups are doing, other towns are doing, other Villages. The bottom line is we are feeling the same growing pains whether from a political perspective, financial perspective or governmental operation perspective.”



2% Tax Cap & Municipal Financing



The 2% Tax Cap, which requires local governments and school districts to raise taxes no more than 2 percent or at the rate of inflation, has been the subject of controversy since it was enacted. This workshop was moderated by Robert Scheiner of H2M Architects & Engineers and discussed the needs of the municipalities and ways to move ahead without piercing the tax cap. Panelists included NY State Senator Jack Martins, Suffolk County Comptroller John Kennedy, Nassau County Comptroller George Maragos, and Molly McKay, Willdan Group.

After Mr. Scheiner gave an overview of the issue, saying that the tax cap was “enacted by the State to control costs,” and adding that “some units of local government are hurt by their ability to fund infrastructure,” panelists discussed some of the problems and possible solutions. Senator Martins said that “People want something done. They’re concerned about rising costs. The Tax Cap is a blunt instrument; it’s inflexible, and doesn’t account for the needs of individual

municipalities.” He mentioned that municipalities are struggling with aging infrastructure, and suggests that if the state has a surplus, that dollars should go to the municipalities that are struggling.

When asked whether he was in favor of an increased tax, Maragos said that he is a no tax advocate. The Comptroller said that as an overall population, Nassau County is aging rapidly, with 20% of its population being over 65% as of the year 2000, adding that younger families are expected as the birth rate is declining, with 30,000 less school aged children anticipated in 2021- a trend that must be reversed. Maragos also feels that “infrastructure is an investment in our future.

Suffolk Comptroller Kennedy agreed that the tax cap has a significant impact on operations. “In Suffolk County, we have consolidated the Comptroller and Treasurer’s office. Let’s look at debt service; we need to work with partners at the state level.”

McKay added that the tax cap forced innovative ways to combat a smaller funding increase while maintaining growth with tax increment financing, PILOTs, and with local government efficiency grant programs that help with large developments and transit-oriented development.

While the panel varied in levels of support for the tax cap, they agreed that it does force municipalities to find ways to operate on a leaner budget while remaining efficient to serve their constituents. They also agreed that surplus funding from the state should be used to fill in the gaps for struggling municipalities with gaps in their capital budget to support major infrastructure improvements.



Suffolk Economic Development & Infrastructure, moderated by Denise Carter (Greenman Pedersen), featured an update on progress of projects, as well as key objectives for future improvements. Panelists Suffolk County Presiding Officer DuWayne Gregory, Darnell Tyson (Suffolk County Deputy Commissioner, Public Works), David Calone (Suffolk Planning Commission), and Stephen Holley (AKRF) spoke of IDA programs, public works programs as well as transportation initiatives.

Panelist discussed the 2035 Comprehensive Master Plan, which was the first master plan update adopted in 40 years. The plan itself included analysis on water resource, economic development, housing and transportation needs. It also addresses open space needs, quality of life concerns, collaboration, connectivity and sustainable growth. From this plan came 18 priority action areas with 108 priority actions. The group discussed ways to address these action areas and challenges on a local level that would still fulfill the regional need. There was some discussion of larger projects led by municipalities such as Connect LI and IZone. These plans looked to create a more robust transit system by connecting all transit-oriented hubs. The buildout of Ronkonkoma Hub was mentioned, which will sewer and develop a large area north of the LIRR station to create a downtown that’s walkable and mixed use. Other transit initiatives included a new terminal at MacArthur airport to connect to the LIRR as well as the relocation of the Yaphank train station east to provide better connectivity to Brookhaven National Laboratory.

Suffolk IDA benefits, including property, mortgage recording, and sales tax abatements were explained, particularly tax abatements for infrastructure changes for transit-oriented developments. Over the past 3 years, the Suffolk IDA has closed on 50 new projects that created 2500 jobs and retained 8300 jobs.



Herald Publications' John O'Connell served as moderator for the Downtown Showcase - Nassau workshop. Panelists discussed past, present and future projects in their areas, highlighting the positive work that has been taking place while also speaking about opportunities for improvement.

Mindy Germain (Residents for a More Beautiful Port Washington) talked about the visioning process for Port Washington that began in 2005. Through this process they addressed the desire for mixed-use infrastructure while tackling parking issues, vacant spaces and other concerns. They created design guidelines in 2012 to highlight the unique aspects of Port Washington. They also took advantage of grant opportunities for businesses to upgrade facades, improve sidewalks and parking lots through a streetscape plan, and created mixed-use housing and a revitalization garden next to the LIRR.

Glen Cove's Deputy Mayor Barbara Peebles was pleased to say that their Downtown waterfront is making progress. The Downtown Business Improvement District has supported positive growth in the area, assisting with community events as well as beautification projects. Glen Cove has opened 40 new businesses, 12 of them being in their downtown, representing 250 new employment opportunities. The walkable area has 3 LIRR stations, buses to Manhattan as well as local service, and is looking forward to ferry service. NYS DOT has recently completed a marketing study of the area which says that the potential for Glen Cove to continue to thrive is there.

Village of Mineola's Clerk Joseph Scalero mentioned frequently he is asked the question "How do you revitalize Mineola?" He said that the answer is clear: it needs to be done intentionally and by design. The desires of the community were to preserve single family homes while creating a vibrant downtown along the LIRR station, and they continue to work towards that. The past 10 years have shown many improvements in the Village as well as an increased business presence in their downtown. Over the past few years, Mineola has seen growth including new parking structures and the completion of the Mill Creek Residential project directly next to the train station.

Deputy Mayor Jorge Martinez of the Village of Freeport explained that although villages are on the frontlines of development, he's found it to be very important to work across government lines. One example of that would be working with the county to fund a streetscaping project on North Main Street down to the LIRR station. With over 200 homes abandoned after Sandy and hundreds more damaged, Freeport has seen its share of displaced families, and is learning from that experience. They are focusing on their North Main Street developments right now, and have several downtown locations due to their unique layout.

Farmingdale's Administrator-Clerk and Treasurer Brian Harty talked about zoning changes that were made to parcels along the LIRR

to create transit-oriented development opportunities as one way to cut down a need for a car in their Village, as well as addition of zip-cars. They have worked very hard to find federal funding and take advantage of it, such as a CDBG grant that was awarded to begin their downtown development. In six years, twenty empty storefronts have been filled, and according to a traffic and zoning study can add another 70 mixed use apartments to the area. Recently receiving a Smart Growth Award for a housing project next to their train station, the village continues at areas for growth and beautification.

Baldwin has been facing some unique challenges in their revitalization efforts according to Nassau County Legislator Laura Curran. Like many communities looking to grow, Baldwin has no existing downtown. However, unlike the other panelists, it is not an incorporated village so there is a local of a hyper local municipality to lead the way. She feels that Grand Avenue does not reflect the charm of the area that has great schools and unique homes. A Complete Streets traffic study was introduced to analyze the best way to improve Grand Avenue, with the hopes of proper pedestrian crossings, bike lanes, sidewalk widening and bus shelters.

They all agreed that there are some very common challenges to growth such as traffic calming, affordable housing, and infrastructure needs. Many of these can be addressed by various level of government coming together to pool resources and expedite the process.



Long Island's transit-oriented development projects have created thousands of housing units near our public transportation hubs, allowing for much needed apartments in desirable areas. The standing-room only Transit-Oriented Development and Redevelopment workshop, moderated by Bill Purschke of Z Title, highlighted some of the success stories on Long Island as of late, and touched on some of the areas for improvement to continue developing based on the need of the area.

Redevelopment of Farmingdale's downtown has taken major steps recently as mentioned by Anthony Bartone of Bartone Properties. Three years ago, there were 23 vacant stores downtown. Due largely to his new development, where residents can wait in the lobby for the train, the downtown now has filled all of their vacant stores for lease. With the increased foot traffic and local residents being able to walk to dining and shopping destinations, the retailers are gaining new customers, enabling them to make building improvements.

Alan Handelman, Vice President of Construction at Conifer Reality, referred to Copiague's visioning plan where residents weighed in on their desires for the area. This visioning produced the TOD project that will be breaking ground in February of 2016 adjacent to the Copiague LIRR station. This project is just one of Conifer's, who has over 1000 units built or in progress on Long Island all taking place in downtowns or transit-oriented areas.

James Stover of Mill Creek Residential spoke of the great successes in Mineola after the Village created a comprehensive plan in 2005. With the adoption of an incentive bonus overlay district with

flexible zoning, the village receives public benefits from the developer such as streetscape improvements. The developments bring in a diverse demographic of car-free tenants, as only 1.5 paved parking units are created per unit of development.

The panels discussed how the large demand for apartments and retail space in transit-oriented areas on Long Island is evidenced by how quickly the units are being leased. The diverse groups of renters (millennials, retirees, divorcees, and empty-nesters) enjoy the maintenance-free lifestyle, as well as the proximity to downtown entertainment and transportation destinations. Rather than moving to the city where rent is higher or leaving the state, working age renters are paying market rate on Long Island. The panel explained how the types of residents are cyclical; millennials' start out in these developments and establish roots in the community. Since they are not geared for housing large families, the millennials move to single family homes, and in turn empty nesters move out of their homes into these developments.

Bartone added that these complexes are adding to the tax base by developing underperforming properties, but they are not adding school age children to the school districts.



The Fair Housing and Segregation panel tackled an issue that is far more common than many of us are aware. While there have been several discussions on the lack of housing able to vulnerable populations, there have been varying opinions on placement and actual affordability. The panel, moderated by Sol Marie Alfonso Jones of the Long Island Community Foundation, included panelists from both nonprofits and the development industry. This diverse group discussed possible solutions and best practices to addressing the issue of fair housing on Long Island.

Peter Florey of D&F Development, a Long Island based developer of affordable housing, touched on some of the challenges in building affordable housing in some wealthier villages. In one instance, once it was discovered that the apartments would be affordable, the village tried to condemn the land then restricted the development to only one bedroom units. This challenge has been seen throughout the country and several municipalities have made and effort to change practices to allow for fair dispersal. In Texas, a court of appeals determined that there was discrimination in the allocation of tax credits with too much investment in minority communities and not enough in wealthier communities. In order to get affordable housing in more than low income communities, lawsuits may be necessary.

Sharon Mullen, Long Island Housing Partnership, felt that one of the best things that can be done is to educate consumers so they are aware of when they are being discriminated against and what their rights are. She spoke of some of the programs that her organization conducts to educate vulnerable populations. Programs include realtor steering awareness and mortgage and home insurance discrimination protection. LIHP uniquely provides bilingual services.

Randy Kaplan of the Long Island Board of Realtors pointed out

the ability of a landlord to deny a tenant without explanation allowing for no accountability to residents who were turned away due to discrimination. In response, he spoke about a bill that was drafted for the NYS Legislature to reduce discrimination by landlords and management companies. Currently, they are not required to give a reason why a potential tenant is turned down, this bill would require a reason within 45 days. They are also working on another bill in the New York City Council.

Siela Bynoe, Nassau County Legislator described the challenges of the housing voucher program and trying to de-concentrate and de-segregate places that accept the vouchers. In Nassau County, they introduced legislation to create a land bank of abandoned properties to resell to first time homebuyers.

Some solutions included looking at smart growth principles to modify land use plans, repurposing of existing infrastructure and laws to reduce discrimination through fair housing laws.



The Complete Streets workshop focused on health and safety as well as energy efficiency benefits of planning and/or retrofitting streets and transit hubs to safely accommodate pedestrians and bicycles. Panelists included Greg Del Rio, RBA Group, Michele Gervat, American Heart Association; Bernard Macias, AARP; and moderator Lisa Rosenthal, Well Beyond 55.

Greg Del Rio presented a comprehensive powerpoint highlighting the unrealized potential of Complete Streets for persons of all ages and abilities. In addition to reducing fossil fuel use, the ability to exercise and access transit have the potential to promote well-being and reduce obesity and social isolation. He noted that 1 in 5 persons have a disability, and with LI's rapidly aging population, a wider spectrum of users will require innovative accommodations other than driving a personal car. Several staff members from Hofstra University testified to the popularity of bike trails around central Nassau, but commented that interfaces and exit ramps where the trail crosses Meadowbrook Parkway were not well planned to ensure riders safety. They are tracking bike crashes.

Bernard Macias, AARP's new Associate State Director for Long Island, noted three municipalities already committed to becoming age-friendly: Great Neck Plaza, and the Towns of North Hempstead and Babylon. AARP has set criteria for Friendly Aging including auditing existing conditions, setting short and long-term goals for roads, trails and parks, and organizing local groups like the Gen Xers who are turning 50 and will decide in the next few years to stay on LI or go elsewhere. On his LI page, he promotes walkability and recommends safe locations to AARP members. Participants noted there are several trail guides available for individual towns, and for the north south crossing of LI, but a bi-county resource is needed. The NYSDOT has a route map showing origins and destinations of trails and paths, but it is not complete.

Safe routes to schools are a current focus. Long Beach was complimented on its educational program for young bikers and programs to enforce the use of helmets. Bus Rapid Transit is being implemented on Nicolls Road to and from Stony Brook, and some industrial areas

are improving their community interfaces. Lisa Rosenthal described her work with HOAs (homeowner associations) and condo complexes, to assist residents who desire to age in place. The focus is on retrofitting services as well as structures so that independence and mobility can be maintained after people can no longer drive.

Michele Gervat of the American Heart Association stressed the prevention benefits of regular exercise as key to maintaining long-term health and mobility – encouraging older adults to think of this as “a gift to their grandchildren.” Michigan is far ahead in this, developing walking and bike paths that encourage entire families to be out together.

Discussion of 20-somethings’ desire not to own cars has increased the focus on broadening safety of all types of intersections and crossings including adequate timing of traffic signals on major roadways. Massachusetts, a role model, strongly enforces vehicle traffic so that no other vehicle is moving when pedestrians are crossing. There was consensus among the panel that there is not enough input from actual or would-be users of these various users of mass transit or what constitutes truly safe, walkable spaces. More effort needs to be done to educate the public and engage them in identifying problems areas.



The Downtown Promotion panel, moderated by Jaci Clement of the Fair Media Council was an opportunity to discuss best practices taking place throughout Long Island’s downtowns that retain, grow, and showcase unique experiences for visitors and residents. Julie Marchesella, Nassau County Chamber of Commerce; Kristen Jarnigan, LI Convention & Visitors Bureau; Kim Kaiman, Town of North Hempstead; and Don Miller, West End Strategies; discussed the various ways to promote your downtown and insure business to stay downtown.

Kaiman mentioned North Hempstead’s 30-mile proximity to NYC, as well as its waterfront downtown, making it attractive for the movie industry to film there. North Hempstead is in season 2 of Business Buzz, which will feature 3 local businesses in order to promote them, as well as several other series that are filmed there. “Filming of these shows puts local businesses on the map, and also brings in more business,” said Kaiman, noting also that finances are always a challenge for the downtown.

Marketing strategically stood out as an important tool for promotion, with Marchesella stressing the need to “narrow their promotion and marketing to focus on their specialty”. She feels that relationships between the IDA (Industrial Development Agency) and small businesses have been stronger, with commercials being aired featuring mom and pop businesses. With sales tax contributions dwindling in both counties, she reminded the group that shopping locally not only supports the small business owners, but strengthens sales tax revenue.

“When I was new in town and at a hotel, I asked the concierge where to go to see Long Island,” said Jarnigan, “and was told to check out the Italian Restaurant in the strip mall down the street.” She stressed the importance of education and communication, not

only towards visitors, but amongst businesses to give the 9 million visitors a year that come to Long Island the experience that they expect. “Visitors want unique,” she said, seeing an opportunity for all stakeholders to work together closer to have prosperity.

Miller noted the progress of Patchogue, Mineola and Freeport’s Nautical Mile, and said that strategic partnerships like the chambers of commerce are essential to narrow down what the draw is for the individual downtowns. He hopes that barriers can be broken down, and feels that creative, local events can be a key driver for many areas.

The overall message of the panel was one of the need to work together more closely with all partners, address the problems of the areas to be successful, and to use all resources available to have businesses and downtowns prosper and “stand out”.



The panel on Energy Efficiency and Renewables looked at the rapidly expanding renewable energy sector. Neal Lewis moderated the panel which discusses renewables from both a government and private sector perspective.

Brad Pnizek of Invenery who is the developer of one of the proposed solar farms in Shoreham, stated that commercial scale solar companies are looking to develop in areas where there is community support. The Shoreham proposal will be the second largest on Long Island (25MW) and will take advantage of energy infrastructure that was already built and paid for when the nuclear plant was constructed. It has the support of 70-80% of the community as it is one of the desired used for the conservation district and will pay property taxes and sell the energy to LIPA.

David Schieren of Sunpower (formerly EmPower Solar) gave his perspective as an installer of residential and commercial rooftop solar. Sunpower works with clients to determine their goals and discuss financing options. Most of his customers choose a power purchase agreement which allows for \$0 down but provides less savings over time. A new option has recently become available that will expand the market to those who live in multi-family housing. This option essentially lets tenants lease panels on someone else’s roof to allow them to take advantage of cost savings and reduce their bill.

Jon Kaiman, Chairman of NIFA and former Supervisor of the Town of North Hempstead, gave the perspective of government trying to encourage the development of renewable energy. He discussed New York State’s REV (Reforming the Energy Vision) program which is looking to move from grant projects to market projects. The Cleaner Greener Communities study done several years ago found that baseline energy emissions for Long Island went down 10% between 2005-2010 while energy use went up 3% per year. This indicates that energy production has gotten much cleaner during that period. Improved zoning, codes and new products are helping to improve the efficiency of our energy production and usage.

The group discussed other aspects of renewable energy but found that at this time, most opportunities are centered around solar.

Economic Development & Infrastructure - Nassau



A wide array of topics including funding needs, crime, infrastructure and business retention were discussed as part of the Economic Development & Infrastructure – Nassau panel. Lionel Chitty, Hickville Chamber of Commerce, moderated the panel. Panelists included Nick Terzulli, Nassau IDA; Jeff Greenfield, Nassau Planning Commission; Michael Martino, United Water; Rebecca D'Eloia, Ratner Company; and Mayor Robert Kennedy, Village of Freeport.

Mayor Kennedy spoke about the various improvements to Freeport, including electric generation (independent of LIPA), “Operation Safe Streets”, and the mandate of his officers to wear body cameras and carry tasers. This is among the efforts of the mayor to revitalize the village including a downtown revitalization of their main street.

Water and sewage infrastructure was mentioned by Martino, explaining the post-Sandy troubles at the Bay Park sewage treatment facility. He continued by saying that Nassau’s economic development is stymied by a lack of sewage. In order for there to be significant economic development in Nassau County, there needs to be a serious investment in its aging sewage infrastructure.

Bikability was discussed in length by D'Eloia. She commented on Nassau Coliseum’s design of bike lanes, and how it can add to making the revitalized destination more pedestrian friendly. Greenfield expressed his concerns for Nassau not being bike friendly, citing pedestrian accidents, as well as a lack of North/South connectivity based on the road planning decades ago.

Funding future improvements to Nassau was discussed. Terzulli used Nassau Candy, who makes chocolate for Disney, as an example of how to bring business from the outside to Nassau. Kennedy mentioned Freeport luxury car dealerships that bring in revenue to the area. D'Eloia noted that Nassau Coliseum is now privately operated, which relieves county taxpayers of operating costs. Recently a casino in Nassau County was voted down as community members felt that it was out of character with the area and the negative impacts to local downtowns and traffic would outweigh any potential revenue. The group also discussed pushback from the public on some development projects that help areas with needed housing and employment.

Youth Vision for Long Island's Future



As Long Island continues to stay competitive and retain its youth workforce and talent, the Youth Vision for LI’s Future workgroup, focused on some of the more pressing needs of the millennials. The panel, moderated by Dr. Nathalia Rogers of Dowling College,

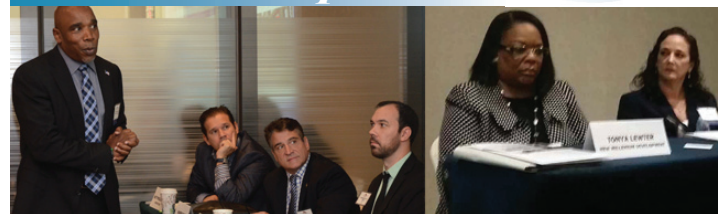
focused on the concerns of youth along the lines of affordable housing, employment opportunities and transportation needs, as well as providing solutions for the concerns.

Panelists included Jase Panebianco, St. Joseph’s College; Steven Delligati, Workforce Development Board; Jeff Guillot, Suburban Millennial Institute; Sev Davis, Dowling College; and Lionel Chitty, SUNY Old Westbury Alumni Association.

The overall message of the panel was that Long Island is moving in the right direction with job retention strategies by partnering and working in a collaborative effort with local, state and federal entities. The panel stressed the importance of participation on behalf of young people in both the communities and local government. Young people need to get involved, run for local office, participate in local public forums and voice their opinions. Otherwise, issues that are important to them will continue to be tabled. It is important that young people get a say in their communities in order to secure their future and the future of Long Island.

Networking, not only at events like the Summit, but at local networking events was also suggested as a way to engage outside resources and opportunities. This includes events that deal with local building issues that can shape housing or transportation needs, employment opportunities, as well as civic projects in the youths’ local area. Some felt that more of an emphasis on networking will help open doors to opportunities not only for the individuals, but also to help Long Island move forward for the younger generation from their unique perspective.

Downtown Small Business Development



Downtown Small Business Development was moderated by Vision’s co-chair and LI Business Council co-chair Bob Fonti. The pane discussed some of the ways that Long Island’s small businesses have moved ahead, as well as some of the barriers being faced. Matthew Revere, ACCION; Walter Cotton, Townsend Consulting; Tonya Lewter, New Millennium Development; Matt Problekevitz, YouOffice.com; and Gina Coletti, Suffolk County Alliance of Chambers; gave their expertise as panelists.

In a survey of chambers, Coletti mentioned that the major concerns for businesses were infrastructure, revitalization initiatives and access to capital. She added that it is important to get the chambers involved to have money allocated to assist with those concerns.

Revere explained how ACCION gives small business loans to those who would not traditionally qualify as a potential source of improvement capital. Cotton noted, “there is no better customer that you can do business with than the federal government,” citing \$1.4 billion in small business awards that helped veterans win \$500 million in contracts. Lewter suggested a forum to connect with local businesses to try to assist with funding access as well.

The need to have a sense of place was discussed, with Problekevitz suggesting a model to keep business local. Wyandanch, Huntington and Hempstead were mentioned as communities within a community that are up and coming, and it would be a prime time for small businesses in those areas.

Working on reverse commuting opportunities was discussed as well, with thoughts of having younger workers live in areas such as Huntington. Suggestions included a reverse commute tax credit, which would give a tax credit to any business that pulls from the city. It was also noted that the LIRR's Babylon branch is a hidden gem, with some stations having a half hour stop between trains, allowing a perfect amount of time for downtown dining and shopping.



Moderator Veronica Vanterpool of Tri-State Transportation noted that only 11% of commuters use mass transit, but that there is an uncounted negative economic drain from the increasingly frequent transit delays and lack of adequate funding to upgrade transit facilities. Michael Setzer, CEO of NICE Bus, noted that Nassau Ridership has been dropping, as has state funding, and 9 routes are being cut. But he also acknowledged that while transit creates economic opportunity, route reductions including the recent ones reduce access to work and other opportunities for riders, and that persons with disabilities are further disadvantaged in that fixed route cuts also reduce the scope of accessible transit such as Nassau's ABLE Ride system.

Aaron Watkins-Lopez, an organizer for Jobs with Justice, gave the history of the LI Bus Riders Union formed in 2011. Nassau riders have more interaction with NY City and are requesting better cross-county connections, while Suffolk County has been somewhat responsive, recently adding some Sunday service and has increased connections to colleges and universities.

Rosemary Mascali of Transit Solutions described the Federal Tax Benefits for mass transit riders, which are widely used (and about to be mandated for NYC companies with 20+ employees starting in 2016), but much less well known on the Island except for 25 of the largest companies. She attributed that in part to busy HR managers, and their ill-informed assumption that "everybody drives"... She stressed that our area is missing out on a potential federal subsidy of \$37 million which the NYC region is not getting due to our lack of participation. She encouraged consideration of ways to participate in the annual Car Free Day – which has become like an Earth Day for transportation worldwide. Contrasting with the prevailing local assumption that only the poor and lower middle class will use mass transit, she noted that in Bogota, Colombia the rich are the primary users of mass transit.

Mitch Pally of the MTA Board spoke of the LIRR's importance not only to LI but also to our regional economy, including removing people and vehicles from highways. He described the 11 major MTA capital projects which will benefit LI, including improving communications at all stations, upgrading of signals, and electrification of the Port Jeff branch once a railyard site can be identified. He stressed the urgency of moving forward now, especially with more students commuting, more workers needed in the health and personal care for our aging population, with young adults desiring to live in transit-friendly communities, and with a more of the aging population who will soon have to stop driving. He envisions more flexibility in bus sizes with smaller ones for less-used routes but larger, articulated buses on the busiest routes such as between Nassau and Queens.

Michael Setzer noted that a majority of riders primarily use 5 lines, and half those riders go into Queens. Ron Roel advocated for better interconnections between rail and bus hubs and increased understanding that all age groups are stakeholders. Concern was expressed for north-south riders, including non-driving retirees needing access to medical or retail services. Other ideas put forward: reduce or end the vehicle subsidy for autos, plan routes to places such as cemeteries, shopping and entertainment; create incentives to develop relationships between transit and small businesses such as selling Metro Cards, advertising on buses and bus stops, and improving the quality and safety of bus stops. Although some lines are overcrowded and seats are scarce, there was a suggestion to make the LIRR more bike-friendly, which Mitch said would necessitate adding more cars so as not to reduce available seating. However, not all stations are long enough to accommodate longer trains. All stressed that the 2016 State Legislative session is the most important for transit in a long time – if funding is not obtained this year for the essential projects which are pending, the opportunity might be lost for another 5 years.



Suffolk's downtowns have been in a resurgence over the past several years. Many have looked towards new avenues in order to overcome some local challenges to make the downtowns thrive for residents and visitors alike. The panel, moderated by Peter Sloggett of the Long Islander, also featured Hon. Laurie Devlin from the Village of Patchogue, Hon. Steve Flotteron of Islip Township, and Ryan Porter of Renaissance Downtowns.

Devlin mentioned the renovation of the Patchogue Theater began the revitalization of downtown Patchogue as restaurants starting to come in to serve the theatre-goers. Patchogue already had a sewage treatment plant and zoning, which only helped to speed up the revitalization. As the Village started to acquire blighted lots, housing was added to bring people into the downtown. With the advent of online shopping, retail can be a challenge, but little by little, Devlin says that shops are opening in the downtown. With the large amount of entertainment and dining attractions that Patchogue has, the Village is experiencing parking pressure at night, so they have metered the lots and Main Street at night, and are exploring additional parking options in the future.

Steve Flotteron explained how Bay Shore was hurt by both Pilgrim State being de-institutionalized and the development of shopping centers on Sunrise Highway. Things got so bad that "people who couldn't stand each other had to work with each other" for the common cause of revitalizing Bay Shore. However, with Southside hospital as a major employer, and with Bay Shore being a "gateway to Fire Island", there is still great opportunity. Dilapidated housing is being reconverted into apartments in close proximity to Main Street, such as Village Gate. The Councilman noted that "communities will accept change, but it's important to have good designs and use good materials".

Ryan Porter said Renaissance and Huntington have a public-private partnership to revitalize underutilized municipal parcels, enabling them to take uses and put them where they make more sense. Renaissance's inclusive crowdsourced placemaking program, a

grassroots, social media effort gives local residents a say in what gets built in their community. Once the master plan was done, they looked at the infrastructure issues. The entire south side of the project was not sewerred and they worked with the town to sewer the south side. They also had a quick SEQRA approval, helped by the public-private partnership. Additional parking was added to the area by simply redesigning existing lots to make them more efficient, and will be looking into parking garages in the future.

Growth always has challenges, such as objections in Patchogue about a concern of school districts being overcrowded by children living in the new apartments, but studies by economists help calm fears of residents. Panelists spoke also of zoning being a great tool to ensure that open space is maintained, and that creative ways to fund parking infrastructure improvements can be developed, such as Patchogue's PILOP (payment in lieu of parking) program, which will have those coming into the area to do business to pay into a fund aimed at purchasing dilapidated housing to create parking.

Job Development



Employment opportunities are an ever-growing, ever changing need on Long Island. The Job Development panel, moderated by Joe Deal, Bohler Engineering, touched on what resources are available in the area for those seeking employment, and what is being done to obtain and retain employment opportunities.

Panelists invited to share and discuss job development opportunities and progress included Paul Trapani, LISTnet; James Bonner, NY & Atlantic Railway; Roger Clayman, LI Federation of Labor; and Scott Martella, NYS Department of Labor.

Startups, such as the Suffolk County IDA and Launchpad Long Island were featured, each being mechanisms for job development for their areas. In addition, the New York State job bank was discussed, which is a clearinghouse for employment opportunities, including union positions. Many union and non-union construction jobs have been made available through downtown development initiatives, with over 1,000 opportunities to come with the Nassau Coliseum project.

The group also discussed the various types of employment opportunities whether through new growth in downtown small businesses or major projects coming on line.

Tax Incentives & PILOTS



Long Island Business News' Joe Dowd moderated the Tax Incentives and PILOTS workgroup which featured Dan Deegan, Forchelli, Curto, Deegan; David Leno, Rivkin Radler; George Graf, former

mayor of the Village of Farmingdale; and Matthew Frank, Richman Group. Subtopics discussed included the role of the IDA, the PILOT concept, as well as other incentives used to promote and retain business and job development on Long Island.

One of the IDA's tools, PILOTS (Payments In Lieu Of Taxes), was explained to correct misconceptions of the program by the public. Deegan explained that the IDA does not write checks, but incentivizes projects, inserting themselves into the lease making the payment tax exempt. Leno pointed out that New York is the second worst state for tax cost, and that PILOTS are a tool to obtain development of multi-unit housing, as well as rehabilitation of older buildings to attract people and businesses to Long Island.

Panelists also discussed the balancing act of having less revenue to contribute to municipalities, providing job opportunities to retain residents, and companies leaving Long Island when tax abatements end. Graf said, "Decisions are a balance. People are struggling to stay in their houses and municipalities need to raise money because of tax caps." Frank agreed on this point, saying that "mis-perception is stopping projects. Tax breaks to corporations allow the company to provide jobs."

It was suggested by Deegan that those who are interested in learning more about IDA programs such as PILOTS, tax incentives, low or no interest bonding and other IDA tools should contact their IDA for more information.

Illegal Dumping & Groundwater



Illegal Dumping is an issue that has been happening for a long time on Long Island, but recently began making headlines with the construction debris that was discovered at several parks, a site for veterans housing, and the Brookhaven Rail Terminal. Cecilia Dowd of Fios 1 News moderated the panel to discuss why dumping is occurring, why it is harmful to both the environment and our health and look for solutions to eliminate it.

Adrienne Esposito of Citizens Campaign for the Environment explained the dangers of illegal dumping to our groundwater and how few people realize where our water comes from. While illegal dumping can refer to anything from sewage, garbage to toxic substances and liquids, much of what is dumped is construction debris. Over the course of a year 55,000 tons of construction debris was dumped onto the soccer field and into the recharge basin for Roberto Clemente park in Brentwood. The debris was found to contain heavy metals, pesticides and asbestos.

While specific toxins have strict procedures for disposal, construction debris is not tracked once it leaves the site. Rather than pay a fee of \$25 per ton, companies will simply find a place to dump it where it won't be reported. The cleanup plan for the site that have been discovered includes groundwater testing, air monitoring and soil sampling to ensure that toxins do not spread to other areas. Until the fines for illegal dumping are worse than the cost of legal dumping, it will continue to happen.

Gary Rozmus of GEI Consultants talked about the history of dealing with toxic substances on Long Island from the "steaming piles of

ash” referred to in F. Scott Fitzgerald’s *The Great Gatsby*, to today’s methods which still do not include a “cradle to grave” accounting for construction debris. Redevelopments of brownfield sites have to meet different standards of clean up depending on the proposed use for the site. In many cases, it is cheaper for companies to litigate than to clean the site back to the “background” level of contamination.

Another common issue is that what is called “clean fill” for development site work is actually contaminated with construction debris. Certain municipalities are beginning to deal with this issue by requiring inspections of fill brought to the site to ensure that it is clean.

Future of Energy on Long Island



Future of Energy on Long Island panel consisted of John Keating, PSEG; Michael Ruiz, National Grid; Ross Ain, Caithness Energy; and moderated by Richard Kessel. Kessel began introducing the panelists. The group then discussed some of the existing energy infrastructure as well as future challenges.

Noting challenges such as 2/3 of LI is over 50 years old, 1/2 of LI’s energy is generated off-island, only one modern plant, and the old plants built for coal, don’t cycle well; we need to take a hard look at our options for the future. Many of the future options come with their own challenges. Many existing plants require extremely costly upgrades. Often there is strong community opposition to new facilities in their neighborhoods, and general lack of support infrastructure adds to the difficulty. Three things however, remain critical to the future of Long Island: cost, supply, and environmental impacts.

In looking at solutions, the group reviewed the history of power companies on Long Island including LILCO and LIPA. Most people do not remember LILCO after it was taken over by LIPA. LIPA, formed in 1987, has de-commissioned nuclear power plant, in 1998 became LI’s electric company and now faces controversy about its own takeover.

There have been some recent advances in fitting energy needs on Long Island, including the Caithness Energy Plant, which was built in 2003 and includes a 60,000 Megawatt Cable. Located in Yaphank, it is the first state-of-the-art project since 1978. The second phase submitted is still undergoing review by LIPA. Some believed that continuing this trend by building new facilities instead of replacing the old can be beneficial by saving on fuel costs, cleaner, reducing air emissions, using less water, storm resilient, and property taxes per megawatt hour are significantly less.

Other ideas included renewables like wind, but most agreed that the time for wind has passed. There is some increasing support for solar however it is not enough to fulfill Long Island’s need. National Grid would like to see more people converting from oil to natural gas.

So the question remains, with 53% of Long Island’s power coming from off island, do we repair old plants, build new ones, look to other renewables, or build more cables for off island sources? While the panel has varying options, they agree that Long Island needs to source its own power.

Networking Luncheon



The Summit’s Networking Lunch began with remarks from New York State Senators who presented a strong commitment to support downtown and critical infrastructure commitment on Long Island, some of which would come from a \$550 million windfall, with Lieutenant Governor Kathy Hochul delivering the keynote address. Suffolk County Presiding Officer DuWayne Gregory addressed the crowd, noting the importance of Suffolk providing infrastructure funds to shape the capital budget of downtown areas and providing jobs.



Senator Michael Venditto was the first of four to address the lunch session, saying that “one of the primary objectives is to move LI forward from a development standpoint, but to do so in a way that is consistent with the suburban quality of life that we have enjoyed here for generations.” Having been surrounded by politics for some time, he did acknowledge that government does play its part in development, but said that the driving-force behind moving things ahead are organizations like Vision Long Island and those in attendance. The need to take the input from the constituents of Long Island and being their voice to bring the resources for infrastructure down to make projects move ahead was expressed.

Senator Phil Boyle, who serves as the Chairman of the Commerce Committee, said that he was at Vision’s first summits, and was glad to see ideas come to fruition. As one of the elected officials that has helped many residents post-Sandy, he understands the needs of Long Island and wants to help move projects forward sooner, rather than later to “expand the economic base on Long Island.” Senator Boyle, understanding that the some state agencies do not always act on the needs as quickly as required, urged those in attendance to contact their representatives to help move things forward a little faster. “We can never say ‘you have to approve this, or have to disapprove this’... a call from a Senator or Assembly person is at least going to get them to at least look at them quicker, and we promise that we want to do that to get your projects going.”

Senator Carl Marcellino acknowledged the need for user-friendly communities, and urged municipalities to make their zoning work for their areas. “You have to tell us what you think is worthwhile,” Marcellino said, noting that municipalities need to make their zoning work. He insisted that communication is key and that planning needs to be done for the people.

Senator Jack Martins commented on the limitless opportunities on Long Island, and that it starts with infrastructure. He said that the “best years are ahead of us”, and that the future of Long Island is optimistic. “Infrastructure is one of the smartest investments we can make. Infrastructure projects create jobs, grow our economy, and enhance our quality of life. Whether it’s roads, bridges or oth-



er vital systems, Long Island has no shortage of need, which is why we delivered \$550 million for Long Island infrastructure projects in this year's state budget. I look forward to continuing to work with my colleagues to address these important needs for our communities."

Lieutenant Governor Kathy Hochul as the keynote speaker said that those in attendance were "living proof that leadership matters." She spoke of increasing the connection to Long Island communities, and stressed the importance of local government leading the way. Lt. Governor Hochul has expressed her commitment to work closely with local civics, grassroots organization, businesses and Vision Long Island to move efforts on Long Island forward in the positive direction that is needed. She was impressed on what Long Island has to offer in terms of shorefront and history, and stressed the importance of those in the room to fight to maintain it. "Never compromise. Once it's gone, it's gone."

"This Summit provides a unique opportunity to bring together local stakeholders with a common vision of creating smart growth communities. In order to sustain a vibrant economy, we must continue to invest in development projects that transform our downtowns. By utilizing key transportation assets, supporting mixed-use development, and providing better affordability for our young people, we can ensure a positive and livable future for all Long Islanders." said Lt. Governor Kathy Hochul



Major Development Projects



David Winzelberg of LI Business News moderated the panel on Major Development Projects. The two projects highlighted by presenters were Wyandanch Village and Garvies Point in Glen Cove. Salvatore Coco of BHC architects noted that the 10 year plan begun in 2011 as part of Wyandanch Rising, which is being built in phases. An MTA parking garage is included with 2 major multi-story apartment complexes on either side of a long central green. The anchors will be a branch of NY Community Bank (NYCB) and neighborhood retail. State Senator Phil Boyle would like to seek resident input on how this transit-oriented development is fitting into the existing community.

Frank Haftel of RXR Realty described the plan for 56 acres at Garvies Point. A new Ferry terminal will offer a 40-minute ride into NY City. The beachfront will be restored and the former industrial waterfront barge transfer point, after nearly 20 years of land remediation, will be transformed. Current plans are for a central 3-acre open space surrounded by multi-story rental housing and condos that are interlaced with walkable parkland. Out of 1100 units planned, 111 will be "workforce housing."

The "affordability" of rents around \$2,000 was a point for discussion. The market rate of \$3,000 (1 BR) - \$3500 (2 BR) anticipate that young adults might be willing to share accommodations, but that downsizing empty-nesters will appreciate the amenities in and around the complex. The impact on existing retail also drew questions, with existing rental rates in the neighborhood of \$12/square foot and the new build anticipating \$25-\$28/square foot. Overall, developers anticipate that the pressure for apartments which are only 21% of LI's housing supply, will overcome the perceived financial challenges. Our peers, Westchester and New Jersey housing, have 37% apartments in their housing mix.

Water & Infrastructure



One of Long Island's most precious resources is water- not only for drinking, but for commercial and recreational uses. Looking at ways to conserve, repurpose and maintain water quality was a focus of this panel, moderated by Maureen Dolan-Murphy of Citizens Campaign for the Environment, with panelists Peter Scully from Suffolk County, Sean Sallie from Nassau County, Dave Smith from Natural Systems Utilities, Dean Gowen from Wendel Companies, and John Turner from Seatuck Environmental Association weighing in on the important issue.

Gowen discussed a de-pave movement to help reduce storm water pollution by removing non-permeable spaces and creating beautiful and functional landscapes. Water drainage is slowed and runoff is cleansed before flowing into the water table, with damming systems in place to allow contaminants time to settle. Water is then filtered through a rain garden before it reaches the outflow, reducing some of the pollutants that pavement contributes to storm water.

Nassau County is retrofitting massive storm water infrastructure according to Sallie, initiating the South Shore Storm Water project, which is funded through CDBG-DR (Community Development Block Grant-Disaster Recovery) moneys, stemming from past storms Lee, Irene, and Sandy. Projects require inter-municipal cooperation, and the County will look at areas that were identified as problem spots by community groups as established by the State through the NY Rising CRP program. Barnum Island/Harbor Isle received money and has already started their own study.

Suffolk County, home of 376,000 cesspools, continues to take steps to improve water quality and reduce nitrogen outflow into groundwater and bays. Scully noted a spike in water usage over the past 10 years was due to irrigation usage, and says that Suffolk has received funding for four sewer construction projects from CDBG-DR in order to make communities more resilient against future storms; two are an extension of the Southwest Sewer District with two others, the Patchogue and Forge River Watersheds, undergo-

ing new construction. An additional \$500 million will be required to complete the projects. Alternative septic solutions are being piloted in the county, and there may be requirements in the future for new construction and sold properties to utilize these technologies in the future. This will help more rural areas and areas that will not have sewers reduce nitrogen loading.

John Turner reaffirmed that nitrogen loading is a large source of algae blooms, which weaken tidal marshes and increase fish kills, as well as health impacts on humans, especially infants. He spoke of water reuse or reclamation projects in Florida and California that can be used to irrigate crops or golf courses, and for factory and power plant cooling.

Mr. Turner mentioned Long Island's first major reuse project that will be operating in Riverhead; the sewer treatment plant will be shunting 300,000 gallons of treated water a day for irrigation at Indian Island golf course. This water, which currently discharges into the Peconic Bay, will irrigate the golf course while returning to the aquifer, rather than going out to sea. Other areas that could use this technology were mentioned, and would potentially conserve millions of gallons of fresh water annually.

Membrane bioreactors (MBRs) and their usage were discussed by Smith as another alternative way to treat wastewater. The units can be built in basements, with sludge being pumped and hauled away. He mentioned that Battery Park City reuses water for toilet flushing, landscape irrigation and for cooling towers, resulting in a 48% reduction of water usage. There are still issues with MBRs not filtering out pharmaceuticals, and that Natural Systems Utilities are building their fourth unit on Long Island.



The Tactical Urbanism and Placemaking panel explored what makes places worth being in or visiting and what are some strategies for creating great places. Elissa Kyle of Vision moderated the panel which discussed different perspectives on creating a sense of place.

Andrea Bonilla of Crowdsourced Placemaking Group spoke of some of the initiatives and events that Source the Station is doing in Huntington Station including Porch Crawls and Gateway Nights—a soon to be monthly event at Gateway Plaza bringing activity to the plaza while the approvals process for the buildings that front it is underway. In Riverside, an Arts in the Park program is helping to activate a park that had seen little usage previously, through poetry events, music and evening activities.

Jonathan Keyes from the Town of Babylon's Office of Downtown Revitalization showed examples of large scale urban placemaking projects and events, such as burying a freeway through a downtown and covering it with a park and an "Outstanding in the Field" type of event with a long table set for over a hundred people with more modest versions that could be easily implemented in smaller downtowns or suburban areas, such as a parklet or a block party.

He also presented several projects the town is working on to create better places from a small road redesign in downtown Copiague to

the plaza at the Wyandanch Rising project.

Glen Cherveny of GRCH Architecture presented several project his firm has designed including the Glen Cove Piazza which will turn an awkward 1970s collection of mostly vacant professional offices into a traditional urban plaza with student housing above retail and residential uses. It will provide a place for community events as well as an informal place to spend time and people watch.

Another project in downtown Farmingdale that is currently under construction will create residential apartments above shallow retail spaces which allow for parking to be hidden behind them. Balconies at the upper floors allow for activity that helps to bring vibrancy to Main Street. In another rendering, he showed how existing architecture on Main Streets can be used as a model for new development helping to enhance the character of the place.

Finally, Shanequa Levin of Every Child Matters spoke about what makes places family friendly. Giving parents and children places to go, places to meet and places to shop helps local businesses. Coupling family friendly activities like sprinkler parks or outdoor movie nights or concerts, with places to go eat afterwards makes them more user friendly. Even simple things like restrooms with changing tables makes places more supportive of more types of users.



The Food, Beer, Arts, Music and Destinations panel was a lively workshop moderated by Ron Stein of The Coltrane Home and Vision LI founder, discussing ways that food, beer, arts and music helps downtown thrive and prosper throughout Long Island. Andrew Calimano from LIBeerEvents.com, Melissa Kuehnle from Patchogue Chamber of Commerce and St. Joseph's College, and Lois Howes from LI Arts Council at Freeport were on hand to share ways that they have seen events on Long Island drive business.

Creative and unique events were shared, such as Freeport's Fire Department Expo and Chowderfest which the Village helped bring back after Hurricane Sandy. Howes says that it is a challenge to compete with nearby Jones Beach to pull business to the Nautical Mile. However, their light display and boat parade where children eat for free gives the area something unique to attract visitors. When someone from the audience had asked what sort of events are available for the 50+ age group, Calimano reminded the group that "beer does not discriminate" based on age. He also added that there is a coffee and tea fest in Brooklyn in March. Kuehnle had mentioned that events in Patchogue, such as Alive after 5, are generally not geared towards one demographic, which could help to bring out the senior population.

Councilman Flotteron noted from the audience that Town parks do not allow a lot of beer and wine at events, and that makes it a little harder for people to visit the parks and enjoy their natural beauty. He then suggested a potato or horseradish fest to the parks, which started a whirlwind of ideas and sharing from not only the panelists, but the audience as well. Some of the other ideas for the downtowns to consider included Cider Fests, historic tours, art walks and using buildings for public events.

*Renaissance Downtowns congratulates all
of the 2016 Smart Growth Award
recipients!*

*A special congratulations to
Scott Rechler for his award for
Excellent Regional Leadership*



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



Renaissance Downtowns
9 Gerhard Road
Plainview, NY 11803
516-433-9000

www.renaissancedowntowns.com

 /renaissancedowntowns

 @rendowntowns

2015 - 2016 Supporters of Smart Growth

Thank you for your generous and ongoing support!



BUSINESS

BANK OF AMERICA
SOUTHWEST AIRLINES
AT&T
SUFFOLK COUNTY NATIONAL BANK
ASTORIA FEDERAL SAVINGS
BETHPAGE FEDERAL CREDIT UNION
NICE BUS
UNITED WATER
STATE FARM
MEATBALLS, INC./MARONI'S CUISINE
BIKELID
AMERICAN TRANSIT INSURANCE COMPANY
VINCENT JAMES MANAGEMENT CO.
RMB DRAFTING
ELECTRICAL INSPECTORS
NEFCU
OMNI PRESENTERS
LAUNCHPAD LI
GOOD HARVEST FINANCIAL GROUP
PARK STRATEGIES LLC
WILLDAN FINANCIAL

DESIGN/ARCHITECTURE

GRCH ARCHITECTURE
BEATTY HARVEY COCO
ZYSCOVICH ARCHITECTS
ADL III ARCHITECTURE
EHASZ GIACALONE ARCHITECTURE

EDUCATION

MOLLOY COLLEGE
HOFSTRA UNIVERSITY
ST. JOSEPH'S UNIVERSITY
DOWLING COLLEGE
SUNY OLD WESTBURY

ENERGY

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

ENGINEERING

GREENMAN-PEDERSEN, INC.
H2M ARCHITECTS & ENGINEERS
VHB
GEI
BOHLER ENGINEERING
HAZEN & SAWYER
PS&S
WENDEL COMPANIES
AKRF
CAMERON ENGINEERING
PKAD
PARSONS BRINKERHOFF

GOVERNMENT

TOWN OF ISLIP
TOWN OF BABYLON
TOWN OF BROOKHAVEN
TOWN OF HEMPSTEAD
TOWN OF HUNTINGTON
VILLAGE OF FARMINGDALE
VILLAGE OF MANORHAVEN
VILLAGE OF WESTBURY
VILLAGE OF MASTIC BEACH
SUFFOLK COUNTY IDA
NASSAU COUNTY IDA

LABOR

LOCAL 338 RWDSU/UFCW
NORTHEAST REGIONAL COUNCIL OF CARPENTERS
PLUMBERS LOCAL 200
LI FEDERATION OF LABOR

LEGAL

HARRAS, BLOOM & ARCHER
CERTILMAN BALIN, LLP
ALBANESE & ALBANESE LLP
RUSKIN, MOSCOU, FALTISCHEK, PC
RIVKIN RADLER
FORCHELLI, CURTO, DEEGAN, LLP
CRONIN & CRONIN

MEDIA

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

REAL ESTATE - COMMERCIAL

RXR
HEARTLAND BUSINESS PARK
ZUCARO CONSTRUCTION
CASTAGNA REALTY
STALLER ASSOCIATES
ZODIAC TITLE
AURORA CONTRACTORS
POST PROPERTIES

REAL ESTATE - RESIDENTIAL

JOBCO ORGANIZATION
RENAISSANCE DOWNTOWNS
ENGEL BURMAN
LALEZARIAN DEVELOPERS
POSILLICO
MILL CREEK RESIDENTIAL TRUST
GREENVIEW PROPERTIES
D & F DEVELOPMENT GROUP
ALMA REALTY
GITTO GROUP
TERWILLIGER/BARTONE PROPERTIES
BEECHWOOD ORGANIZATION
CONCERN FOR INDEPENDENT LIVING
RICHMAN GROUP
CONDECO DEVELOPMENT LLC
THE RIVER WALK
AMERICAN MOBILE HOMES
LIVINGSTON DEVELOPMENT GROUP
CONIFER REALTY
GEORGICA GREEN VENTURES
LONG ISLAND BOARD OF REALTORS

HEALTH

NORTH SHORE LIJ
AARP - LI

FOUNDATIONS, COMMUNITIES & INDIVIDUALS

LI COMMUNITY FOUNDATION
NEW YORK COMMUNITY TRUST
LARRY BECK
ROBERT MCBRIDE
JOY SQUIRES
JON KAIMAN
KINGS PARK CHAMBER OF COMMERCE
KINGS PARK CIVIC ASSOCIATION
HUNTINGTON TOWNSHIP CHAMBER OF COMMERCE
ISLAND HARVEST

REGIONAL & COMMUNITY PARTNERS

AARP
100 BLACK MEN OF LI
APA LONG ISLAND CHAPTER
AMERICAN HEART ASSOCIATION, LI CHAPTER
CHILD CARE COUNCILS OF NASSAU AND SUFFOLK
BRITTANY VEGA MEMORIAL FOUNDATION
CHURCH WORLD SERVICE
CAR FREE LI

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 CENTER
ISLAND HARVEST
JOBS WITH JUSTICE LI
LAUNCHPAD LI
LI BUSINESS COUNCIL
LI BUS RIDERS UNION
LI COALITION FOR THE HOMELESS
LI COMPLETE STREETS COALITION
LI FEDERATION OF LABOR
LI BOARD OF REALTORS
LI HISPANIC CHAMBER OF COMMERCE
LI MINORITY AIDS COALITION
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
SUBURBAN MILLENNIAL INSTITUTE
SUFFOLK COUNTY ALLIANCE OF CHAMBERS
SUSTAINABILITY INSTITUTE AT MOLLOY
SMART GROWTH AMERICA
SUBURBAN MILLENNIAL INSTITUTE
TRI-STATE TRANSPORTATION CAMPAIGN
YOUTH OF ETHICAL SOCIETIES - LONG ISLAND
AMERICAN COMMUNITIES INSTITUTE AT
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
FREEPORT CHAMBER OF COMMERCE
FRIENDS OF FREEPORT
GREATER SMITHTOWN CHAMBER OF COMMERCE
HEMPSTEAD SIX
HUNTINGTON TOWNSHIP CHAMBER
OF COMMERCE
HUNTINGTON STATION SHARED VISION
GLEN COVE BID
HICKSVILLE CHAMBER OF COMMERCE
HICKSVILLE COMMUNITY COUNCIL
HICKSVILLE GARDENS CIVIC ASSOCIATION
ISLAND HARVEST
KINGS PARK CHAMBER OF COMMERCE
KINGS PARK CIVIC ASSOCIATION
LAKE RONKONKOMA CIVIC ORGANIZATION
LINDY MANPOWER
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
SOURCE THE STATION

THE 15TH ANNUAL SMART GROWTH AWARDS

TOWN OF HEMPSTEAD

- 2016**
Sun Valley Towers - Alma Realty Corp & Village of Valley Stream
Marina Pointe, East Rockaway - Beechwood Organization
& Village of East Rockaway
- 2015**
Brooke Pointe, D&F Development & Village of Valley Stream
- 2014**
the 11518
Envision Valley Stream & The Village of Valley Stream
- 2013**
Linden Knolls - D & F Development Group &
Greater Hempstead Housing Development Funding Corp.
- 2012**
Metro 303 - Mill Creek Residential Trust
Town of Hempstead - Elmont Mixed-Use Zoning District
- 2010**
The C - Freeport, Signature Organization
Roosevelt Development Group, LI Housing Partnership
- 2009**
Hawthorne Court - Valley Stream, Dennis Organization
Alexan @ West Hempstead - Trammell Crow Residential
- 2008**
Rosalie Norton & The West Hempstead Civic Association
- 2007**
Afrikan American Media Network - Roosevelt - Andreas 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 NORTH HEMPSTEAD

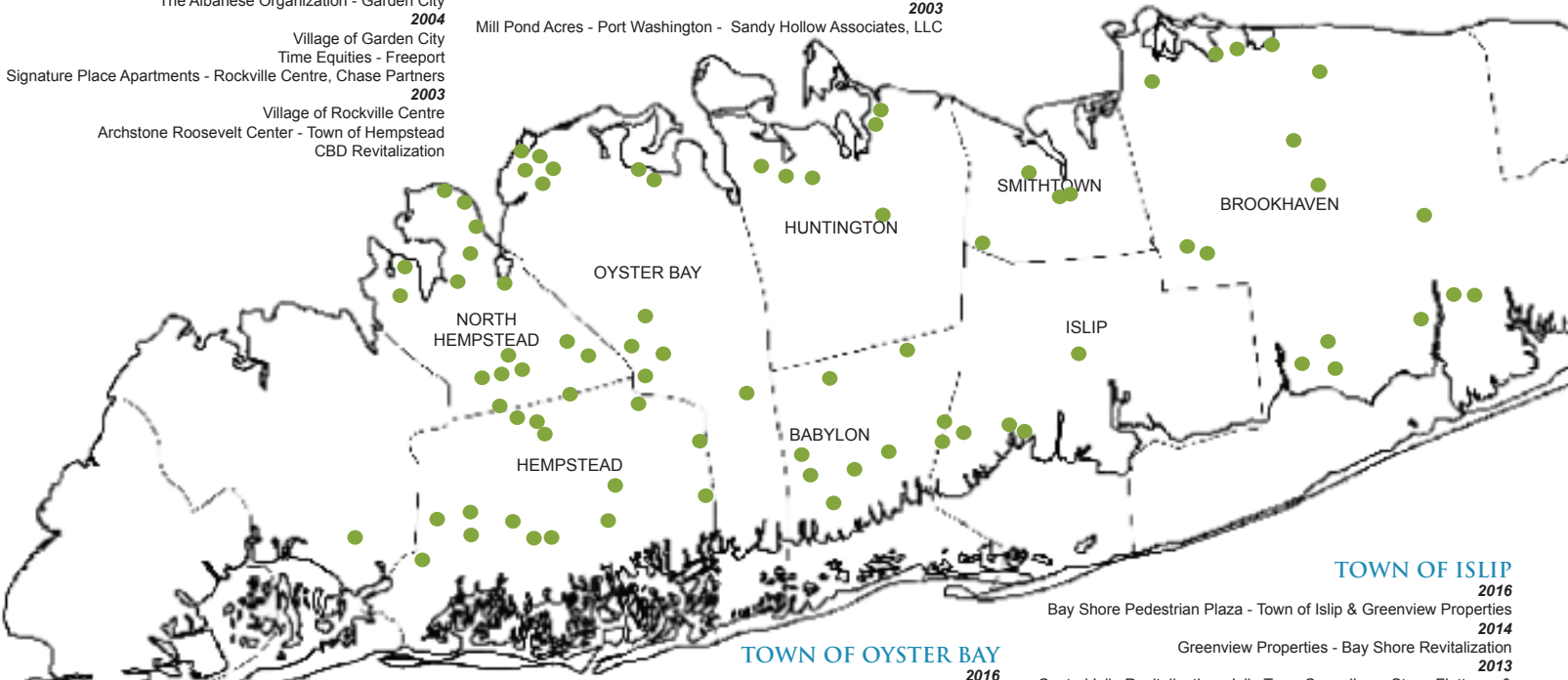
- 2016**
Mineola Village Green & One third Ave - Lalezarian
& Village of Mineola
Westbury Arts Council
- 2015**
Great Neck Incentive Zoning, Village of Great Neck
- 2014**
Great Neck Sewer District
- 2013**
LaunchPad Mineola
- 2012**
The New Cassel "Yes We Can" Community Center
- 2011**
Mayor Jean Celender - Village of Great Neck Plaza
- 2009**
Westbury Theatre Project - Lowe Properties
- 2008**
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 HUNTINGTON

- 2015**
Northport Sewage Treatment Plan
- 2013**
Joy Squires - Huntington Conservation Board
- 2012**
The Paramount
- 2010**
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 SMITHTOWN

- 2014**
Downtown on Main - DC5 Properties
- 2013**
Smithtown Main Street - Lavena Sipes, Courtney Sipes Memorial Foundation
Smithtown Main Street - Mark Mancini, Smithtown Chamber of Commerce
- 2006**
Country View Estates - Smithtown - Landing Avenue, LLC



TOWN OF BABYLON

- 2016**
Copiague Commons - Confier Realty & Town of Babylon
- 2015**
Liberty Village, Concern for Independent Living &
Long Island Coalition for the Homeless
- 2014**
Neighbors Supporting Neighbors
- 2013**
East Farmingdale Republic LIRR Station - Town of Babylon
- 2011**
Wyandanch Rising - Hon. Steve Bellone, Town of Babylon
- 2010**
Village of Babylon
- 2009**
Village Hall - Amityville - Village of Amityville
- 2007**
Oak Street Plaza - Copiague, Town of Babylon
- 2003**
Western Waterfront Redevelopment - Oyster Bay - NYS, Town of
Oyster Bay, Cameron Engineering
Village of Farmingdale

TOWN OF OYSTER BAY

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

TOWN OF ISLIP

- 2016**
Bay Shore Pedestrian Plaza - Town of Islip & Greenview Properties
- 2014**
Greenview Properties - Bay Shore Revitalization
- 2013**
Central Islip Revitalization - Islip Town Councilman Steve Flotteron &
the Central Islip Coalition of Good Neighbors
- 2009**
Bay Shore Marina - Islip Town Supervisor Phil Nolan
and Councilman Steve Flotteron
- 2008**
Chelsea Place - Bay Shore - Gene Murphy, Town of Islip, Greenview
Properties
- 2004**
Bay Shore School District
- 2003**
Southwind Village - Bay Shore - Town of Islip, LI Housing Partnership

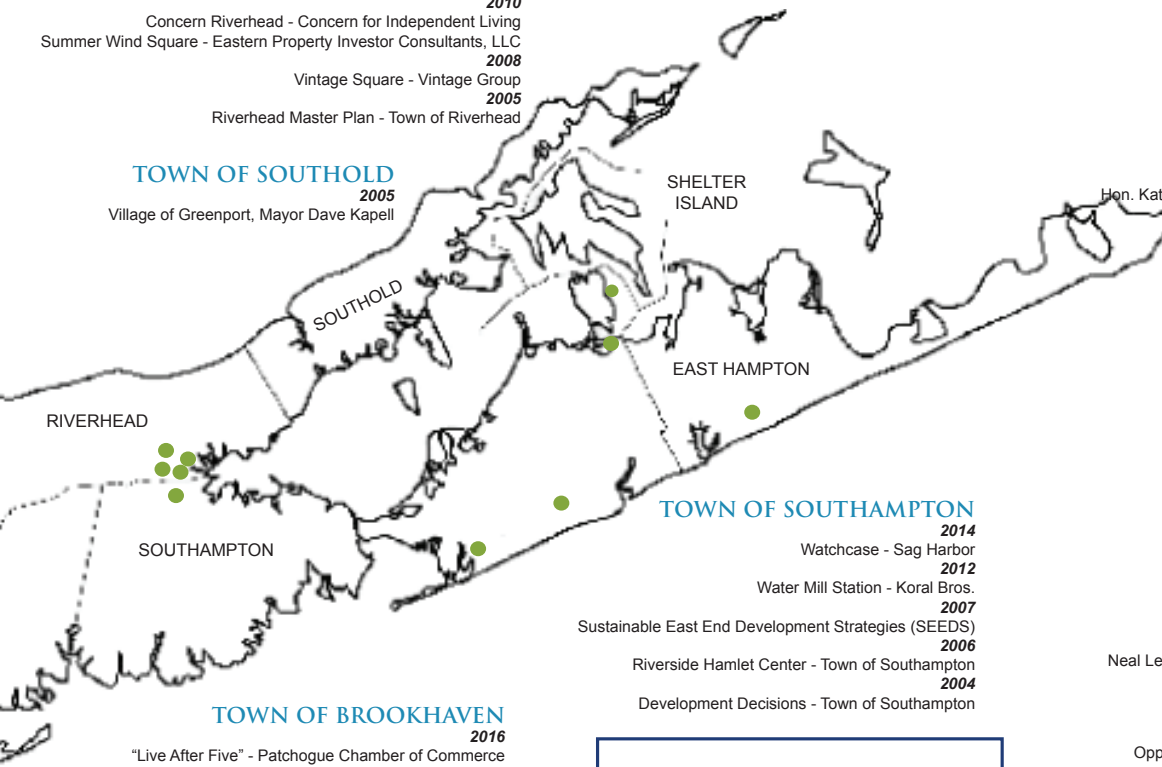


TOWN OF RIVERHEAD

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

TOWN OF SOUTHOLD

- 2005 Village of Greenport, Mayor Dave Kapell



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

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

SMART GROWTH HALL OF FAME (MULTIPLE AWARD WINNERS)

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

REGIONAL LEADERS

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

GOVERNMENT LEADERS

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

COMMUNITY LEADERS

- 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

- 2016 East End Arts
Opportunities Long Island - Long Island Building Trades Council & Long Island Federation of Labor
- 2015 Long Island Jobs with Justice
Long Island Bus Riders Union
- 2014 Hon. Jay Schneiderman - Suffolk County Legislature - Sunday Bus Service
Bernadette Martin - Friends & Farmers
Operation Splash
- 2013 7Bus
LISTnet
- 2012 Connect Long Island
LIPA Clean Energy Programs
- 2011 EmPower Solar
- 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



GARVIES
P O I N T



GARVIES POINT

is proud to support

VISION LONG ISLAND

and join other

SMART GROWTH COMMUNITIES

on Long Island.

RXR

WWW.GARVIESPOINT.COM

1-855-5-GARVIES | 49 HERB HILL RD, GLEN COVE, NY 11542

Regional Leadership

Scott Rechler
RXR Realty



Proving that determination, persistence, and a strong will can lead to change, Long Island native Scott Rechler, President and CEO of RXR Realty, has led by example in Long Island's evolving real estate market.

With over \$12.7 billion and 23 million square feet in holdings, RXR Realty stands out as a diversified company, managing dozens of commercial properties and office space, as well as residential developments that create a sense of place on Long Island for varied lifestyles. Rechler's commitment to community on Long Island is highlighted with downtown redevelopment in Hempstead, with 336-unit Copper Place situated less than a half-mile from the Hempstead Transit Center, creating a luxury environment for residents while allowing them to stay connected to what is important in their lives at market rate.



Cooper Place is the first of many phases of mixed-use redevelopment in the heart of Hempstead's downtown on Main Street through an initiative dubbed Renew Hempstead, bringing summer job and training programs for residents to lead the way to a revitalized downtown, monthly social gatherings and informational events to get the community acquainted with one another. Through the Hempstead Six program, Renew Hempstead is bolstering revitalization through six priorities; the cultural business district, building a "Hempstead is beautiful" movement, job and career training for residents, young people and education to provide activities and support for young people, entrepreneur development, and public safety efforts.

The Garvies Point redevelopment of Glen Cove is off and running after over 13 years, with the upcoming transformation of 56-acres along the once-toxic Glen Cove Creek into over 1,000 units of housing, 25,000 square feet of retail space, and 28 acres of publically accessible parkland- half of the total project's footprint. The \$1 billion project not only accentuates Rechler's commitment to creating

a sense of place, but is proof that persistence and determination is needed to create a different and improved Long Island. Through the use of Smart Growth development and environmental restoration and preservation, Garvies point will revitalize Glen Cove's downtown and make the future destination's waterfront accessible to all once more. Outside of the mixed-use residential and retail that will be available in the family-friendly development, over 5 miles of walkways will be developed, three separate marinas will be constructed, as well as access to Glen Cove's Ferry terminal and future commuter ferry service to and from New York City.



Scott Rechler has also played a leadership role in advancing our regions infrastructure serving on the Board of the Port Authority and prioritizing key projects for public investment. Understanding the critical need for Federal and State funding for downtown transportation options including ferry, bus, rail or walkability is a key part of the long term success of RXR developments and the communities they invest.

All throughout Long Island RXR leads the way in creative and modern style office space attracting both small and large businesses alike to downtown areas. RXR is known for bringing their successful Manhattan style development paired with characteristic local sense of place. Scott displays his commitment to bettering Long Island in many of his projects balancing appropriate density, community involvement and vision while partnering with local municipalities to move projects forward.



15TH ANNUAL
SMART GROWTH AWARDS





Visit all our new home communities at BeechwoodHomes.com

Country Pointe Estates at Ridge
Single family homes
CountryPointeRidge.com

Country Pointe Huntington
Townhomes & villas
CountryPointeHuntington.com

Meadowbrook Pointe Links & Spa- Medford
Semi-attached homes
The Courtyards- Medford
Single family homes
MeadowbrookPointeLinks.com

The Highlands Club- North Fork
Single family homes
BeechwoodHighlands.com

Bishops Pond Southampton Village
Condominium suites & townhomes
BishopsPondSV.com

Country Pointe North Bellmore
Single family homes
CountryPointeNorthBellmore.com

Meadowbrook Pointe Athletic Club & Spa- Westbury
Condominium suites, townhomes & villas
MeadowbrookPointe.com

Marina Pointe- East Rockaway
Condominium suites & villas
MpEastRockaway.com

Artist Rendering

The Vanderbilt- Westbury
Luxury hotel suites & rental apartments
VanderbiltLongIsland.com

Artist Rendering

Country Pointe Plainview
Condominium suites, townhomes & villas
CountryPointePlainview.com

Artist Rendering

Bishops Grant- Southampton Village
Estate homes
BishopsGrant.com

Artist Rendering

COMING SOON

 COUNTRY POINTE
MEADOWS
BY BEECHWOOD HOMES

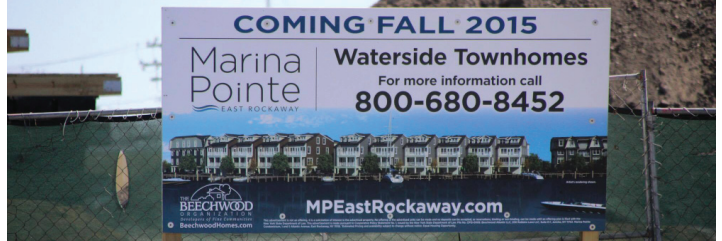
 COUNTRY
POINTE
SMITHTOWN WEST

Transit Oriented Development

*Marina Pointe
Beechwood Organization; The Village of East Rockaway*



The long-awaited construction of the new Marina Pointe East Rockaway transit-oriented development project is expected to begin in a few months, replacing the now demolished Davison Boatyard marina complex and a blighted warehouse that were significantly damaged by Superstorm Sandy in October of 2012. The project will transform the outdated and storm-ravaged boatyard and marina into waterfront homes, benefitting local businesses while providing needed housing options for Long Islanders of all ages.



The lead developer on the project is the Beechwood Organization. For over 30 years, Beechwood has built more than 6,000 homes in 60 communities and has new sites in development across the New York metro area. Six four-story buildings will go up by Jericho-based developer Beechwood Organization, offering 84 suites and villas within walking distance to the Long Island Railroad's East Rockaway station. The units will be on the second floor up, allowing for parking on the ground level, which will also help make the development more resilient towards flooding, bringing the housing units above the flood plain.

The site will also be graded to help with potential flooding issues, with the first floor of living space ten feet above the ground similarly to their resilient development of the Arverne by the Sea, in the Rockaways, Queens. The 2.72-acre property had to overcome unique challenges to move forward as it was both in Town of Hempstead and Village of East Rockaway jurisdictions, with nods also needed from the Nassau County Planning Board. As a result, the Village of East Rockaway worked with the Beechwood Organization to expedite this project.

Owners will have the option towards having private boating slips, and be within walking distance of local shops, beaches, and restaurants, and the Best Market that will be opening soon. Traditional architectural elements including white columned porches and balconies help the development fit within its waterfront com-

munity environment and transform an industrial area into one that is more residential in character. The starting price for the units will be in the mid-\$400,000 range, with owners having the benefit of a maintenance-free lifestyle.

The project's traffic study conducted by the developers concluded that the new development would not have a negative impact to the area, with the anticipation of residents utilizing the existing LIRR station and other mass-transit alternatives to fulfill a majority of their transportation needs. East Rockaway is one of the westernmost Villages in Nassau County, with a commute of about 40 minutes via the Long Island Rail Road to Penn Station, making the location attractive to those who would like to use mass-transit as their primary source of transportation to the workplace.

The Beechwood organization has experience in creating housing that is storm resilient with the creation of Arverne by the Sea in Rockaway. That project won a Smart Growth Award years back and most importantly withstood Hurricane Sandy. The Village of East Rockaway has made steps towards supporting downtown redevelopment. Hearings in recent years with the public helped raise awareness and Hurricane Sandy has now made the changes all the more necessary.

Congratulations to Beechwood organization and the Village of East Rockaway on this important step to bring much needed housing that will serve as a building block to future revitalization.





**CONGRATULATIONS
TO ALL OF THE HONOREES OF THE
2016 SMART GROWTH AWARDS**

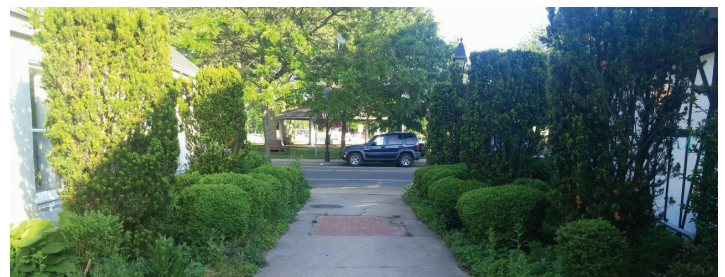
Sense of Place

Bay Shore Pedestrian Plaza Town of Islip; Greenview Properties



environment on Main Street, which was needed even before the housing units were developed, the decision was made to remove at half-block section of Park Avenue, and create a downtown plaza in its place.

Compounded with the mixed-use retail and residential complex is the pedestrian plaza, where Park Avenue once sat, connecting housing, restaurants, medical offices, shops and entertainment venues such as the YMCA Boulton Center for the Performing Arts. Existing entrances to businesses along Park Avenue were not hindered with the transformation, as the entrances to the large medical complex to the north and the restaurant directly east of the plaza were not directly on Park Avenue, and now are more walkable from the off-street parking behind Main Street.



Downtown Bay Shore, through the collaborative efforts of Greenview Properties and the Town of Islip, has embraced the concept of Sense of Place with the construction of a pedestrian plaza in the heart of downtown Bay Shore's Main Street. Bay Shore has been undergoing a renaissance over the past twenty years, with efforts to develop a proper sense of place, walkability to parking and transit, housing, entertainment and workplaces, with the pedestrian plaza being one of the latest examples of the transition.

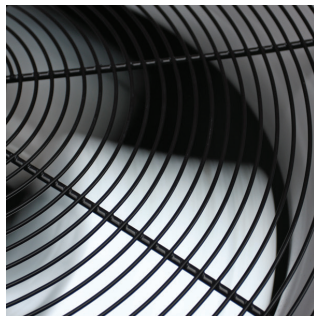
The long-blighted northwest corner of Main Street and Park Avenue in Bay Shore has undergone a much needed facelift, with studio-, one-, and two-bedroom market rate apartments being built at a long-abandoned corner, within walking distance of transit, restaurants, downtown shops, medical offices and theaters. The new complex, Village Place, was adjacent to an underutilized and redundant stretch of Park Avenue north of Main Street, which connected to a parking lot behind Main Street.



The large parking lot, which serves the nearby medical complex and provides off-street parking for Main Street businesses, is easily accessible through Smith Avenue to the west, and heavily travelled Mechanicsville to the north. In an effort to create a more walkable

The well-landscaped plaza is part of a larger effort to connect housing, venues, workplaces, and transit (including the nearby ferry service to Fire Island) in a walkable fashion. The Town of Islip strongly advocates a walkable downtown for the increased safety of residents and visitors, the positive health benefits associated with walkable neighborhoods, reduced traffic congestion on their Main Streets, and increased foot-traffic to small businesses and eateries. Not only will residents of Village Place be able to safely walk their downtown, but will be connected to a larger historic walking trail, with their front yard being one of the focal points.





Building communities since 1933



architects + engineers

practical approach. creative results.

538 Broad Hollow Road, 4th Floor East | Melville, NY 11747
631.756.8000 | h2m.com

Walkability

Honorable Don Barbieri The Village of New Hyde Park



Don Barbieri, Village Trustee of New Hyde Park, has been working for many years to improve Walkability within the Village.



Diagnosed with multiple sclerosis over 20 years ago, he began his career in politics doing advocacy work for the MS Society and his first initiative as trustee was the installation of handicap ramps at Jericho Turnpike. Jericho Turnpike which serves as the Village's "Main Street" has become, over the years, a high speed road which was dangerous and uninviting for pedestrians and shoppers. He has been the point person for

"Operation Main Street" which seeks to upgrade the business district along Jericho Turnpike. He worked with Rep. Carolyn McCarthy to secure a \$1.25 million federal grant for the Village and New York State Department of Transportation to make the improvements.

Don, a longtime resident of New Hyde Park, has worked vigorously to advocate for this traffic calming project. He has worked with various levels of government to bring awareness to the issue and has even conducted a walking tour with AARP. His goal is to return the main street downtown feel that Jericho Turnpike once had, rather than the high-speed thruway that discourages passersbys to stop and shop within the area.

Improvements to Jericho turnpike included raised, planted medians down the center of the road and striping of parking lanes to

visually narrow the road. Other improvements also include bulb-outs on the side streets where they intersect Jericho to slow down cars making turns and shorten crossing distances. With the installation of countdown timers at crosswalks, it has now made it easier for pedestrians to know how much time they have to cross and benches will provide places to rest for people shopping. These improvements help to change the perception of Jericho Turnpike from a high speed highway to more of a Main Street environment where drivers expect to see pedestrians and behave more appropriately.



Phase II of Jericho Turnpike traffic calming and streetscape improvements, which includes surrounding streets is also underway. The Village Board authorized the firm of Dvirka and Bartilucci to design the additional roads. On May 17, 2016 the Village Board awarded the contract to Pratt Brothers with work scheduled to begin this month.

Over the years, Barbieri has worked tirelessly in the Village to secure a grant restore the William Gill theater in Village Hall, establish a New Hyde Park Museum and make improvements to various neighborhood parks.





**THE BRISTAL ASSISTED LIVING &
THE ENGEL BURMAN GROUP**

congratulate

**THE HONOREES OF THE
15TH ANNUAL VISION LONG ISLAND
SMART GROWTH AWARDS**



The
Bristal
ASSISTED LIVING

Where Every Day
Means More™

TheBristal.com

Sense of Place

East End Arts



One of this year's Sense of Place awards goes to East End Arts for their ability to create community-specific events and unite communities.

East End Arts is a not-for-profit arts organization serving the five East End towns of Long Island since 1972. Through education, support, advocacy, and inspiration, the organization works to build and enrich individual communities. East End Arts has continuously shown their commitment to cultural development and has contributed to both economic growth and revitalization efforts in local communities. East End Arts has also supported the expansion of arts groups in surrounding areas by helping found organizations such as The Greater Westbury Council for the Arts.



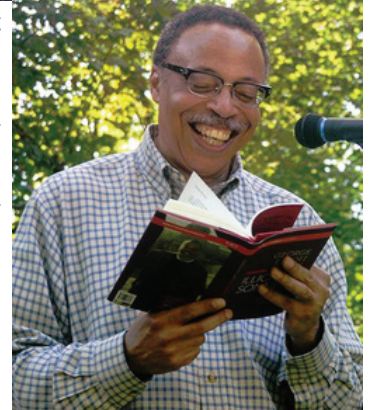
A sense of place results from a combination of characteristics that cause a place to have a strong identity that is simultaneously special and unique. When a community has a strong sense of place, its residents feel increasingly connected to their town and are actively invested in both preserving and improving it. East End Arts works to create a sense of place for all residents of a town by offering involvement opportunities for all segments of the population.



Events such as their Street-Painting Festival, the most recent of which was held on May 29 and was the 20th time the festival was organized, attract hundreds of community members. During this festival, businesses sponsor the squares painted by the artists, and community members can buy their

own squares to color with chalk. Pat Snyder, the executive director of East End Arts notes that events such as this are meant to support the arts and raise awareness about the power of arts to raise up the community.

It is not only local residents that benefit from such activities; the downtown areas in which the events are held benefit from the increased commercial activity associated with the large number of people attracted to the events as well. The wide array of events, festivals, and activities organized by East End Arts is tremendously important in providing individual communities with their own unique characteristics that encourage interest in and tourism to the area.



The East End Arts also runs a school which offers instruction in music, visual art, and theater and works to broaden the traditional educational experience of students in the East End. The school has programs for people of all ages, which affords those who have completed their years of formal education the opportunity to build upon their official schooling.

Such relentless dedication to the support of art as a means of enriching local communities has resulted in increasingly united towns who continuously benefit from the East End Arts core values of leadership, collaboration, access, and education. The sense of place brought about by the participation of a wide variety of community members in events run by East End Arts has allowed each of the eastern towns to develop unique characters supported by continued economic and cultural development.



“The most daring thing is to create stable communities in which the terrible disease of loneliness can be cured.”

-Kurt Vonnegut



Congratulations to the 2016 Smart Growth Award Winners.

Your work in creating safe, sustainable, affordable communities represents among the greatest hopes for the future of our students and all of Long Island.



www.oldwestbury.edu • 516-876-3000

Sense of Place

Westbury Arts Council



One of this year's honorees for the Sense of Place awards is The Greater Westbury Council for the Arts for their commitment to attracting, developing, and promoting art and culture throughout their community.

The Greater Westbury Council for the Arts is a not-for-profit arts organization that hosts a wide range of events throughout the year in order to cater to the desires of local residents. Activities focus on everything from visual arts and theater to dance and music in an attempt to accommodate the many different people living in the area.

and artists grow. Some events are specifically customized for certain portions of the population in order to foster links between the specific group and the broader community. For example, the Hispanic Heritage Celebration scheduled for September will allow people to celebrate their culture with the local community.



Through the use of collaborative partners to provide venues and resources for diverse programs, the Arts Council advocates for a wide range of artistic expression. The Arts Council also provides a number of volunteer opportunities for locals looking to gain experience and forge connections within their community.



Events such as the "Art Mart" represent collaborations between the Arts Council and Village in order to improve the quality of life of local residents by offering unique and fun events. The events also help people see their local community as entertaining and welcoming, characteristics that enable residents to connect with their towns and with each other. The sense of place that is created by the regular events held by the Arts Council are key to strengthening the local community and encouraging residents feel that their town has value. These events also help to foster a sense of community as residents come together in the Village's public areas to meet each other and local artists.

The continued commitment on the part of the Greater Westbury Council of the Arts to create a pleasant and inviting community for their local residents has directly led to the strong sense of place the community is developing. Consequent increases in economic and cultural development in the area continue to create a unique and lively community, which then further strengthens the bond felt between residents and their community. The Greater Westbury Council of the Arts has been a key player in differentiating Westbury from surrounding municipalities and creating for it a unique identity.



Providing equal opportunities for all residents is an important part of the Greater Westbury Council for the Arts' mission. The Arts Council sees diversity as a value and works to embrace it in order to help art



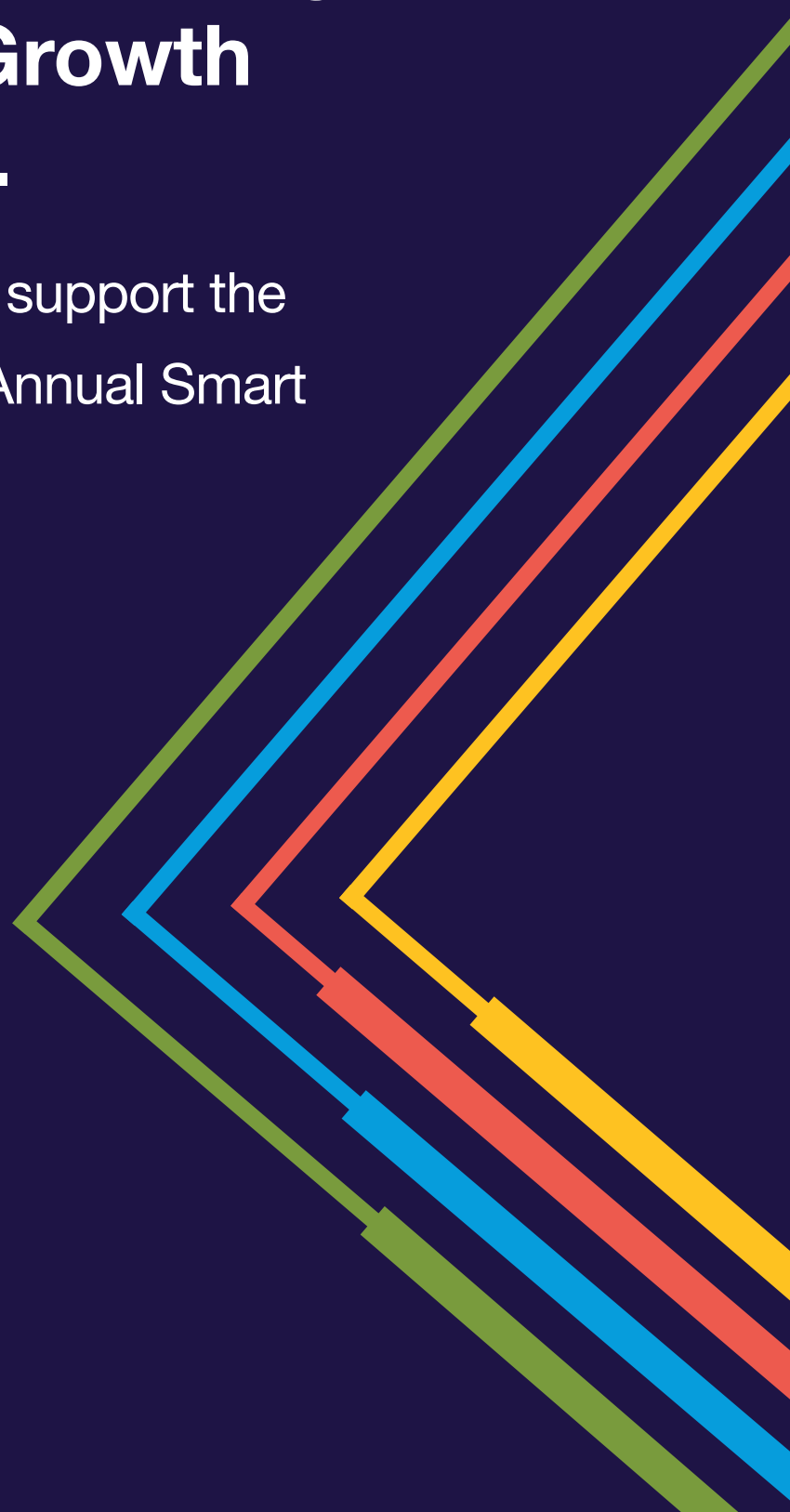
We're putting our energy behind Smart Growth on Long Island.

National Grid is proud to support the Vision Long Island 15th Annual Smart Growth Awards.

Congratulations to the 2016 honorees.

nationalgrid.com

Connect with us on



Strengthening Existing Communities

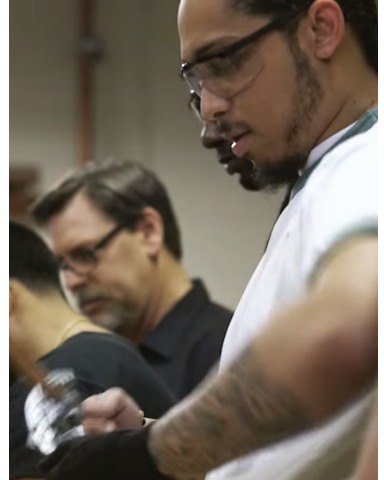
*Opportunities Long Island
LI Building Trades Council; LI Federation of Labor*



This year's Strengthening Existing Communities Award goes to the Long Island Building Trades Council and the Long Island Federation of Labor for Opportunities Long Island.

Opportunities Long Island is a nonprofit outreach and training program which provides access to high-quality careers in the unionized construction industry to qualified individuals in low-income communities. Through partnerships with the Nassau-Suffolk Building and Construction Trades Council, Suffolk County Department of Labor, the United Way of Long Island, Hempstead Works and community leaders, we target communities in Nassau and Suffolk County with high unemployment rates and large minority populations.

Opportunities Long Island utilizes the Building Trades Multi-Craft Core Curriculum for the training foundation. It includes 240 hours of classroom and hands-on training stressing the importance of job readiness. It combines classroom and on-site learning with teachings from industry professionals who can share their personal experiences.



Engaging with these professionals through these personal interactions are key factors which can motivate the trainees to succeed as emphasize the importance of "putting your best foot forward." At the close of our program leaders are brought in from different construction locals to reinforce best practices as the students prepare themselves for an interview to enter into the unionized construction industry.

Trainees receive job readiness classes, gain knowledge about the crafts and learn the skills needed to be competitive when applying for a union apprenticeship. Opportunities Long Island has been granted direct entry and is an approved apprenticeship preparation program through the New York State Department of Labor Apprenticeship and Training Council.

While it is a fairly new program, it has already laid its footprints in various communities throughout Long Island. Many communities who are looking for economic growth and revitalization have the capacity through this program to increase the number of skilled jobs brought into their community and number of residents that qualify for these jobs, but also to keep those dollars being spent in their community.



The Opportunities Long Island program is designed to provide leadership skills and training for local residents in preparation for upcoming union jobs in their area. Both the Long Island Building Trades Council and the Long Island Federation of Labor have made it their focus to bring high quality jobs to Long Island and develop the skilled workforce to fill those jobs.



15TH ANNUAL
SMART GROWTH AWARDS





Congratulations to the **2016 Smart Growth Award Honorees**

VHB is a proud supporter
of the Smart Growth Movement

www.vhb.com

Engineers | Scientists | Planners | Designers

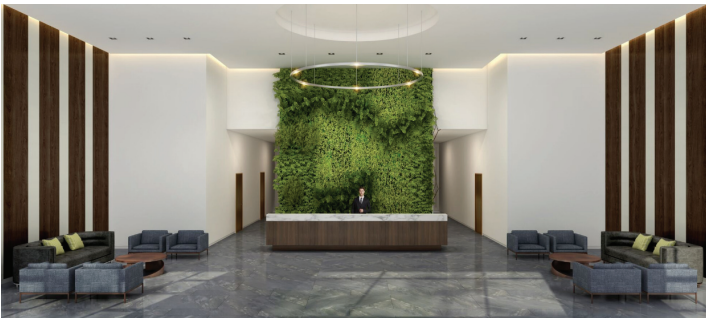
Compact Design

Mineola Village Green & One Third Ave Lalezarian Properties; The Village of Mineola



This year's honorees for the Compact Building Design Award are Lalezarian Developers and the Village of Mineola for the Mineola Village Green and One Third Avenue.

The two projects, which will create a combined total of 581 apartments, are both being developed in downtown Mineola by Lalezarian Developers, a property management and development company that leases both residential and commercial buildings. The complexes, which are notable due to their height and relatively small use of ground space, are helping transform downtown Mineola into a dense, walkable area. Buildings such as these provide a means for communities like Mineola to incorporate compact building design as opposed to more conventional, land consumptive development.



Conveniently located in downtown Mineola just one block from the Mineola Long Island Railroad station and a 36 minute train ride from Midtown Manhattan, One Third Avenue will have 315 one-, two-, and three- bedroom apartments on ten residential floors above a double height lobby. Residents of the apartment complex will have access to a parking garage along with several other amenities, such as a fitness center, pool and sauna, and personal outdoor terraces. The apartment complex is just steps away from a wide array of restaurants, shops and entertainment venues.

Mineola's Village Board later approved the Mineola Village Green project in May as a part of the Master Plan adopted in 2004 that aims to revitalize the downtown area. This complex is a 77 million dollar mixed-use development that will comprise 266 one- and two-bedroom units, underground parking, and 14,000 square feet of retail space on the ground floor. The Village Green's plaza area, with

its outdoor seating and fountains, will be open to the public. This complex is also across the street from the Mineola LIRR station, as well as a NICE bus hub. A portion of the units in this building will be leased at a reduced rate following the Village of Mineola's recent adoption of a local law that sets aside 10 percent of housing units built for reduced rental prices.



The Village Green is expected to have a total economic impact of nearly \$132 million, including more than \$5.8 million in tax revenue for the village and county. The local school district also stands to benefit from the additional tax revenue Village Green's tenants will bring. The building will create 18 permanent, full-time jobs and 180 construction jobs over its two-year building period. Additionally, Lalezarian has committed to sourcing 90 percent of its building labor from Long Island.

Compact buildings such as Mineola Village Green and One Third Avenue support both the preservation of open space, by redeveloping land and reducing development pressure on undeveloped land, as well as the efficient use of land and resources. Vertical building also supports wider transportation choices and reduces the cost of administering services such as water and electricity. Downtown Mineola is sure to benefit from these compact buildings that simultaneously afford increased density as well as increased amenities that make the area more livable.



Congratulations

To All 2016 Award Recipients

And

Thank You Vision Long Island



TERWILLIGER
& BARTONE

P R O P E R T I E S

Transit Oriented Development

Cornerstone
Bartone & Terwilliger; The Village of Farmingdale



Farmingdale Village is host to another transit-oriented development project as it continues to grow, generating excitement around The Cornerstone just steps away from the Long Island Railroad Farmingdale station. Breaking ground this past September, the 42-unit rental community is currently leasing, with four units designated as affordable housing.

After breaking ground this past September, Terwilliger & Bartone Properties recently opened their \$8 million complex located at 100 Secatogue Avenue having demolished an industrial building on site. The Cornerstone allows residents to simply walk across the street to the busy LIRR Farmingdale station to commute to and from work. Not only is the development in close proximity to the Farmingdale LIRR station, residents are able to enjoy the ability to walk to numerous shops, restaurants, and places of worship right on Main Street, giving the opportunity to have a taste of downtown easily accessible.



The building is designed by Ehasz Giacalone Architects, a local Farmingdale architecture firm, incorporates clean energy including a supplemental solar energy system. Tenants of this new property enjoy the rooftop patio with a fire pit and barbeque, a club room and a

fitness center. If the stone counters, stainless steel appliances and high ceilings weren't enough to draw people to rent there, the fact that they can wait in the residence lobby until their train pulls up to the station may help sway some on the fence about making The Cornerstone their new home.

Long Island Housing Partnership held a lottery last month for the four designated workforce housing units, and leasing started on the property last month, with tenants expected to move in to the market-rate studio- and one-bedroom units within the next few weeks.

The project, with assistance from various tax incentives from the Nassau County Industrial Development Agency, created about 20 construction jobs, full-time employment, and a projected \$21.4 million to Nassau's economy by repurposing an underutilized industrial property that was at the site.

This is not the first for the success for this company in the village of

Farmingdale. Terwilliger & Bartone Properties joined village officials and residents in the grand opening of Starbucks as part of one of their latest developments on Main Street. The coffee shop is the first of seven commercial spaces to open below The Jefferson at Farmingdale Plaza, a two-building, 154-unit apartment complex that is across the railroad tracks from The Cornerstone, a 42-unit apartment building that is slated to open this month. The Jefferson at Farmingdale, a former Smart Growth Award winning project, features 196 apartments paired with retail. The final units of The Jefferson were completed in December.



To the credit of these projects, a major transformation has been seen in the Village of Farmingdale along its main street. Attracting new residents and adding to the appeal of Main Street has helped to fill many of its vacant storefronts. Businesses like Starbucks and of small shops are looking to the Village of Farmingdale in a renewed sense by seeing this progress move forward and the type of true transit oriented development that will keep their businesses booming.

Congratulations to Terwilliger & Bartone Properties on the latest effort to bring housing to downtown Farmingdale.



15TH ANNUAL
SMART GROWTH AWARDS



FULL SERVICE APPROACH

WHAT WE DEVELOP, WE BUILD - WHAT WE BUILD, WE OWN - WHAT WE OWN, WE MANAGE



»» WE OFFER COMMUNITIES BUILT ON STRONG FOUNDATIONS

Conifer is a nationally ranked, full-service real estate company that develops, constructs, owns and manages high-quality, affordable housing communities. Since its inception, Conifer has developed and/or acquired over 260 properties and over 19,400 units. Currently, we own and manage over 14,600 apartment units throughout New York, New Jersey, Pennsylvania, Maryland and Ohio.

conifer [®]
REAL ESTATE DEVELOPMENT, CONSTRUCTION & MANAGEMENT



www.coniferllc.com

Housing Choices

The Copiague Commons Conifer Realty & Town of Babylon



This year's Housing Choices award goes to Conifer Realty and the Town of Babylon for the Copiague Commons affordable housing complex, which will replace an old, one story warehouse just steps away from the Long Island Railroad.

Former Smart Growth Award winner Conifer Realty LLC is a real estate development and management company with experience in both residential and business communities. After the land for the Copiague Commons was rezoned to permit greater density by the Town of Babylon, brought in by the Community Development Corporation of Long Island, Conifer Realty began developing the affordable housing project that is hoped to inspire other private investment in downtown Copiague.

The \$33.5 million project, which will manifest itself in the form of a 90-unit affordable rental apartment complex, is the first of its kind to encourage larger scale multifamily building in the hamlet's downtown, which is currently dominated by single-story industrial and commercial buildings.

The apartments, which comprise a total of 56 one-bedroom units and 34 two-bedroom units in two four-story, energy-efficient buildings, will start being leased as early as January 2017, with occupancy beginning later that summer. The rent for the one and two bedroom units will be between \$1,193 and \$1,850, and tenants will be restricted to those who earn between 60 and 100 percent of the area median income, which is \$69,008.

The significant shortage of affordable housing on Long Island has contributed to young professionals leaving the area, resulting in an island-wide "brain drain". Long Island has roughly half the percentage of rentals as similar suburbs in northern New Jersey and southwestern Connecticut. Copiague Commons is a step forward in the process of creating a wider range of housing choices that have the potential to retain students and families.

Conveniently located on Railroad Avenue directly across from the LIRR, the development affords its residents the ability to be less

car dependent than other parts of Long Island, which is attractive to many young professionals. Once the Commons are rented, the new residents will help to revive the downtown area providing additional foot traffic and potential customers to downtown businesses. Sharon Fattoruso, a long-term Copiague resident and the president of the Copiague Chamber of Commerce, contends that new young people in the area, attracted by the quick access to mass transit, can in turn draw new businesses, restaurants, and coffee shops to the hamlet's downtown.



The location along Railroad Avenue will help to improve the walkability along the road leading to the train station. What was a blank, almost hostile façade along the road, will now be an active, attractive frontage with public spaces, interesting architecture and landscaping with most of the required parking behind the buildings. The two buildings straddle a green plaza that connects from the street to the parking behind and provides space for residents and visitors to spend time outdoors.

Copiague Commons, whose groundbreaking was celebrated on May 5, 2016, will likely serve as a model for future development in the area. It is the first project started under the rezoning, but town officials have said that there is a lot of interest from Copiague property owners to partner with developers or engage in smaller projects themselves. The start of construction on this project represents a shift in mentality from viewing Copiague as an economically stagnated area to a growing one with increasing vibrancy.



TRADITION. INNOVATION. EXCELLENCE.

St. Joseph's College

proudly supports

Vision Long Island

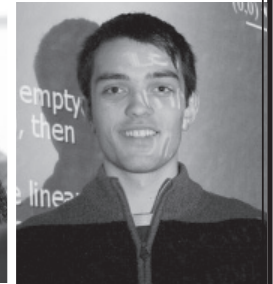
on the occasion of its

Smart Growth Awards

and congratulates the

Greater Patchogue Chamber of Commerce

Award Recipient for Alive After Five®



St. Joseph's
College
NEW YORK

www.sjcnyc.edu

**Congratulations
to this year's
Smart Growth
Awards recipients.**

Thank you
Vision Long Island
for promoting
Smart Growth
communities.


WestEndStrategies, Ltd.
Strategic Public Relations Counsel | Creative Marketing Solutions

T: 516.330.1647 | www.westendstrategiespr.com

BENEFITS & MORE
For All Your Insurance Needs

Eileen S. Falk MPA
Independent Agent

20 Chapel Place
Suite 1R
Great Neck, New York 11021

office - 516-726-2658
cell - 516-448-2747
fax - 516-829-5857
efalk1@aol.com

eileenf@baranelloassociates.com

Citizen Participation

Alive After Five Patchogue Chamber of Commerce



The Greater Patchogue Chamber of Commerce brings tens of thousands to Main Street in Patchogue Village over the summer months, highlighting local food, craft beers, music, art, and vendors during Alive After Five. Now in its 15th year, the free summer street fair runs every other Thursday night, bringing visitors from all over to the heart of Patchogue for a taste of what the Village has to offer. The effort has helped propel revitalization efforts to the downtown, attract visitors from outside of the Village, and create a family-friendly atmosphere for both residents and visitors alike- all while supporting local business. The efforts of the Chamber have contributed to almost a 0% storefront vacancy on Main Street.



Prior to this year's launch of Alive After Five on July 7th, Patchogue's first Village-run battle of the bands began, with 16 bands competing in Rock the Patch at five of Patchogue's amazing downtown venues, with the winning band featured at the Blue Point Brewery Main Stage at this year's first Alive After Five.

Each Alive After Five event features six stages of live music either inside of one of downtown Patchogue's many restaurants or bars which were the cornerstones of Main Street's revitalization, or outdoors directly on Main Street, which is closed down to vehicular traffic during the events. The multiple stages throughout the downtown not only give a musical variety between close to 100 craft and retail vendors and almost a dozen food trucks, but also give a sample of the various menu items available to residents and visitors seven days a week. Many of the restaurants and bars have events throughout the year, and are a destination for many people on Long Island, regardless of demographics.

Rates for vendors to participate are low considering the foot traffic that is generated, giving smaller operations the opportunity to reach many prospective clients; those that are Greater Patchogue Chamber of Commerce Members and non-profit organizations receive a discounted vendor cost, giving local organizations a chance to ex-

cel. The event attracts a diverse range of vendors providing cultural food, music, and products.

Due to the success of the event, the Riverhead Business Improvement District Management Association is looking to roll out a similar concept this summer in their budding downtown, modeled after Alive After Five in hopes of emulating the same accomplishments. All of the restaurants will be involved in the Riverhead operation, dubbed Alive on 25, with the street fair coinciding with Riverhead's weekly summer car show nearby on the riverfront. Alive After Five and Alive on 25's event dates will alternate weeks, as not to compete, but complement the downtown efforts.



This year's Alive After Five dates in Patchogue will be July 7th, July 21st, August 4th and August 18th, with a rain date of August 25th just in case there is inclement weather on one of the event dates. For those who have not yet attended one of the events, or for those who have been and want to relive the excitement, the Greater Patchogue Chamber of Commerce and Alive After Five welcome you to another eventful summer in downtown Patchogue Village.

Congratulations to the Greater Patchogue Chamber of Commerce's Executive Director David Kennedy, Recording Secretary James Skidmore, and the Village of Patchogue for their tremendous success.



Congratulations to all the honorees of the Vision Long Island 2016 Smart Growth Awards



A Full Service Real Estate Development Company

Long Island
414 Main Street - Suite 202
Port Jefferson, New York 11777
Phone: 631.474.0946
Fax: 631.474.8892

Manhattan
590 Madison Ave - 21st Floor
New York, New York 10022
Phone: 212.521.4179
Fax: 212.521.4099

Transit Oriented Development

*The Hills, Port Jefferson
Gitto Group & The Village of Port Jefferson*



Upper Port Jefferson Village is moving ahead on their revitalization efforts after their groundbreaking for two new three story apartment buildings, creating a well-let, walkable housing solution in proximity to the Port Jefferson LIRR station in what is known as “Upper Port” in Port Jefferson Village. The undertaking will create 69 construction jobs and 5 permanent jobs for the area.

Port Jefferson based Rail Realty, headed by Smart Growth Award winner Anthony Gitto, has begun the developments two 3 story apartment buildings on the corner of Texaco Avenue and Linden Place known as The Hills at Port Jefferson Village Onsite parking, which is a problem being addressed in Port Jefferson’s Comprehensive Plan is included in the development, with a total of 74 new studio, one and two bedroom units being listed at market rate.



There was 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 for phase one of the development, which is currently 80% leased, with occupancy beginning in July of this year. Construction of the second half of the development has just broken ground, with an expected completion date of the remaining half of the units expected in June of 2017.

All of the units are market-rate, with ranges of \$1600-\$2350 per month, depending on the selection of a studio-, one- or two-bedroom unit. Besides having the Long Island Railroad’s North Line within walking distance, units include modern kitchens including granite countertops and stainless, gas heating and individually-controlled central air conditioning, in-unit washer and dryer, walk-in closets, with community amenities such as onsite bicycle and

property storage, elevator service, and WiFi access in common areas, including the fitness center.

Placing the parking behind the buildings helps improve the walkable nature of the neighborhood which sits right behind Main Street shops and placing the buildings closer to the sidewalk helps to define the street and give a more comfortable feel of an outdoor room. The courtyard space between the buildings also gives residents an outdoor space to socialize and enliven the neighborhood.

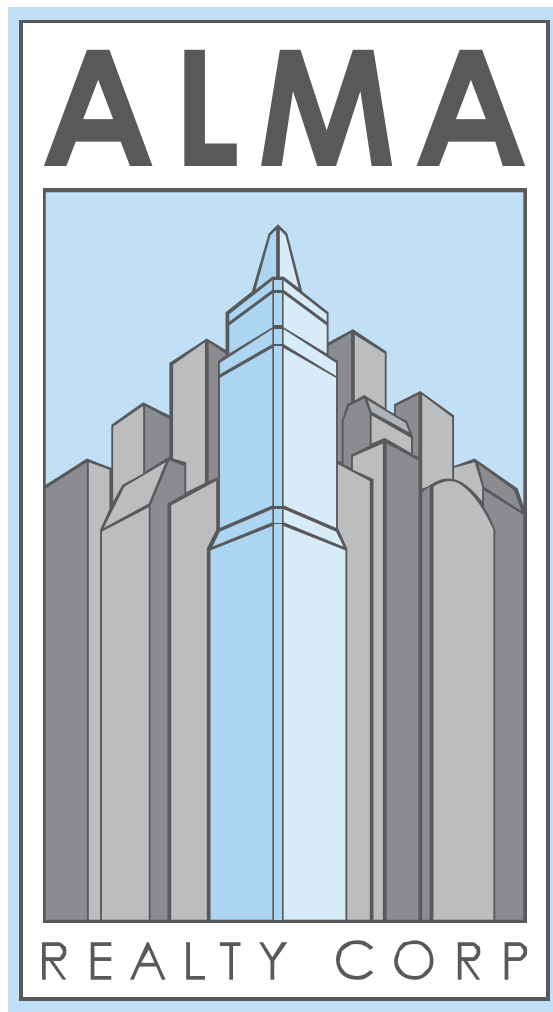
The beginning of the renaissance of the Upper Port Jefferson area was made possible in part by the Brookhaven Industrial Development Agency’s assistance with incentives to facilitate redevelopment.

Congratulations to Gitto Group and the Village of Port Jefferson for their commitment towards moving transit-oriented development projects ahead in Upper Port Jefferson.



15TH ANNUAL
SMART GROWTH AWARDS





SUN VALLEY TOWERS, LLC

and

ALMA REALTY CORP

Congratulate Vision Long Island's

Smart Growth Award

2016 Honorees



Mix of Uses

Sun Valley Towers Alma Realty Corp; Village of Valley Stream



This year's award for Mix of Uses goes to Alma Realty Corporation and the Village of Valley Stream for the construction of the Sun Valley Towers.



The project is being developed by Alma Realty Corporation of Long Island City, a real estate company which owns and operates over 6,000 residential units and more than 1,500,000 square feet of commercial and retail space in the New York area in addition to managing over 300 units in Nassau County. In conjunction with the Village of Valley Stream, Alma Realty Corporation created the Sun Valley Towers, a new 72-residence rental complex on the southeast corner of Rockaway Avenue and Sunrise Highway.

The 16 million dollar, five-story, mixed use building has replaced a number of dilapidated residential and commercial structures which were deemed by the Village to arrest sound growth and development in the area. The redevelopment of these properties at a major intersection of the village's downtown business district will attract additional developers to invest in the area.

The top four residential floors feature one-, two- and three-bedroom units that each contain granite countertops, stainless-steel appliances, and hardwood floors. Underneath the residential units is a new 15,000 square foot gym. While the ground floor was originally designed for multiple retail locations, the plans were modified in order to include plumbing for the bathrooms and showers required by the fitness location.

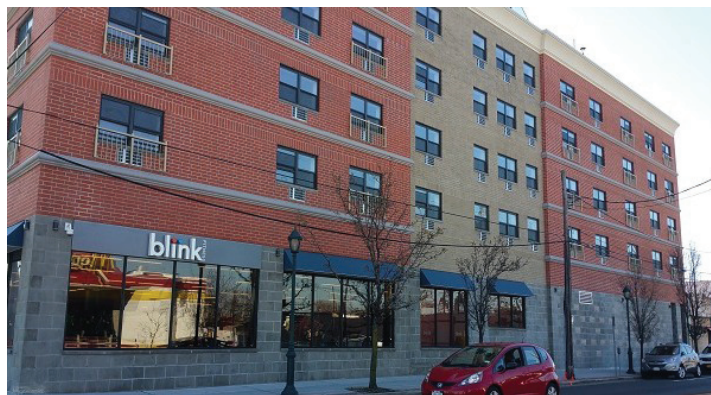
The construction of this apartment complex is part of continued efforts by the Village of Valley Stream to revitalize their downtown area. The demolition and reconstruction of this site, which has been included in the Village's overall master development plan, follows the Smart Growth principles of mixed residential and

commercial use to encourage walkability. Mixed use buildings such as the Sun Valley Towers promote efficient use of land and infrastructure, encourage economic investment and development, and reduce auto-dependency and parking demands, roadway congestion, and air pollution by collocating multiple destinations.



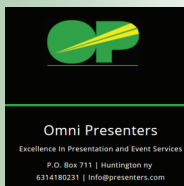
The new multifamily residential development is conveniently located adjacent to the Long Island Railroad, offering residents a short thirty minute commute to Manhattan, and is just a quick walk away from the Rockaway Avenue commercial corridor. The development is likely to cater to young professionals looking for housing near mass transit, as well as young families who are not yet ready to purchase homes.

New development projects such as this are likely to create interest in bringing additional projects to the area, indicating possibilities for job creation, economic activity, residential takeover, and adaptive re-use. Sun Valley Towers is a major part of ongoing improvements within Valley Stream, and will help to attract a dynamic and lively community, bolstering an already significantly strengthening area.

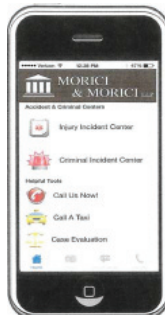




Vision Long Island would like to extend our thanks to:



MORICI & MORICI, LLP
Attorney at Law



REPRESENTING UNION MEMBERS
FOR ALL LEGAL NEEDS.

- ACCIDENT CASES
- REAL ESTATE
- CRIMINAL MATTERS
- MATRIMONIAL
- WILLS
- ADOPTIONS



ANNOUNCING:
THE MORICI & MORICI, LLP APP

DOWNLOAD IT FOR FREE NOW!

INCLUDING:

- CASE EVALUATION
- AN ACCIDENT TIP CHECKLIST
- A CRIMINAL TIP CHECKLIST
- BAC CALCULATOR
- AND MANY MORE USEFUL FEATURES

REDUCED FEE SCHEDULE FOR ALL OF THE ABOVE AND RELATED MATTERS FOR QUALIFIED & PARTICIPATING UNION EMPLOYEES.

1399 FRANKLIN AVENUE
GARDEN CITY, NY 11530
(516) 873-1902

600 THIRD AVENUE
NEW YORK, NY 10016
(212) 687-6050



SMITH & DEGROAT REAL ESTATE

COMMERCIAL & RESIDENTIAL REAL ESTATE PROPERTY MANAGEMENT

888 Veterans Memorial Highway
Suite 530
Hauppauge, NY 11788
631.761.9220

27 E. Jericho Turnpike
Suite 2
Mineola, NY 11501
516.248.6905



SAVE the DATE! THE 15TH ANNUAL SMART GROWTH SUMMIT

2016

NOTE NEW DATE & LOCATION:
Friday, December 2nd
8:00am - 4:00pm
Crest Hollow Country Club

Sponsorships are available!
Contact Vision Long Island
Phone: 631-261-0242
Email: info@visionlongisland.org
stay tuned for event details!
www.visionlongisland.org



24 Woodbine Ave, Ste. 2 - Northport, NY 11768
631-261-0242 - info@visionlongisland.org - www.visionlongisland.org



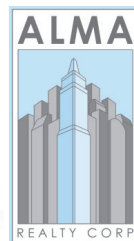
Visit us on:

Thank you to our Generous Sponsors!

Gold Sponsors



Silver Sponsors



architects + engineers



"BUILDING FOR INDUSTRY THE BETTER WAY"

Bronze Sponsors

