Applications for the Downtown Revitalization Initiative (DRI) must be received by the appropriate Regional Economic Development Council (REDC) by 4:00 PM on September 15, 2021 at the email address provided at the end of this application.

In New York City, the Borough Presidents’ offices will be the official applicants to the REDC, and organizations interested in proposing an area for DRI funding should contact the respective Borough President’s office as soon possible. Based on these proposals, each Borough President’s office will develop and submit no more than two formal applications for consideration by the New York City REDC. Applications to the offices of the Borough President must be received by email no later than 4:00 PM on September 3, 2021. The subject heading on the email must be “Downtown Revitalization Round 5.”

Applicant responses for each section should be as complete and succinct as possible. Additional information is available in the 2021 DRI Guidebook, available at www.ny.gov/DRI.

Applicants in the Mid-Hudson region must limit their application to a total of 15 pages if applying just for a $10 million award, or 20 pages if applying to also be considered for a $20 million award. The map of the DRI Area requested in question number 1 must be part of the 15 or 20 page limit. The requested addendum regarding opportunities for electric vehicle chargers may exceed the page limit. No other attachments will be accepted.

Applicants should make every effort to engage the community in the development of the application. Prior to submission, applicants must have held a minimum of one meeting or event (either virtually or in-person) to solicit public input on the community vision and potential projects and should demonstrate that any input received was considered in the final application.

Communities that wish to be considered for a $20 million award must provide additional documentation as noted below.

**BASIC INFORMATION**

- Regional Economic Development Council (REDC) Region: Long Island
- Municipality Name: Incorporated Village of Freeport
- Downtown Name: Village of Freeport Nautical Mile
- County Name: Nassau
- Applicant Contact(s) Name and Title: Nora E. Sudars, Grants Administrator
- Applicant Contact(s) Email Address and Secondary Email Address: Nora E. Sudars - nsudars@freeportny.gov, Mayor Robert T. Kennedy – rkennedy@freeportny.gov

**VISION FOR DOWNTOWN**

Provide a brief statement of the municipality’s vision for downtown revitalization.
The Freeport Nautical Mile is a picturesque historic maritime main street that runs along Woodcleft Canal. The Nautical Mile was established in 1898 when Woodcleft Canal was dredged. Throughout the century, it has been a vital center of commercial and recreational activity. Early in the century, resort hotels flourished in Freeport, including one on the current site of Randall Park, at the northern end of the street. Visitors arrived via the Long Island Rail Road, then by horse drawn carriage, early automobiles or electric trolley to the waterfront.

As the century progressed, the Nautical Mile’s economic generators were commercial fishing, boat building, boat sales and marinas, seafood restaurants and fish markets. With the regional downturn in the early 90’s, the Nautical Mile suffered from increased vacancies caused by the departure of some major marinas and the physical deterioration of the area brought about by recurrent flooding.

In 1994, the Village began downtown revitalization efforts that continued until 2009. The Village’s planning goals were to rejuvenate the Nautical Mile by increased public access to the waterfront, both to Woodcleft Canal on the east side of the street and to Freeport Bay (Little Swift Creek) to the south; improve public amenities such as waterfront promenades and landscaped open space and encourage new water-dependent or water-related uses for vacant properties. Revitalization projects included raising the grade of the street to prevent flooding, purchase of four (4) underutilized parcels, replacement of deteriorated low bulkheading, aquatic habitat restoration project, removal and relocation to underground conduits all electric, telephone, and cable television utility lines, construction of an eleven (11') foot wide brick promenade with decorative street lighting, planters, trash receptacles and benches, installation of ADA accessibility curbing, and construction of a scenic pier, waterfront esplanade, boardwalk, public building with rest facilities and a marina. Today, it is the center of the Village’s fishing, restaurant, marine, entertainment and tourist activities, and has been identified as the largest center of water dependent businesses and facilities on the south shore of Long Island, with over 50 businesses operating.

Freeport’s vision is to preserve public investment and improve the viability of businesses within the waterfront downtown. Through further investments in public infrastructure, Freeport will protect its most treasured economic and cultural asset, the Nautical Mile. The community envisions a thriving, vibrant, safe, pedestrian-friendly mixed-use waterfront corridor. Most important is to continue improvement and development, while maintaining and enhancing the already established improvements. A vital investment in the downtown is to provide new infrastructure that supports businesses, residents, visitors and tourists. New developments including restaurants, hotels and other venues will increase the need for parking. The parking capacity of the downtown must meet the needs of the additional residents and visitors. Residents do not want to live where parking is a daily struggle. Visitors do not want to shop or eat where they have to spend time searching for an open parking space. The parking process and transition to the user’s destination must be as seamless as possible. The construction of a multilevel mixed-use parking garage will sustain economic vitality, expand business opportunities, implement resiliency measures addressing flooding, improve traffic safety and circulation and improve the quality of life for the residents in the surrounding residential neighborhood.

With the construction of a multi-level parking garage, the Village sees the opportunity of constructing additional retail space, police sub-station and a public comfort center. Additional retail space will further attract “Main Street” businesses adding to the mix of shopping, dining, entertainment and service options for residents and visitors. New businesses provide additional job opportunities and add to the Village’s tax base.

Freeport also envisions a safer and more welcoming environment for businesses, community members and visitors. The construction of a police substation in the heart of the waterfront commercial district supports these efforts. The substation would decentralize Freeport’s police services from headquarters into the downtown. It allows police officers to be more efficient and concentrate their efforts in the district and the surrounding community. Officers would be able to have more one on one contact with
local businesses and work with them to develop solutions to concerns/problems. The substation would be a place for community engagement and allow officers to build relationships with the community. Increased police presence in the area will enhance the safety and quality of life for residents, visitors and businesses.

Freeport has had a long-established goal to support the waterfront downtown as a place where people can live, work and play while also promoting tourism. The establishment of a rubber wheeled trolleybus system from the Long Island Rail Road (LIRR) station and the Nassau County Inter County Express buses (NICE) to the Nautical Mile would be a valuable amenity for commuters and visitors and would provide a quick, safe and efficient way to get to the downtown for working, dining, shopping and entertainment. The trolleybus system could re-establish the service and route of an electric rail trolley system operated by the Freeport Traction Company, which provided a link from the LIRR station to the Nautical Mile (and to ferries which provided water service to Point Lookout and Long Beach) during the years 1913 to 1924. The 2.5-mile route of the trolley could closely follow the historic route, using Guy Lombardo Avenue as the primary north south link from the train station to Woodcleft Avenue. The trolleybus system would encourage tourism, increase LIRR transit accessibility, connectivity to the waterfront, ease traffic congestion, promote economic activity and facilitate the movement of visitors to the Nautical Mile. Because of the different appearance, use of a vintage looking rubber wheeled trolley would make it a distinctly different experience from riding a regular public bus, and provide a more relaxing, fun atmosphere.

JUSTIFICATION

Provide an overview of the downtown area nominated for the DRI program, highlighting the area’s defining characteristics and the reasons for its selection. Explain why the downtown is ready for Downtown Revitalization Initiative (DRI) investment, and how that investment would serve as a catalyst to bring about revitalization.

Village of Freeport is the second highest populated village and twenty-third largest community in New York State. It is one of the most diverse communities in Nassau County. Freeport has one of the highest residential population densities on Long Island, at 9,531 people per square mile, more than double the average density of Nassau County. Freeport’s ethnic diversity makes the Village a unique place within Nassau County. While the County’s population is predominantly white, Freeport does not contain an ethnic majority population. Instead, the Village’s population is comprised of three main ethnic groups: White, Black or African American, and Hispanic or Latino. Individuals of Hispanic and Latino decent make up the largest share of Freeport’s population At 43.3%, Freeport’s Hispanic and Latino population is almost twice that of Nassau County overall. Freeport’s non-Hispanic or Latino and Black or African American population is also almost triple that of the County, 27.7% compared to 11.1% respectively. Additionally, 30% of the Village’s population is foreign born. The downtown area is located in a low to moderate-income census tract, 4145.02. In 2019, the median household income in Freeport was $81,958. which is 30% lower than the 2019 median household income for Nassau County, $116,100.¹

Freeport occupies 4.6 square miles and is located along the south shore of Nassau County on Long Island, proximate to ocean beaches (15-minute drive) and a short commute to regional job centers such as New York City by the NICE bus line and LIRR (48-minute commute by LIRR or an hour drive). John F. Kennedy International Airport (JFK) is located 14 miles to the west by car, following Sunrise Highway (NY 27). The Village has a directly elected Mayor and a Board of Trustees. As an incorporated village, Freeport has its own municipal electric and water utilities, police force, emergency management team, and fire department. The Village prides itself on its self-sufficiency, quality of life, and long history of water-oriented activities.

¹ United States Census Bureau’s 2019 American Community Survey.
In 2015, the Village of Freeport was singled out as one of the coolest towns in America by The travel website Matador Network. It placed the village in the No. 7 spot on its list of the 20 coolest towns in the United States, which it defines as places that have "their own economic/local heart," "cool natural features" and "a global citizenry". It further stated that some of the things that make a town cool included walkable downtown areas, nearby outdoor recreation and cultural diversity.

The Nautical Mile has an image and character very different from other commercial areas in the Village. It is a unique, marine-oriented commercial waterfront district. It is a true “mixed-use” activity center. The district is the only waterfront along the south shore of Long Island that combines commercial fishing facilities, marine retail, restaurants, office space, housing, conventional retail and recreational uses in a wide ranging mix. Other south shore waterfronts combine some of these elements but none contain the variety of uses that exist along Woodcleft Avenue. These uses together with the boating activities along the canal and bay, create a working waterfront character that is unique along Nassau County’s south shore.

Residents recognize the Nautical Mile as the symbolic heart of the community and it is the gathering place for many community events, social interaction and recreation activities. It offers a sense of maritime history and tradition and is a source of great pride to the Freeport community. It is the center for the Village’s fishing, restaurant, marine, entertainment and tourist activities.

The Nautical Mile has been described as one part Fulton Fish Market and one part Margaritaville, finished with a splash of Disney World. It serves as a destination for local residents and a regional tourist destination for visitors for fishing charter boats, waterfront dining, live entertainment, outdoor recreation, retail fish markets and enjoyment of the panoramic views of the waterfront. It clearly provides the greatest potential for tourist access to these amenities, since it is also the most westerly of the maritime centers in the South Shore Estuary Reserve (SSER), approximately 22 miles east of Midtown Manhattan, and 7 miles east of the Nassau and Queens border. It is also one of the South Shore’s best family friendly attractions.

According to a recent study by HR&A Advisors, Long Island’s $6.1 billion tourism industry has been among the hardest hit due to COVID-19 closures and disruptions, with job losses topping 80,000 and recovery expected to take years. The survey found that more than 1 in 3 downtown food and beverage and retail businesses projected 50 percent-plus loss of revenue in 2020 compared to 2019. There was significantly higher economic disruption and permanent and temporary store closures in downtowns located in low income and minority communities. The Freeport’s downtown consists of only small businesses with approximately 60% being food services and drinking places. Most of these small businesses rely on tourist/visitor dollars. The recent pandemic brought widespread economic disruption to Freeport. The Nautical Mile Association calculates that the downtown lost over 30% of its annual revenue. The effects of the COVID-19 pandemic are ongoing. While some businesses have recovered from the initial decline, others continue to feel the economic effects. Revenues lost due to the pandemic cannot be regained. Employment in the job sector of food and drink is down 10.3% from pre-pandemic levels. An investment of DRI funding on the Nautical Mile would advance the DRI goals of supporting recovery and resiliency of small businesses; creating an active, desirable downtown with a strong sense of place; attracting new businesses, that create a robust mix of shopping, dining, entertainment and service options for residents and visitors, provide job opportunities; enhance public spaces for arts and cultural events that serve the existing members of the community but also draw in visitors from around the region; grow the local property tax base; and provide amenities that support and enhance downtown living and quality of life. Funding would build upon previous planning studies, public/private investments, infrastructure improvements and existing assets. Implementation of a DRI will improve the viability of businesses within the waterfront downtown, provide safer and more welcoming environment for businesses, community members and visitors, increase LIRR transit accessibility, provide better connectivity to the waterfront, encourage tourism, ease traffic.

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2 Long Island Downtowns: New Strategies for a Post-COVID World, Rauch Foundation and HR&A Advisors
3 Bureau of Labor Statistics Local Area Unemployment Statistics (LAUS) program
congestion, promote economic activity, facilitate the movement of visitors and improve the quality of life for residents, visitors and businesses.

**DOWNTOWN IDENTIFICATION**

1) **Boundaries of the proposed DRI area.** Detail the boundaries of the targeted downtown area or neighborhood, keeping in mind that there is no minimum or maximum size, but that the area should be concentrated and well-defined. Neighborhoods beyond traditional central business districts are eligible if they can meet other criteria making them ripe for investment. Include a map that clearly delineates the area to be included in the downtown revitalization area.

The Nautical Mile lies at the southern edge of the Village of Freeport, paralleling Woodcleft Canal. It is bordered by John J. Randall Park on the north, Woodcleft Canal on the east, South Ocean Avenue on the west and terminates at Little Swift Creek /Freeport Bay. The downtown is compact; 1 mile long and encompasses six blocks.

The historic waterfront business district is within a half-mile of 1,000 housing units including single-family homes, co-ops, condominiums and apartment rentals. The district also has an elementary school, Leo F Giblyn. The school is located on South Ocean Avenue and has 661 students in grades K-4 with a student-teacher ratio of 14 to 1. The school employees 48 full-time teachers/professional staff.

The Nautical Mile is home to the Freeport Chamber of Commerce. The organization’s main office is located on Woodcleft Ave. The Chamber has 136 members representing the commercial, industrial and residential communities within the Village of Freeport.

Map of downtown area located on page 18

2) **Past investment, future investment potential.** Describe how this DRI area will be able to capitalize on prior private and public investment and catalyze future investments in the neighborhood and its surrounding areas. Describe recent planning efforts that support public and private investment in the proposed DRI area.

**Long Island Marine Educational Center**

Implementation of the Nautical Mile Revitalization Program began in 1996 with the purchase of a vacant and dilapidated marina building on Woodcleft Avenue. With the financial support of the New York Department of State, the Village was able to renovate the building and establish the Long Island Marine Educational Center (LIMEC) that is presently being managed by Operation SPLASH, a non-profit volunteer organization. Funding from the New York State Environmental Protection Fund and private donations assisted in the renovation of the building and installing the initial exhibits. Permanent exhibits include displays on marine ecology, regional maritime traditions (including commercial fishing, boat building and waterfront recreation), and small vessels of historic or educational interest. This facility is located at the center of the Nautical Mile.

**Waterfront Esplanade**

With the building purchase, the Village acquired 200 feet of waterfront property directly across from the building, which was designed as a waterfront park, public esplanade, and docking pier. The design of the Waterfront Park and esplanade included a 50 ft. pier for docking of display vessels such as visiting schooners, historic boats and other floating exhibits for LIMEC. Funding for the design of the project was provided by the New York Dept. of State and was completed in July of 1999. The New York State Dept. of State and the Clean Water/Clean Air Bond Act by the New York State Dept. of Environmental Conservation received partial funding for the construction and replacement of the bulkheading under the Environmental Protection Fund. In 2000, The Village received additional funding from Department of State under Title 11 of the Environmental Protection Fund. As part of the project, a brick cross walk was constructed across Woodcleft Avenue in order to provide direct safe access from LIMEC to the
esplanade and the promenade. Construction was completed in August 2001.

**Scenic Pier**
In September of 1997, the Village completed construction of a scenic pier at the foot of Woodcleft Avenue overlooking Freeport Bay. Immediately, the Woodcleft Avenue Scenic Pier became a destination point for visitors to Freeport. The pier has a pavilion that provides shade for its visitors along with antique benches and light fixtures. The 40-foot nautical flagpole at the head of the pier is landscaped with flowers and shrubs and brick walkways provide access to the pier. These same brick pavers now continue to the head of the street. With the cooperation of business owners, waterfront view corridors have been reestablished along the walkway to enhance pedestrian appreciation of the area.

**Streetscape Project**
In January 1999, construction of an eleven (11') foot wide brick promenade along the east side (waterside) of Woodcleft Avenue, with decorative street lighting, planters and benches commenced. Partial funding for the project was received under the Environmental Protection Fund from New York State Office of Parks, Recreation and Historic Preservation and additional funding from the Inter-modal Surface Transportation Efficiency Act.

**Grade Raise of Road Elevation**
The street still had recurrent flooding problems that remained a detriment to tourism, economic development and contributed to the deterioration of the area. In response to such problems, the Village dedicated resources to combine the brick promenade project with a road improvement project to raise the grade of the roadway of Woodcleft Avenue (4,400. LF). The road which had elevations of less than 3.5' above mean sea level have been raised to a new minimum elevation of 5.2' above mean sea level. The project also included new a drainage system to minimize upstream impacts, and the installation of tide valves to prevent tidewaters from entering the drainage system. Tidal flooding that had contributed to the decline of the area have been eliminated.

**Underground Transmission Lines**
As part of this infrastructure improvement project, electric, telephone, cable television utility lines and poles were removed, with new lines relocated to underground conduits. The undergrounds line minimized the aesthetic impact to the surrounding visual environment and improved road safety by lessening the chances of motorists striking poles. A new high-pressure natural gas main and water main have also been installed. The village-owned utilities paid $2 million to bury electrical wires and $650,000 to install new water mains. In October 1999, the infrastructure improvement and streetscape project was completed. On May 19, 2000 was the grand opening celebration.

**Sea Breeze Park and Boardwalk**
The Village received Inter-modal Surface Transportation Efficiency Act funds to acquire a 5-acre bay front parcel immediately west of the scenic pier. New York State Office of Parks, Recreation and Historic Preservation provided funding for the creation of Sea Breeze Park. A pedestrian walkway/bikeway boardwalk was constructed along the water’s edge of Little Swift Creek/Freeport Bay. The boardwalk begins just west of the scenic pier and goes west for a distance of approximately 750 feet. Antique lighting, planters and benches were installed along the boardwalk. New York State Dept. of Environmental Conservation provided funding to replace the bulkheading and create an aquatic restoration habitat. The project started in the spring of 2005. Reconstruction of a transient marina/pier and construction of a Harbor Master Quarters commenced in 2008. The entire project was completed in 2009. The boardwalk and pier render breathtaking views of Freeport Bay.

**Additional Parking**
In 2005, the Village received funding from an Economic Development Initiative grant from HUD for the purchase and development of a much-needed parking lot on an old boat yard. Additional public parking was required, particularly with the loss of on-street parking spaces, which occurred because of the
widening of the sidewalk for the brick promenade. The surface lot is located across from Sea Breeze Park. In 2007, the project was completed.

Gas-lit Sconces
The KeySpan Energy Foundation, designating the Nautical Mile as one of its first Long Island “Cinderella Projects”. The foundation provided and installed gas-lit sconces to embellish businesses that had improved their facades.

Submarine Electrical Cable Crossing
In 2018, the Village of Freeport completed a $3 million dollar project that replaced a submarine electrical cable crossing under Freeport Channel that is responsible for carrying 25% of Freeport Electric’s utility load that services the Nautical Mile area. The conduit, and the risers connecting electric cables to the transmission lines, were vulnerable to tidal inundation and were susceptible to damage from floating debris and drifting vessels during coastal surges and storms. The project made the infrastructure less susceptible to damage and thereby improved certainty and reliability of electric service for the businesses and residents in the Nautical Mile area. The Governor's Office of Storm Recovery funded the project.

Private Investments
The public investments sparked private investment, new retail opportunities and jobs were created. A complex of gift shops replaced one deteriorated residential property on Woodcleft Avenue; an ice cream parlor replaced a similar use on a nearby lot. A miniature golf course replaced a boat parts junk yard. Substandard structures were demolished and new buildings built. Vacant office space became occupied and new office space was created. Other buildings were renovated and elevated three feet above the flood base elevation. The most recent improvements are a vacant boat showroom that has been converted into a microbrewery; a blighted building was demolished and a new restaurant is being built; a vacant lot is now a 350 seat catering hall and roof top bar; and construction of a four (4) story 100 room Hilton Garden Inn is in the development stages. Vacant and abandoned properties are now flourishing businesses. Underutilized vacant properties are now parks and venues for arts, education and entertainment.

The Nautical Mile now is a vibrant, desirable downtown with a strong sense of place. It is the heart of Freeport, and serves as a center for services, employment, and civic interaction. It has “Main Street” businesses, art, education and cultural attractions, a diverse population, a greater local property tax base and amenities to support and enhance the quality of life. With the addition of infrastructure to support future development, the Nautical Mile is well situated to continue to grow. Critical issues are:

- make parking options more efficient, attractive, and accessible;
- provide additional retail space;
- enhance the safety and quality of life for residents, visitors and businesses;
- increase LIRR transit accessibility and connectivity to the waterfront;
- encourage tourism;
- ease traffic congestion;
- promote economic activity; and
- facilitate the movement of visitors to the Nautical Mile.

3) Recent or impending job growth. Describe how recent or impending job growth within or near the DRI area will attract a diverse workforce and population to an active life in the downtown, support redevelopment, and make growth sustainable in the long-term.
In 2019, the Nautical Mile area had 1,165 jobs, including 232 retail and 145 office jobs. Restaurants, bars and entertainment are the largest job generating businesses in the district. Recent job growth has been negative due to the COVID 19 pandemic. In March of 2020, the unemployment rate was 4.8%. In April of 2020, the unemployment rate jumped to 21.2%. This past July it was 6.9% as compared to 3.4% in July 2019. However, Freeport has a job growth projection of 26.6% for the next 10 years. In the seven years since Hurricane Sandy, the district had added 6 additional businesses. The Nautical Mile’s job market continues to grow as new opportunities and small businesses continue to expand and invest. Construction of the new four (4) story 100 room Hilton Garden Inn is estimated to support more than 241 additional local jobs. A representative hotel with 100 occupied rooms supports 241 total jobs, including 137 direct jobs and 104 indirect and induced jobs. This impact includes 66 direct jobs at the hotel, with $2.8 million of wages, salaries and other labor income.

According to Discover Long Island, mainly day-trippers fuel tourism on Long Island. In 2018, tourism on Long Island was a $6.1 billion dollar industry, generated more than $740 million in state and local tax revenues and supported almost 82,000 jobs. As a regional tourist destination, the Nautical Mile captures a portion of the tourism dollars. In order to recover from the negative economic impacts of COVID-19 and continue job growth, investment in infrastructure that supports visitors and tourism is vital.

4) **Quality of life.** Identify the properties or characteristics that the DRI area possesses that contribute, or could contribute if enhanced, to the attractiveness and livability of the downtown for a diverse population of varying ages, income, gender identity, ability, mobility, and cultural background. Consider, for example, the presence of developable mixed-use spaces, varied housing types at different levels of affordability, walkability and bikeability, healthy and affordable food markets, and public parks and gathering spaces.

The Nautical Mile is compact and very walkable, with an eclectic mix of independent businesses lining both sides of the street. The streetscape is very attractive with brick sidewalks, paved crosswalks and an 11-foot brick promenade with antique lights, benches and planters. Visitors and residents can find seafood right off the boat, fine waterside restaurants and clam bars, a farmers market, live entertainment, a microbrewery, ice cream parlor, pizzeria, dinner cruises, water taxi, Long Island Maritime Education Center, 18-hole miniature golf course, charter fishing, boat shows and races, boat sales and specialty shops, fishing tournaments, fun-filled family festivals, waterfront esplanade and two beautiful parks.

In the center of the Nautical Mile is a waterfront esplanade with a covered pavilion, decorative benches, planters, a dolphin water fountain and a New York State Coastal Resources Interpretive Program interpretive sign kiosk. The esplanade was designed primarily as a public promenade and sitting space, giving pedestrians on the avenue an opportunity to view boating activities along the canal. The Long Island Arts Council at Freeport provides a free Sunset Concert Series on Thursday evenings during the months of July and August. A water taxi service is also located on the esplanade. The boat serves as a shuttle service between the communities of Freeport, Point Lookout and the City of Long Beach and operates Wednesday through Sunday from early spring through the late fall.

Located at the entrance of the Nautical Mile is John J. Randall Park. This park acts as an important “gateway” to the downtown and helps to establish a recreational character for the street. The park is 8.2 acres and consists of an adult outdoor swimming pool with an adjacent kiddie pool, as well as a large playground and sports field large enough to accommodate several teams at the same time. The field is equipped with overhead lights to facilitate night games, enabling local softball, baseball, soccer, lacrosse, football and other teams to extend their playing seasons, from early spring through the fall.

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4 TAZ Data, New York Metropolitan Transportation Council
5 NYS Department of Labor, Local Area Unemployment Statistics Program
6 Oxford Economics, 2019 Economic Impact of the US Hotel Industry
The park also has a large picnic area with barbecue grills, two covered pavilions and restrooms. There is no entry fee for the pools.

A five-acre park known as Sea Breeze Park is located at the foot of The Nautical Mile and offers breathtaking views of Freeport Bay. A pedestrian walkway/bikeway boardwalk with decorative lights and benches runs along the water’s edge. The public park also has boat slips for hire, a public building with rest facilities, volleyball courts and a giant multi-use field. During the summer months, an outdoor volleyball league uses the courts. A 100” bi-level ship that provides sunset dinner cruises launches from the Park. The Village of Freeport provides movies at the park on Friday nights in July and August. Movie Night includes free movie, popcorn, giveaways and a fun-filled family night. Sea Breeze Park is also a designated stopover in the South Shore Blueway Kayak Trail.

Adjacent to Sea Breeze Park is a scenic pier that overlooks Freeport Bay. The pier was designed to provide sweeping views of the bay area and echo the style and character of many of the older structures along the Nautical Mile. The pier has a pavilion that provides shade and shelter from inclement weather for its visitors along with antique benches and light fixtures. The 40-foot nautical flagpole at the head of the pier is landscaped with flowers and shrubs and brick walkways provide access to the pier.

A privately owned 18-hole miniature golf course is located on the Nautical Mile. It is a great destination for both tourists and local residents, providing entertainment for the whole family.

In the center of the district, across from the Esplanade, is the Long Island Marine Educational Center. Operation S.P.L.A.S.H (Stop Polluting, Littering and Save Harbors) is headquartered in the building. It is a non-profit volunteer organization that is committed to improving the quality of life on Long Island Shores.

The SPLASH education program teaches thousands of students each year about the importance of the South Shore Bays and the challenges that they face. Students of all ages, from elementary school through college, enjoy the classroom program, the bay tour by boat, the trip down the Nautical Mile, and seeing the saltwater tanks brimming with local marine life.

Freeport’s maritime traditions are commemorated in a permanent outdoor exhibit along the Nautical Mile. Long Island Traditions, in collaboration with City Lore and the Village of Freeport, installed *Freeport Waters*, artful signage that highlights the personal stories, histories, and traditions of the Nautical Mile. The exhibit was designed to engage visitors through video links, historic and contemporary images. Each marker includes embedded historic and contemporary photographs, quotes from maritime tradition bearers, and text and web links that include audio/video multimedia productions. There are four installations along the street – Bay Houses, Rum Runner, Boat Building and Freeport Legends. The Bay House installation examines the history of bay houses, their design and construction, and traditional uses of the houses, and their fate after Superstore Sandy. The Rum Runners marker examines the history of booze smuggling during the Prohibition era of 1918 – 30s. The Boat Builders installation examines the history of boat building in Freeport. Freeport Legends panel features local legend orchestra leader Guy Lombardo, charter boat captain Carmine Marinaccio, bayman Cory Weyant and lifeguard Reggie Jones. The NY State Council on the Arts, the National Endowment for the Arts, the National Park Service and the NY Council for the Humanities provided funding for the project.

A local non-profit in partnership with Sustainable Island operate a Farmer’s Market on the Nautical Mile weekdays during the months of July and August. Besides providing a marketplace for our residents and visitors to shop for a variety of fresh produce, it is place where youth obtain summer employment selling produce for local farmers and learn the basics of business, customer service, nutrition and local agriculture. It fosters social gathering and community building, and promotes healthy food choices.
A local Catholic Church, Our Holy Redeemer, offers a waterfront Mass on the Nautical Mile at 10:00 am on Sunday mornings during the months of July and August. The very well attended Mass is held on a covered waterfront site.

The Nautical Mile has a wide-range of boating facilities and a resident fishing fleet. From early April until mid-November, Charter boats and open water-fishing boats leave regularly on daily fishing excursions, allowing visitors and residents to enjoy leisure time on the water.

Since 1992, Long Island Traditions has sponsored Bay House Tours in Freeport. Bay houses are small historic shacks that stand on the marshlands that were originally built in the 1700 and 1800s by anglers, baymen, and duck hunters for shelter while they harvested clams, salt hay or went duck hunting. During the summer months, the excursions depart from the Nautical Mile Esplanade.

During the summer and fall months, when migration patterns bring whales to the New York coast, the Nautical Mile offers Whale Watching cruises. During the winter, it is time to view Long Island harbor seals. Fifty percent of all seal watching cruise proceeds are donated to the Riverhead Foundation for Marine Research and Preservation for the rehabilitation of local seals and other marine wildlife.

The Nautical Mile is also a part of the New York State Coastal Heritage and Blueway Trail. The Trail is a network of recognized coastal destinations and connectors where residents and visitors can enjoy and experience the heritage, natural beauty, and recreation resources of the Long Island South Shore Estuary Reserve.

The Village of Freeport initiated a “Welcome Back to The Nautical Mile” campaign. The Village in conjunction with the Nautical Mile Merchants Association and Chamber of Commerce hold six (6) annual events. These events provide the Village a chance to highlight all that the Nautical Mile and the surrounding area has to offer. During the month of June thousands of people flock to the one-day Nautical Mile Festival. The festival is a family event and is a mile-long celebration of Freeport’s maritime history with seafood, music, boat rides, nautical displays, vendors, face painting and carnival rides. The Blues Festival brings musicians to Sea Breeze Park where folks can catch local artists performing different styles of music. In July, The Village hosts a fireworks show at Sea Breeze Park.

During a weekend in August, the Village invites the United States Naval Academy’s Sailing Training Squadron. Six (6) 44 ft. single mast-sloops crewed by 57 underclassmen and their supervising officers sail from Annapolis, Maryland and dock for the weekend on Woodcleft Canal. The vessels are available for viewing by the public during their stay. Events are planned all weekend with many of the businesses on the Nautical Mile sponsoring the activities. Events range from a welcome reception and barbecue, which is open to the public, to tours of the sailboats.

In a joint effort, the Village of Freeport, the Freeport Chamber of Commerce and the Freeport Fire Department host the Family Fall Festival and Fire Expo in October. The festival is kicked-off with an opening parade from Sea Breeze Park up the Nautical Mile. Participants in the parade consist of costumed children and pets, the Freeport Police Department, a marching pipe band, Boy Scouts, Girl Scouts, Freeport Electric, the Salvation Army, Red Cross, SPLASH, Freeport Fire Department and the Freeport High School marching band and color guard. Children are offered sweet treats from the open trunks of cars decorated for Halloween. “It’s called trunk or treat,” The Village provides the treats and give out prizes for the scariest looking cars. Special events include a Chowder Contest with locals and restaurants, stilt walker, pony rides, juggler, magician, live music and restaurant specials. The Freeport Fire Department’s Annual Fire Expo is held across from the Esplanade and features exhibits and games to teach children and families about fire safety. Smoke detectors and reflectors are distributed for free.

In December, the Village of Freeport starts off the holiday season when the Chamber of Commerce hosts the annual Nautical Mile Holiday Boat Parade of Lights and Decorating Contest. More than a dozen boats,
Downtown Revitalization Initiative

led by the Freeport Fire Department’s Rescue Fireboat, compete to light up Freeport’s Nautical Mile and spread holiday cheer in an hour-long procession down Woodcleft Canal, past Sea Breeze Park to Randal Bay and back. Restaurants along the parade route offer spectacular views that are perfect for watching the sparkling boats go by. The event concludes with the village’s Christmas tree lighting at the Esplanade.

In 2017, the Nautical Mile Merchants Association started an annual Nautical Mile Irish Day to celebrate St. Patrick’s Day and the beginning of spring. Businesses give back to the community by donating a portion of the proceeds to nonprofit organizations. Causes supported have been the Cerebral Palsy Association of Nassau County, Island Harvest Food Bank and the Brian Moore Memorial Fund. The one-day event attracts roughly 500 people. Visitors and residents walk the Mile for a great cause with food and drink specials, gift card giveaways and live music.

While initially developed on the water as a hub for fishing and maritime activities, today Freeport is home to more than 43,000 people who enjoy that same waterfront setting for commercial or recreational boating and other activities, such as dinning, walking in the park, or observing nature, all of which make the Village a highly desirable place to live and work. The diversity of housing choices in Freeport allows many different types of households and demographic groups to settle in the Village. Apartments and multifamily buildings offer housing opportunity for younger households, low-income households, or seniors who wish to downsize to a smaller dwelling. Single-family opportunities are available for those who wish to have larger homes or yards, while those who prize a waterfront lifestyle can live in homes along the water. The mixture of housing typologies offers a variety of options to meet residents’ needs at all stages of life, including single living, family development, and aging in Freeport.

5) Supportive local policies. Articulate the policies in place that increase the livability and quality of life of the downtown. Examples include the use of local land banks, modern zoning codes or New York State Stretch Code, comprehensive plans, Clean Energy Communities or Climate Smart Communities designation, complete streets plan, transit-oriented development, non-discrimination laws, age-friendly policies, and a downtown management structure. If policies that support livability and quality of life in downtown are not currently in place, describe near-term efforts by the municipality to create and implement such policies.

The Village of Freeport has been committed to the revitalization of the community and improve the livability and quality of life of our residents since the 1990’s. In 1994, the Village of Freeport commissioned the Woodcleft Avenue Development Study. The purpose of the study was to identify objectives to transform Woodcleft Avenue and maintain the quality of life for local residents, while enhancing the maritime character of the waterfront business district. The study defined a clear vision and policy direction for the Village of Freeport. The Village of Freeport has been committed to the revitalization of the community and improve the livability and quality of life of our residents since the 1990’s. In 1994, the Village of Freeport commissioned the Woodcleft Avenue Development Study. The purpose of the study was to identify objectives to transform Woodcleft Avenue and maintain the quality of life for local residents, while enhancing the maritime character of the waterfront business district. The study defined a clear vision and policy direction for the future of the Village. The Nautical Mile revitalization efforts grow out of both prior and ongoing efforts to improve the quality of life for all Freeport residents and to create a safe and pleasant place in which to live. The late 1990’s started a ten-year effort to rebuild the community “from the ground up” which led to electric and water utility expansion and modernization, parks and recreation improvements, road elevations and reconstructions, parking improvements and the revitalization of the Nautical Mile. This commitment has been coupled with an ongoing downtown revitalization effort that has leveraged federal Community Development Block Grant (CDBG) funding with state and foundation grants and private investment to substantially improve commercial buildings.
The Village of Freeport is committed to environmental excellence and to the continued improvement of water quality in the bays. Sea Breeze Park is home to the Freeport pumpout boat. The vessel is designed specifically to pump, hold and transport waste. Boaters do not need to interrupt their day’s activities to pump; the pumpout boat is dispatched to recreational boaters at no charge. The boat is also able to accommodate larger vessels that are unable to utilize pumpout stations due to water depth or dock size limitations. The boat is operated seven days a week during the boating season. The NYS Environmental Facilities Corporation provided financial assistance for the purchase of the boat under The Clean Vessel Assistance Program. The program improves the Village’s quality of life by keeping the tributaries and boat basin waters clean and unpolluted by boat discharge.

The Village has a Quality of Life Division whose primary focus is to tackle a variety of problems that affect the health, life and safety of the residents. From illegal dumping to property maintenance issues, staff members are assigned the responsibility to improve the overall quality of life for the residents. Each day, code enforcement officers patrol the streets to create a cleaner, safer and more enjoyable living environment.

The Freeport Police Dept. maintains a bicycle patrol on the Nautical Mile. The addition of a police substation would further develop and maintain relationships with the downtown community and business owners; help reduce crime, help improve the quality of life Downtown through information sharing, education and involving the community in problem-solving efforts.

Village of Freeport implemented a Community Affairs Division (CDA) program in the spring of 2020. The mission of CAD is to develop and maintain a partnership in the community between the police, residents, schools and businesses. This division collaborates with community leaders, civic organizations, business owners, clergy groups, school officials and concerned citizens to educate them on police policies and practices in order to develop solutions to challenges that arise within the Village communities.

The Village of Freeport has applied strategies and actions that cut energy use and reduce emissions. Freeport received $335,027 in funding for a solar project from a New York State Energy Research and Development Authority (NYSERDA) grant. The Village installed a 50-kilowatt SunPower Photovoltaic system at the Freeport Fire Department Headquarters.

The promotion of energy efficiency and the exercise of energy conservation have been among the Village of Freeport’s top priorities. Committed to these important objectives, Freeport Electric has introduced various energy efficiency initiatives that benefit the entire community. As part of its ongoing commitment to initiatives promoting global sustainability, Freeport Electric added 2 zero-emission, all electric Vantage "Greenvan" vans to its vehicle fleet. The electric vans replaced two combustion-engine vehicles that perform neighborhood-related operations. Operating costs for the green vans are estimated to be about 1/6 of an equivalently sized gasoline-powered truck and is without the tailpipe emissions or noise. The vehicles have a maximum range of up to 55 miles, at roughly $1.75 worth of electric power to recharge. Yearly gasoline cost for the combustion-engine vehicle was $616 and the new electric van cost is estimated to be $63. Under the American Recovery and Reinvestment Act administered by NYSERDA, Freeport Electric replaced one thousand 100W luminaries with 80W induction lights. Freeport Electric received 75% of the funding and the utility contributed 25% of the total project cost. The utility’s share was financed with Energy Efficiency funds for a total cost of $101,100.00. The energy savings realized because of the upgrade is 54,309 Kwh annually, which translates in a reduction of CO2 emissions of 4,581.51 pounds a year.

The Village of Freeport is leading the way in encouraging the use of energy efficient and clean running electric vehicles. The Village received funding for two EVSE under the Governor’s Charge NY program. The charging station was installed at the Long Island Train Station in the first row of spaces adjacent to Henry St. just south of the main entrance to the parking lot and closest main platform, ticket booths and waiting area. The station has two Level 2 Ports. The primary users of this lot are daily commuters to
Manhattan with vehicles remaining in the lot for 10-12 hours. Freeport owns and operates the commuter parking lot. The lot is easily accessible to the public.

Aside from providing an additional transit option for residents, improving access to jobs and encouraging all around economic development, there is an environmental benefit to the establishment of a trolleybus system from the Long Island Rail Road (LIRR) station to the Nautical Mile. Public transportation decreases greenhouse gas emissions by reducing vehicle miles of travel. Bus transit, which has about a quarter (28%) of its seats occupied on average, emits an estimated 33% lower greenhouse gas emissions per passenger mile than the average U.S. single occupancy vehicle.7

6) Public support. Describe the public participation and engagement process conducted to develop the DRI application, and the support of local leaders and stakeholders for pursuing a vision of downtown revitalization. Characterize the commitment among local leaders and stakeholders to preparing and implementing a strategic investment plan.

The Woodcleft Avenue Steering Committee, made up of Village officials, representatives of local business and property owners, was formed to help define the priorities and guide the work of the consultant team during the development of the Nautical Mile Study. Other community-based groups, such as the Nautical Mile Merchants Association and the Comprehensive Plan Task Force, also provided input. Three public workshops were held. The first outlined study priorities and reviewed the sources of information that would be available for the consultants. A second meeting focused on alternative concepts prepared for major development sites. The third meeting reviewed preliminary recommendations for Woodcleft Avenue. The completed Plan provided a clear vision for the downtown area and realistic strategies for achieving that vision.

Downtown improvements and developments during the past twenty years have entailed the participation and cooperation of all stakeholders within the area, including property owners, merchants, developers, neighborhood organizations and state agencies. All groups shared the common goal of revitalizing the commercial district. The downtown’s strong public/private partnership is essential for long-term success.

Most recommendations in the Nautical Mile Study have been implemented however not all the parking and reduction of traffic recommendations have been fulfilled. Many business owners and residents in the area voice concerns over the lack of parking. The Study recommended that for the longer term, a larger parking structure be constructed in the center of Woodcleft Ave. to support future growth.

The Mayor and the Board of Trustees are committed to continue the momentum of past success. The Village foresees that the local DRI planning committee will include representatives from the following interest groups and organizations:

- Long Island Regional Economic Development Council;
- Village of Freeport government officials;
- Local residents;
- Local Business Owners;
- Civic groups; and
- Property owners, local developers, and realtors
- The Chamber of Commerce and the Nautical Mile Merchants Associations

7) Transformative opportunities and readiness. Describe opportunities to build on the strengths described above by providing a list of transformative projects that could be ready for implementation with an infusion of DRI funds within the first one to two years (depending on the

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7 Federal Transit Administration (FTA)
Two vacant waterfront commercial building located on the Mile are for sale. The larger being a 1,200 SF vacant freestanding commercial building and the other being a smaller vacant commercial building set on .34 acres. On the inland side of the street, there is a vacant 4,000 SF former boat showroom available for lease. One 7,550 SF waterfront vacant lot is also for sale. The underused spaces have the potential to be transformed into economically productive properties.

The Village is presently focusing on projects to support the already completed improvements and streetscape enhancements. One of the Village’s priority projects is to improve parking on the Nautical Mile. Prior to the Village’s revitalization efforts, there was not a parking problem, mainly due to it not being a destination. The Village’s revitalization efforts have been so successful that it now has become a "hotspot," and has increased numbers of people living and visiting the downtown area. As a thriving and active downtown, the Village needs to incorporate additional parking. Additional off-street parking is necessary to support the existing business district and ensure further sustainable growth. As the district grows, so do the number of employees, visitors and residents.

Many business owners and residents in the area cite parking concerns as an issue negatively affecting commerce and neighborhoods. Most employees, visitors and residents of the Nautical Mile arrive and leave by car, putting stress on the Village parking network. Parking in the area is often completely saturated causing cars to cruise for parking which causes traffic congestion. Rather than cruise for on street or surface lot parking, some individuals choose instead to park on streets in an undesignated parking spot, to double park or to park on the sidewalk. Parking also overspills into the already overcrowded residential streets, which negatively affects the quality of life for the residents of the area by late night traffic, littering, noise, and disturbing the peace.

Free-flowing traffic increases access and productivity of the downtown, which increases economic health and stabilizes property taxes. It also improves the quality of life for residents and better response time for police, firefighters and first responders. The Nautical Mile cannot flourish and grow without attracting shoppers, diners, visitors, tourists, workers, and residents. In order to keep the momentum and progress, the Village needs to create adequate parking in the most user-friendly parking system.

Since the Nautical Mile is compact, the area’s footprint for additional parking is limited, and the only option is to grow upward. The Village intends to construct a new mixed-use parking garage on an existing surface parking lot located at the center of the Downtown Business District. A new, centralized parking structure will help to reduce traffic, create a customer friendly parking system, encourage visitors and
shoppers to become pedestrians by providing great walkability to all the attractions and free up other parking sites for more productive, revenue-generating, vibrancy-inducing uses. The garage will also have the additional environmental benefit of a smaller paved area and reduce stormwater runoff into the surrounding waterways.

In addition to additional retail space, the construction of a mixed-use parking garage also provides the opportunity for an additional community resource, a police substation. The facility will better serve residents by increasing engagement between the community and the police, and will establish a greater police presence in the commercial district.

In order to further promote tourism, the Village would also establish a circulatory rubber wheeled trolley line that provides a transportation option that connects the downtown to the LIRR station and the NICE bus line. The trolley line will provide greater access for transit riders, reduction of pollution and congestion, improve downtown vehicle and pedestrian mobility by reducing the arrival of single occupancy vehicles, reductions in parking and traffic congestion and suit the scale and traffic patterns of the existing surrounding neighborhoods.

8) **Administrative Capacity.** Describe the local administrative capacity to manage this planning and implementation initiative, including the ability to oversee contracts for awarded municipal projects using existing staff and resources.

The Mayor and the Board of Trustees fully support the continued revitalization efforts of The Nautical Mile. The Village of Freeport has already invested significant time, energy, and capital funds into projects that support the revitalization of the waterfront downtown.

The Village of Freeport has successfully managed numerous state and federal grants that provided millions of dollars in funding. These grants include NYS Environmental Protection Act, NYS Waterfront Revitalization Program, South Shore Estuary Reserve Assistance Grant, NYS Water Quality Improvement Project (WQIP) Program, NYS DEC Non-Agriculture Nonpoint Source, NYS Urban and Community Forestry Grant, Inter-modal Surface Transportation Efficiency Act Grant (ISTEA), Transportation Enhancement Program (TEP), NYS DOT Multi-Modal 2, 3 and 4, NYS DOT High Priority Project Program, NYS Environmental Facilities Corp. Financial Assistance To Business (Fab) Water Program and The Clean Vessel Assistance Program (CVAP), American Recovery and Reinvestment Act, New York State Energy Research and Development Authority (NYSERDA) Project Implementation Grant, NYSERDA Solar PV Program, Empire State Strategic Investment Program, NYS State and Municipal Facilities Program (SAM), NYS Public Library Construction Grant Program, Governor’s Office of Storm Recovery, “Zombie” and Vacant Properties Remediation and Prevention Initiative, FEMA Hazard Mitigation Program, FEMA Pre-Disaster Program, FEMA Flood Mitigation Program, FEMA Fire Assistance Program, NYS DHS Critical Infrastructure Grant, Community Development Block Grant and HUD Economic Development Incentive.

The Village of Freeport would task the following to manage these projects:

**Municipal Contact** - Nora E. Sudars, Grants Administrator. Ms. Sudars currently works for the Village of Freeport Public Works Department as the Grants Administrator. She has held this position since 1998. Prior to working for this department, she served as Village Clerk for the Village in addition to Freeport Community Development Agency Coordinator. She is also the contract administrator for all public works projects. Ms. Sudars will work with the State agencies and consulting team; have contract administration and reporting responsibilities for this project.

**Fiscal Contact** - Ismaela Hernandez, Treasurer. Ms. Hernandez was appointed by the Village Board of Trustees on April 5, 2010. As Village Treasurer, Ms. Hernandez oversees a $75,433,068. annual municipal
budget. In addition to the budget for the Village, she also oversees the Water and Electric utilities budgets.

Engineer/Project Manager - Robert Fisenne, P.E., Supt. of Public Works and Village Engineer. After graduating from Rochester Institute of Technology in 1990, Mr. Fisenne worked for consulting engineer firms in the private sector. In March of 1995, Mr. Fisenne received his professional engineer’s license. The Village of Freeport has employed him since 1996. Mr. Fisenne will handle the construction management of the project.

9) Other. Provide any other information that informs the nomination of this downtown for a DRI award.

10) $20 Million Request. For applicants wishing to be considered for $20 million in DRI funding, provide a clear but concise justification of why your community should be awarded $20 million. Justification should include identification of at least 1-2 large, transformational projects that will have a significant impact on the downtown and could be realized with a larger grant award. Project descriptions should include status of the following: site control, commitments from project partners, other funding sources, and zoning/regulatory requirements. Since a larger award amount will require heightened capacity on the part of your municipality, please identify the individual or entity that will coordinate DRI implementation. Also describe the capacity of any project partners to undertake the additional large-scale projects.

Addendum: Opportunities for Electric Vehicle Charging Stations. DOS is soliciting feedback from communities on whether they may have locations suitable for electric vehicle (EV) fast charging stations in their downtowns, either at municipal or private parking lots. While responses to this question will not be included in the evaluation of applications for a DRI award, applicants are encouraged to consider opportunities for EV charging in their downtowns. Benefits to a host site community include becoming a destination for travelers to the downtown, resulting in additional spending/economic activity for businesses in proximity to the fast charging site. Public EV charging stations also provide charging opportunities for community members without access to home charging.

Applicants should indicate any interest in having charging station(s) installed within their proposed DRI boundary and identify any locations that have the space requirements/characteristics listed below. If it is a privately owned site, please indicate owner interest in participation.

* Upper-bound: 5 parking spaces able to dedicate to fast charging (e.g. become EV-only), with 32’ x 16’ additional space for supporting power somewhere in lot that can be either in parking spots or on grassy areas within the property lines.

* Lower-bound: 3 parking spaces able to dedicate to charging, with 22’ x 16’ additional space for supporting power somewhere in lot that can be either in parking spots or on grassy areas within the property lines.

The promotion of energy efficiency and the exercise of energy conservation have been among the Village of Freeport’s top priorities. The mixed-use parking garage could include parking spaces dedicated to charging stations for electric vehicle. They would be located in the newly constructed parking garage in the center of the Nautical Mile. Presently, the Village has an EVS charging station with two Level 2 Ports in a municipal lot located at the LIRR station.
SUBMISSION
Applications from interested communities must be submitted electronically to the relevant Regional Economic Development Council at the email address in the table below. Proposals for areas within New York City must be sent to the relevant Office of the Borough President, which will select two applications for submission to the NYC Regional Economic Development Council.

- Capital Region [NYS-CapitalDist@esd.ny.gov](mailto:NYS-CapitalDist@esd.ny.gov)
- Central New York [NYS-CentralNY@esd.ny.gov](mailto:NYS-CentralNY@esd.ny.gov)
  Counties: Cayuga, Cortland, Madison, Onondaga, Oswego
- Finger Lakes [NYS-FingerLakes@esd.ny.gov](mailto:NYS-FingerLakes@esd.ny.gov)
  Counties: Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, Yates
- Long Island [LIREDC@esd.ny.gov](mailto:LIREDC@esd.ny.gov)
  Counties: Nassau, Suffolk
- Mid-Hudson [NYS-MidHudson@esd.ny.gov](mailto:NYS-MidHudson@esd.ny.gov)
  Counties: Dutchess, Orange, Putnam, Rockland, Sullivan, Ulster, Westchester
- Mohawk Valley [NYS-MohawkVal@esd.ny.gov](mailto:NYS-MohawkVal@esd.ny.gov)
  Counties: Fulton, Herkimer, Montgomery, Oneida, Otsego, Schoharie
- North Country [NYS-NorthCountry@esd.ny.gov](mailto:NYS-NorthCountry@esd.ny.gov)
  Counties: Clinton, Essex, Franklin, Hamilton, Jefferson, Lewis, St. Lawrence
- Southern Tier [NYS-SouthernTier@esd.ny.gov](mailto:NYS-SouthernTier@esd.ny.gov)
  Counties: Broome, Chemung, Chenango, Delaware, Schuyler, Steuben, Tioga, Tompkins
- Western New York [NYS-WNY-REDC@esd.ny.gov](mailto:NYS-WNY-REDC@esd.ny.gov)
  Counties: Allegany, Cattaraugus, Chautauqua, Erie, Niagara
- New York City - Submit to the appropriate office below.
  - Bronx: James Rausse at [jrausse@bronxbp.nyc.gov](mailto:jrausse@bronxbp.nyc.gov)
  - Brooklyn: Jeff Lowell at [jlowell@brooklynbp.nyc.gov](mailto:jlowell@brooklynbp.nyc.gov)
  - Manhattan: Elka Morety at [emorety@manhattanbp.nyc.gov](mailto:emorety@manhattanbp.nyc.gov)
  - Queens: Shurn Anderson at [sanderson@queensbp.org](mailto:sanderson@queensbp.org)
  - Staten Island: Stephen Caracappa at [scaracappa@statenislandusa.com](mailto:scaracappa@statenislandusa.com)