

Village of Rockville Centre

BASIC INFORMATION

- REDC Region: Long Island
- Municipality Name: Incorporated Village of Rockville Centre
- Downtown Name: Rockville Centre
- County Name: Nassau
- Applicant Contact(s): Francis X. Murray, Mayor
Suzanne M. Sullivan, Director of Community Development
- Applicant Contact(s): fmurray@rvcny.us
ssullivan@rvcny.us

VISION FOR DOWNTOWN

Our vision for our downtown is for our residents and visitors to come to Rockville Centre, either by car, walking, public transportation or biking; and encounter a safe, walkable area where one can live, work, shop and play. We envision addressing our aging infrastructure to make our downtown not only safer and more “walkable” and “cyclable” but to also make it more environmentally friendly. Sales of bicycles sky-rocketed during the pandemic and there has been a huge increase of bike traffic on the streets of Rockville Centre. To promote and to ensure safe cycling, we would add a bike path throughout the Village. Beginning at DeMott Avenue, the bike path would run along Morris Avenue then turn west at South Station Plaza, running underneath the elevated railroad tracks across North Centre Avenue, through parking field 13, north on Banks Avenue, west onto Nassau Street, north onto Claude Street, through Reverend Days Park, ending at Maine Avenue and Peninsula Blvd. Having a dedicated bike lane will make cycling to the station and downtown area a more attractive and safer option than it currently is. While we have some bike lockers, we would add more under the elevated railroad tracks so that commuters and shoppers are able to ride to the station and have a secure place to store their bikes and helmets. In addition to the bike path, we would make the area under the elevated railroad tracks more pedestrian friendly by fixing the pavement, adding LED lighting and plantings, recycling bins and street furniture if space allows.

The majority of our parking fields were built in the 1950’s and they are in very poor condition. Our focus would be on the fields closest to the station plaza. They need to be redesigned to allow for the maximum use of space and correct traffic flow as well as to incorporate the use of green technology such as permeable pavers and bioswales to help filter out storm water and mitigate flooding as well as adding charging stations for zero-emission vehicles, encouraging our residents and visitors to utilize other forms of transportation instead of just traditional cars. In addition to upgrading the lots we would also “streetscape them” with trees, flowers, decorative LED lights



as well as bicycle racks and lockers to encourage commuters and families to leave their cars at home and ride their bikes. By making our lots more attractive, we would like to encourage our visitors who come to Rockville Centre to park and walk to their destination instead of circling around trying to find a spot closer which only adds to traffic and pollution. The Village currently leases space in one of our municipal parking fields to a Farmer's market but it is on the eastern border of our Village. We envision moving this popular market that is currently located in Parking Field 12 (Sunrise Highway) on Sunday mornings from June through October to Parking Field 2. It would still be easily accessible for those who travel by car but it will be more assessable for those who travel by mass transit as well as for our residents who live in the west end, giving our low-income residents better access to the fresh vegetable and other fresh foods a farmer's market offers.

We hope to encourage people to utilize mass transit when visiting Rockville Centre. It's important that the first impression is a strong one and that is why we are also looking to address the Station Plaza. We need the MTA to fix the crumbling infrastructure of the station and elevated tracks, and we look forward to working with them on that issue, but we also need to address the area surrounding the station. It's been twenty years since the area had been renovated and it needs to be updated. We are looking to renovate: Front Street and South Station Plaza between North Village and Morris Avenues, the pedestrian walkway/future bike path beneath the elevated railroad tracks from North Village Avenue to Morris Avenue and the plaza where Front Street meets Clinton Avenue. Rockville Centre is a stop on the Long Island Babylon line and is a 37 minute ride to Penn Station on an express train. Three major bus lines, running as far south as Long Beach and north to Roosevelt Field and from Jamaica, Queens to the west to Freeport to our east. There is also a weekday shuttle from the Rockville Centre Train Station to Mercy Medical Center then continues north to the Hempstead Transit Center. Molloy College also offers shuttle service for its students from its campus on our northern border to the LIRR station.

We want to add more green spaces and we have identified areas for both. Our Police Department's headquarters currently is located at 34 Maple Avenue, adjacent to Parking Field 5. We are in the process of renovating 142 Maple Avenue, an underutilized building where our Water Department used to be located. The Water Department has been relocated to our DPW building and 142 Maple will house the police department and some Fire Department offices. The current police headquarters will be demolished, and a park will be built adding more green space in our downtown.

Should it become available, the Village is very interested in acquiring the former NICE Bus Depot that closed in April of 2017. This property sits adjacent to Smith Pond, which is one of the project sites for the \$125 million HUD funded "Living With the Bay" project overseen by the

Governor's Office of Storm Recovery. It is also close by to the LIRR station as well as multi-family complexes, including the new Avalon Bay buildings and the Rockville Centre Housing Authority that provides Section 8 housing. The bus depot was built in the 1950s and was active until it closed in 2017 so there may be some environmental concerns that would need to be addressed. In addition to using the area as a park, we also envision building a teen center at the site where teens can gather in a safe place. We believe that in order to have a truly vibrant downtown area, we must appeal to ALL our residents. While we have a wide variety of shopping, recreation, and entertainment options, we don't have many places for our teens to go. We have an award-winning senior center where we offer activities and services for our seniors, including access to a social worker. We also have an award-winning recreation department that offers many activities and classes for all ages, and it's immensely popular with our younger residents and their families but there really isn't many options for our teens. We are in the midst of an opioid epidemic – according to the Nassau County Opioid Crisis Action Plan Task Force Report published October 3, 2019, there were 1,301 certified deaths in Nassau County from 2010-2018. And according to the Nassau County Health Assessment Report, 2014-2017, Poisoning/Overdose is the leading cause of death for those between 18-35 years old with motor vehicle accidents being second. One way to keep teens from abusing drugs and alcohol is to keep them busy and to educate them on the effects of drug abuse. Teen suicide is also on the increase and Rockville Centre has not been immune and we are particularly concerned on the impact the pandemic has had on the mental health of teens. Our downtown vision includes having a safe place for teens to gather where they can spend time together and like our senior center, we would also like to offer the teens access to a social worker. Our vision for a vibrant downtown takes into account the health and safety of all our residents.

Another area we identified as a green space is in parking field 22. The pandemic has changed our residents' working habits. Many still are working from home and plan to continue so in some fashion. The majority of our commuter lots are not filled and while we anticipate that they will fill up more in time, we do believe that with the changes made to how people work, the demand for parking will be less than what we have seen in the past. Our plan includes removing approximately 30 spots from north parking field 22 (still leaving the spots adjacent to parking field 22 along Washington Street) and make that area a walkable park with trees, plantings, decorative lighting and street furniture. We would utilize bioswales to help with storm water management. This new green space will break up the monotony of the parking fields, be beneficial to our environment and make our downtown more attractive.

Rockville Centre has taken the lead with downtown revitalization and while we are beginning to see results, we realize that there are still many opportunities where Rockville Centre can continue to lead. Yes, we have a healthy downtown with regards to businesses here, but a vibrant business culture is only a piece of the puzzle. In order to be truly vibrant, we also need to address the



health and safety of our residents and visitors, as well as the health of our environment. If we cannot ensure that our downtown is safe, people will not come, let alone live here. We realize that much more needs to be done to ensure that our downtown is safe, appealing and environmentally friendly.

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.

Rockville Centre is 3.25 square miles located in southwestern Nassau County, 25 miles from mid-town Manhattan and only a 37 minute express train ride on the LIRR. We have approximately 25,000 residents and our community primarily consists of one family homes although we do have a number of town houses, condominiums and apartments. Incorporated in 1893, Rockville Centre has its own electric and water departments as well as own Police Department. Our Fire Department consists of approximately 330 volunteer members in seven companies that respond to 2,500 calls a year on average. The Village is served by two hospitals, two hotels and numerous medical buildings. Rockville Centre has over 8 churches, 2 synagogues and is home to the headquarters of the Catholic Diocese of Rockville Centre. We have numerous parks and are home to numerous pre-schools, five public elementary schools, one Catholic K-8 school, one public middle school, one public high school and Molloy College.

Rockville Centre has a centralized downtown area and that is visited by thousands of people who eat at one of our many restaurants, watch a movie at our multi-screen movie theater or to shop in one of our boutiques and retail shops. While some may consider Rockville Centre to already be a vibrant downtown, we realize that there is much need for improvement. Within the past ten years, we have added over 400 apartments in the west end of the Village adjacent to multi-family homes which were built in the 60s and 70s under the Urban Renewal Program. This area is close to the LIRR and the downtown business district but much can be improved with regards to walkability. We would like to encourage residents and visitors who come to our downtown to use mass transit, cycle or to park in one of our outlying lots but our aging infrastructure needs to be addressed to allow for a better flow of traffic and safer conditions. This is a great opportunity to utilize and showcase environmentally friendly technology such as permeable pavers, bioswales, and charging stations for zero-emission vehicles.

In 2011, Molloy College opened the 550 seat Madison Theatre, offering a variety of programs for all interests and ages. How wonderful would it be for patrons of the theatre to leave their cars at home, take the train to Rockville Centre, have dinner in one of the many restaurants located

within blocks of the station, and then return to the station to catch a shuttle bus to Molloy to attend the performance at the theater? After the show, they would take a shuttle bus back to the station where they could catch their train home or visit another local establishment for an after-theatre meal or dessert before catching their train home.

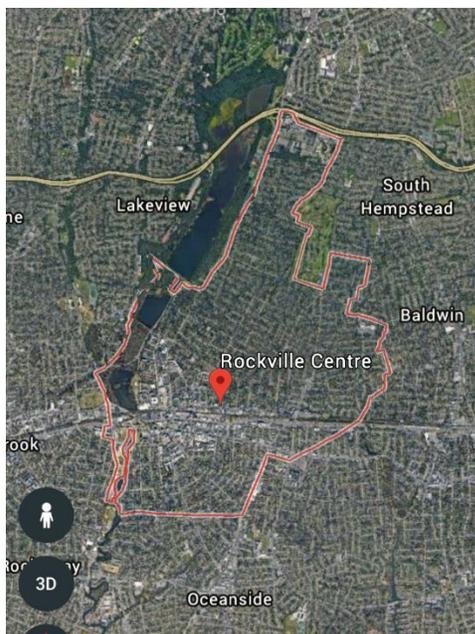
We currently have award-winning Senior and Recreation Centers and we believe there is a need for a Teen Center so that teens can not only socialize in a safe drug and alcohol-free environment, but can also have access to a social worker if needed. By addressing the physical and mental health of all our residents, we become a more viable, attractive community.

DOWNTOWN IDENTIFICATION

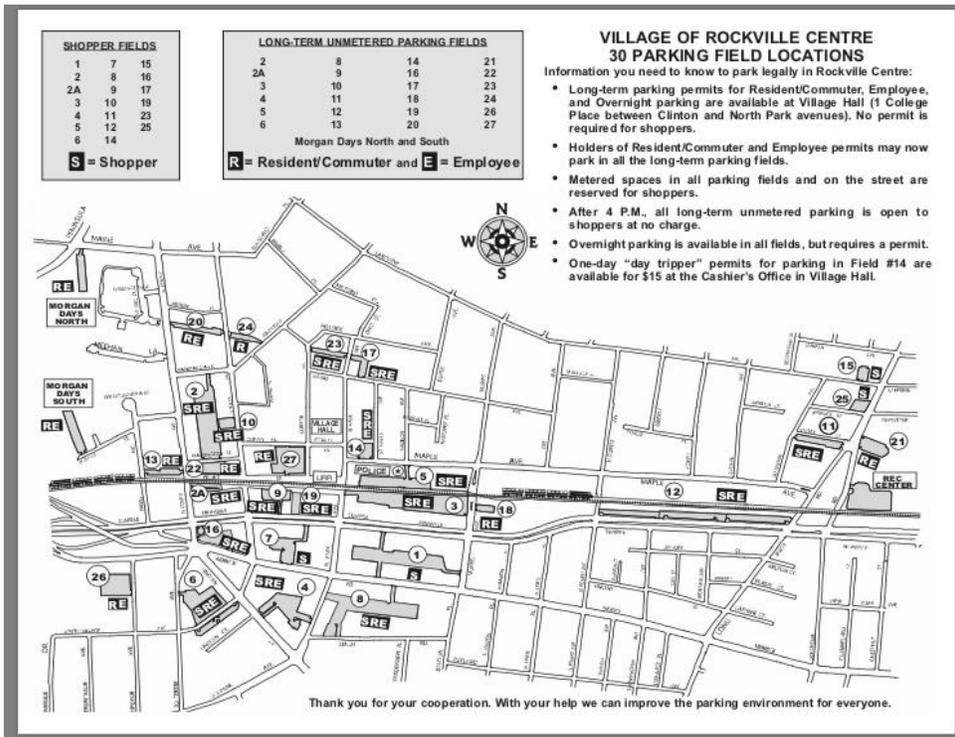
- 1) Boundaries of the proposed DRI area.** Detail the boundaries of the targeted downtown area or neighborhood, keeping in mind that there is no minimum or maximum size, but that the area should be concentrated and well-defined. Neighborhoods beyond traditional central business districts are eligible 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.

Our downtown area is located between Ocean Avenue to the west and Oceanside Road to the east and Lincoln Avenue to the south and Lakeview Avenue to the north. While our projects will affect the entire area, the specific areas we propose for the project includes the roads South Station Plaza and Front Street between North Park and North Village Avenues, Washington Street, municipal parking fields 2, 2A, 3, 5, 9, 13, 19, and 22 and 50 Banks Avenue as well as Morris Avenue from DeMott Avenue to South Station Plaza, the area under the elevated rail road tracks, parts of Banks Avenue, Nassau Street, Claude Street, and Reverend Days Park.

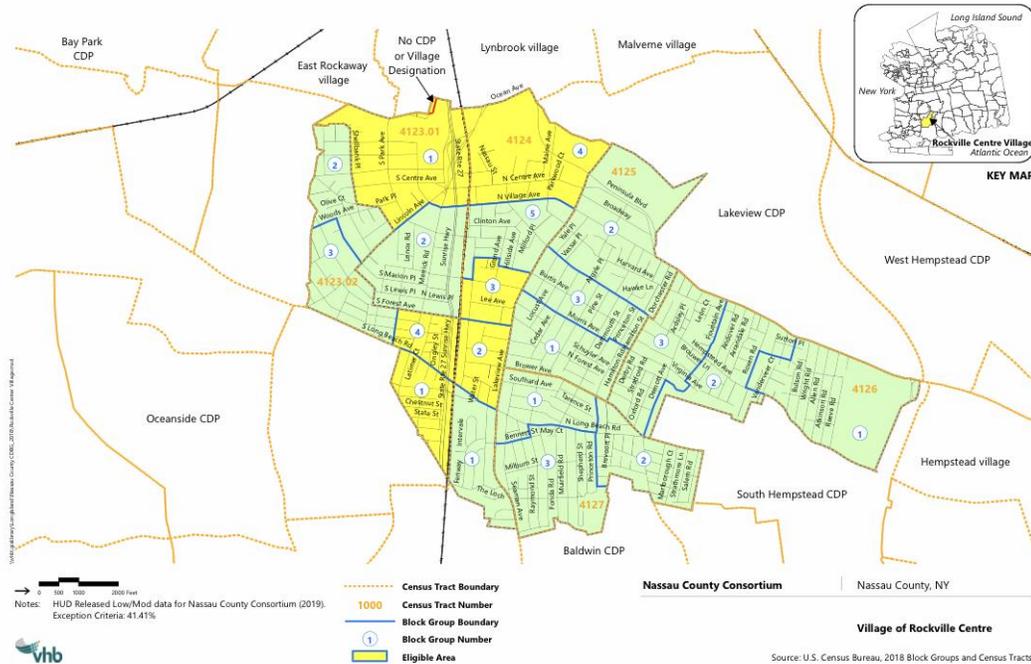
Rockville Centre



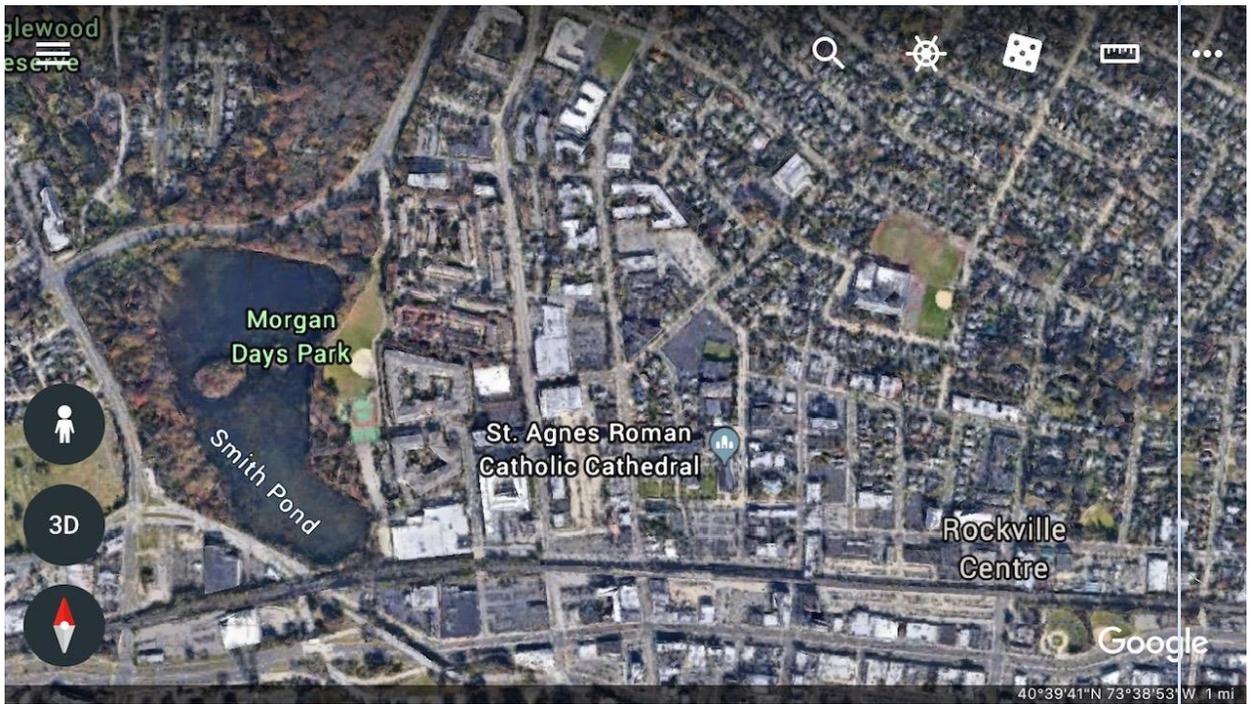
Rockville Centre Parking Map



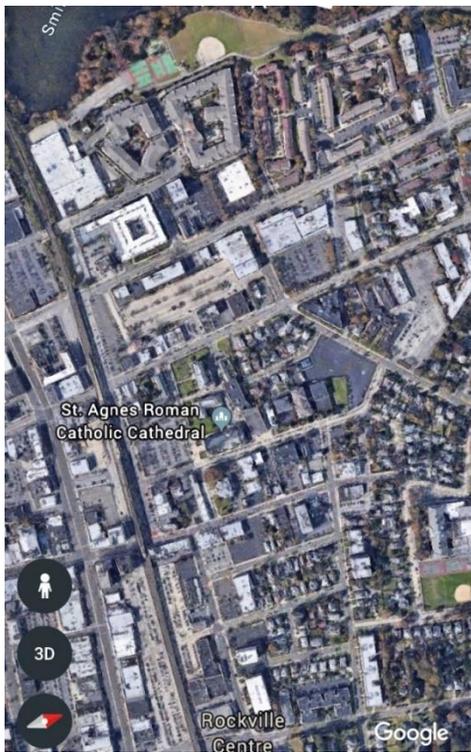
Rockville Centre 2018 Block Map – Yellow = Low/Moderate Income Area



Rockville Centre, including Smith Pond



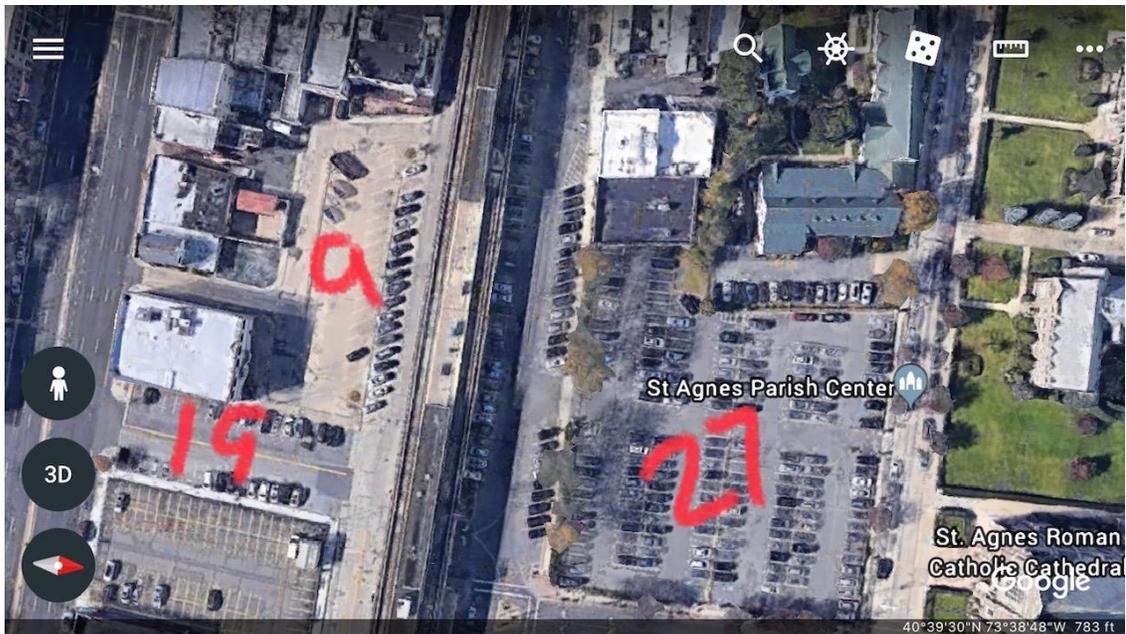
Downtown Rockville Centre – highlighting Parking Fields and 50 Banks Avenue



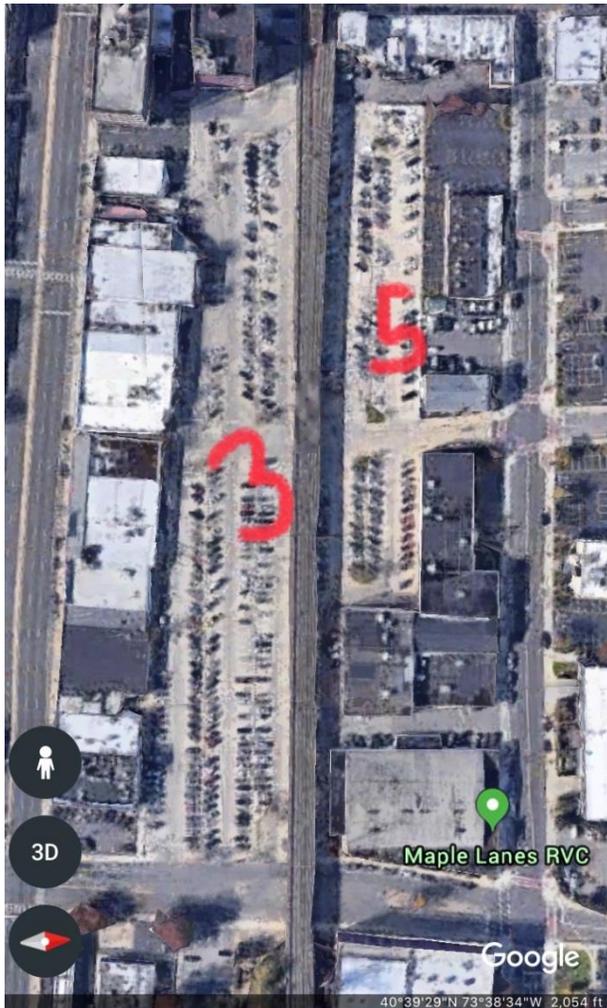
Parking Fields 2, 2A, 13 and 22



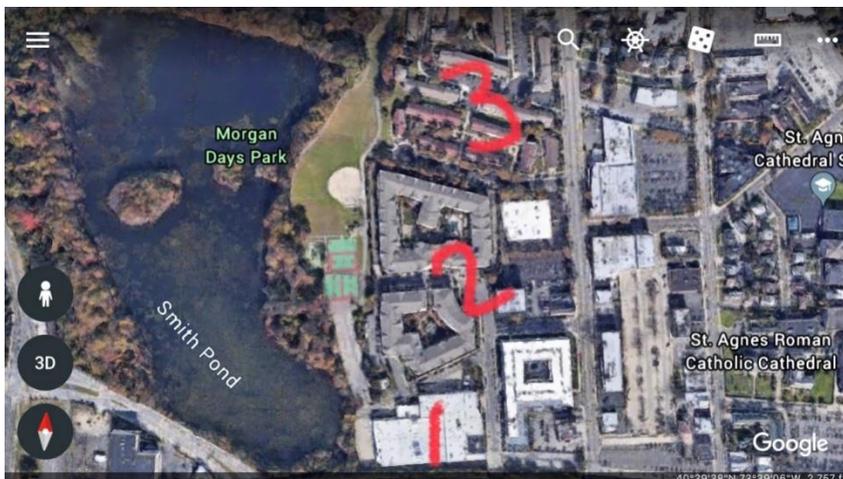
Parking Fields 9, 19 and 27



Parking Fields 3 and 5



1. 50 Banks Avenue (site of NICE Bus Depot)
2. Avalon Bay Apartments
3. Rockville Centre Housing Authority

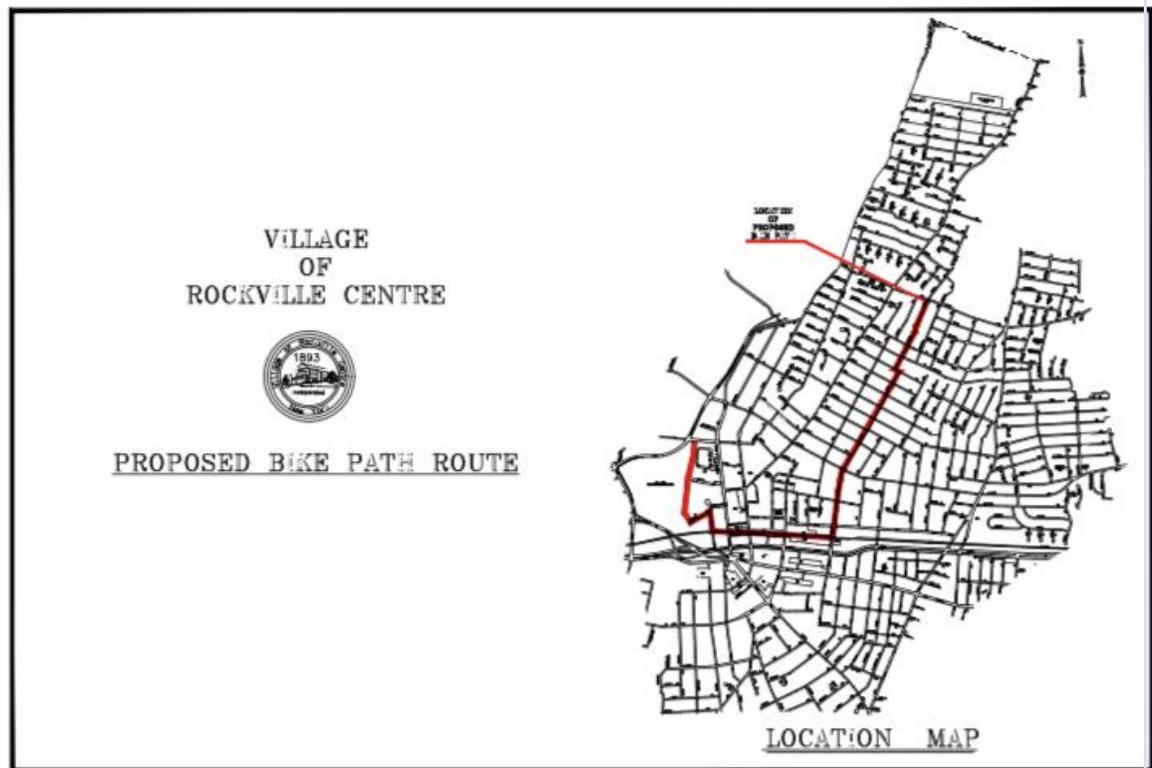


34 Maple Ave



Bus Depot (Large white building) Avalon Bay





- 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.

Over the past several years, the Village of Rockville Centre has focused on “Streetscaping” the blocks within our downtown area – including fixing sidewalks, curbs, crosswalks, street furniture, waste receptacles, signage, lighting, and décor such as hanging baskets and trees – making the downtown not only more aesthetically pleasing, but safer as well. We have also addressed the infrastructure below the roads, including the \$4 million dollar improvement project of Maple Avenue, the main Village owned east-west thoroughfare that is one block north of Sunrise Highway. We have worked with building owners to add guidance as they renovate buildings. The Village has an Architecture Review Board as well as a Planning Board and a Zoning Board of Appeals to ensure that the character of the Village is maintained as we adapt to the changing needs of the 21st century.

In the past 15 years six multi-family housing complexes with 585 units, were built within a few blocks of the downtown area, including a 55 and over community as well as town houses, condominiums and rental apartments. There are 2 hotels in town with 221 total rooms. One is located right in the downtown, the other is located on the western border of the Village. Over the past ten years, the Chamber of Commerce has also grown to include more of our retailers and professional services

providers and has become more involved in the community. We have initiated business-friendly policies such as doing away with metered parking after 6pm and nurturing a strong relationship between Village officials and the Rockville Centre Chamber of Commerce including a new partnership where local businesses can sponsor a banner with their name printed on it and the funds raised will be used towards beautifying our downtown. The Village is conducting a study to revisit mixed-use zoning in the downtown area and Mayor Murray has comprised a group of residents to establish the “Mayor’s Zoning Advisory Committee” to review the Village’s zoning regulations, especially in the downtown. The previous administration changed the zoning code ten years ago, abolishing new mixed-use zoning in the downtown - grandfathering in those properties that already had mixed-used. According to the 2019 nextLI survey generated by Newday and funded by the Rauch Foundation, 67% of Long Island 18-34 year olds plan to move away from Long Island within the next 5 years for more affordable housing. By allowing mixed-use in our downtown area, Rockville Centre has the potential to become an affordable, attractive option for young people – both those who were raised here as well as those who would be new to the community.

As previously mentioned, the station plaza is a main gateway to Rockville Centre and it needs to be updated making it inviting for people to use mass transit to enter into the village. The municipal parking fields were built in the middle of the last century and need to be overhauled and redesigned to optimize the space available, ensure that they’re ADA compliant as well as utilizing environmentally friendly technology such as adding charging stations and bioswales and utilizing permeable pavement and LED lighting. The parking fields would also be landscaped making them more inviting and safer to walk through – especially for our residents who live in the west end of our Village where there is a mix of new multi-family housing as well as low-income housing. We identified parking field #22 to be a site where we would create a small park

We have worked with a number of groups including the Chamber of Commerce, the Rockville Centre Conservancy and the Mayor’s Youth Task Force on projects from everything to raising money to purchase flowers and benches to cleaning up parks and planting flowers. Every year, the Village works with the Chamber of Commerce to organize the “Eat, Shop, Rock” festival that boosts community exposure to Rockville Centre’s many diverse eateries, shops, music, businesses, and organizations. By fostering these relationships, we demonstrate to our residents and business owners that we are committed to the success of our downtown.

In addition to the health of our business district, the Village of Rockville Centre is very concerned with the health and well-being of our residents. We have an award-winning senior center whose mission is to provide essential, quality, and responsive service to older residents and their families. Given that the well-being of each resident impacts the entire community, it is the goal of the senior center to support independence, encourage life satisfaction and promote vital aging for older residents now and into the future. We envision building on the success of the senior center by addressing some of the needs of a different age group. With 15% of our population being between the ages of 10-19 we take the health and well-being of our teens seriously and with the increase in teen suicides and drug and alcohol abuse, this is no small job. Our Police Department has a dedicated youth officer, we have strengthened our relationship with the school district, and we have very good relationships with the

RVC Youth Council and the Rockville Centre Coalition for Youth – two organizations that not only promote drug and alcohol-free activities for our teens, but they also advocate and lobby for our youth. We also have an intergenerational committee where members of our senior center meet with students from South Side High School throughout the year where relationships are formed between our seniors and our teens. We anticipate working closely with all these groups as we develop programs to keep our teens focused and away from addiction as well as giving them access to social workers if needed.

Rockville Centre has the housing and the businesses, we just need to ensure that those who come into our downtown area are able to navigate around safely whether they're walking, driving, cycling or utilizing public transportation. Our proposed improvements to our station plaza and surrounding parking fields will not only place Rockville Centre as a leader in utilizing green technology but will welcome visitors and residents to take mass transit, walk or bike into the downtown area from their homes and/or make the prospect of parking a few blocks away a more attractive option.

- 3) Recent or impending job growth.** Describe how recent or impending job growth within or near the DRI area will attract professionals to an active life in the downtown, support redevelopment, and make growth sustainable in the long-term.

According to the census bureau, 66% of the Rockville Centre population 16 and over are in the workforce. South Nassau Communities Hospital, which sits on our eastern border, partnered with the Mount Sinai Health System and is undergoing a huge expansion which will bring new jobs and visitors to the area. Having the neighborhoods we do, a strong employment profile, many options for recreation, shopping, dining and entertainment, along with high quality healthcare and strong educational institutions including a college with one of the nation's top ranked nursing programs, Rockville Centre has the potential to be highly attractive to professionals but there are ways to improve. Today's professionals want well-lit walkable downtowns, including parking fields and streets, and they want that lighting to be environmentally friendly. They want greener options such as permeable pavements to help filter storm water to protect our groundwater and charging stations for their zero-emissions vehicles or places where they can safely store bikes and helmets while they're commuting, shopping, dining or enjoying entertainment. Ownership of zero emission vehicles is on the rise. According to Data.ny.gov, as of September 2, 2021 there were 81,858 electric vehicles registered in New York State, 10,608 of them are registered in Nassau County and 166 of them are registered in Rockville Centre. 81 of those 166 Rockville Centre vehicles were purchased in 2020 and 2021. The number of electric vehicles will continue to grow especially once charging stations become more common place. There is currently an initiative underway to expand the access of fast-charging stations throughout the state. With greater access to charging stations, zero-emission vehicles will become even more attractive, and sales will increase which will make the village even more attractive for residents and visitors if we have charging stations in our municipal parking fields. Right now, there is only one charging station open to the public in the Village and

that is located at Mercy Medical Center, 2 miles from the Rockville Centre downtown area. In addition to being more environmentally savvy, people today are more active, and with the increase of people cycling more, they want designated bike paths so they can safely cycle either to the train or with their families.

These projects will create temporary and permanent jobs. We are not able to perform the necessary work to rehabilitate the infrastructure and create a bike path so we would need to hire contractors to do the work creating temporary jobs. The teen center would create 2 full time jobs and 2 part-time jobs to start. We envision that the center will be a success, creating more jobs as it grows.

- 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.

By our addressing the infrastructure of our outlying parking fields as well as the updating and beautification of our station plaza and adding a bike lane, not only are we making our village safer and more enjoyable by making it more walkable and cyclable, but we are making our Village more environmentally sound. With the use of permeable pavement and the addition of the bike lane, charging stations, bioswales, green spaces and recyclable containers, we are improving not only the quality of life for our residents and visitors, but also for our future residents and visitors. We take our role as stewards of our environment very seriously. In addition to making our village more pedestrian and bike friendly, we want to encourage people to use mass transit. Residents and visitors alike will be more likely to take mass transit if they arrive to a well-lit and updated station plaza and are confident that they can safely walk to their final destination.

Moving the popular farmer's market to a renovated parking field 2, adjacent to the newly built park in field 22, will allow those who live in the multi-family units nearby, including many of our lower-income residents, better access to the fresh, healthy foods that are found at a farmer's market.

As of now, our Village code does not allow for new mixed-use in the downtown, but we are in the process of revisiting this. We do have mixed-use in buildings that were grandfathered in before the zoning code was change. Part of the reason for the change was the lack of parking in our downtown area but making the downtown area more conducive to walking and utilizing mass transit would make residents not so reliant on cars. And for those potential residents who do have cars, they'd be able to obtain overnight permits to park in the newly renovated – better lit, more secure - municipal fields, no more than a couple of blocks away. Allowing more mixed use in the downtown will attract young professionals who would like to live in the Village and take advantage of our shopping, restaurants and nightlife but aren't ready to buy a single-family home.

The Village wants to improve the quality of life for all our residents, and we believe that teens are often overlooked. Today's teens are under so much pressure from various sources including family, friends, school, and now COVID. Many teens that don't have healthy coping mechanisms turn to alcohol and drugs – or worse – to escape their stress. As mentioned previously, we are in the midst of an opioid epidemic, with close to 3,700 fatal opioid overdoses on Long Island alone between 2010 and 2018. Nassau County had 214 overdose deaths in 2019 and that number increased by 34.1% to 287 in 2020. This increase is attributed to the challenges brought about by COVID. According to the National Center for Health Statistics, drug overdose deaths among kids age 15-19 rose by 19% between 2014 and 2015. And according to the 2014-2017 Nassau County Health Assessment Report, Poisoning/Overdose is the leading cause of death for those between 18-35 years old – more than motor vehicle accidents. Suicide is another leading cause of death for those between the ages of 15-24. In a mortality report the Centers for Disease Control and Prevention released last year, suicide rates among those aged 10-19 rose 56 percent between 2007 and 2016, with greater increases for females than males. The Village's teens have not been immune to what's going on nationally and we believe something must be done. By providing a place where our teens can gather in a safe place, free from alcohol and other addictive substances and have access to a social worker, we are giving our teens options to make safe, healthy choices.

- 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.

Rockville Centre is in the process of reviewing its Zoning codes. The Mayor has established a Zoning Advisory Committee comprised of residents who are lawyers, architects, planning experts and other concerned citizens who are interested in making sure Rockville Centre is a vibrant community that is responsive to the needs of the 21st century resident and visitor.

The Village is committed to the environment. We have added electric vehicles to our fleet and we are looking for ways to incorporate charging stations in our parking fields. Working with the Governor's Office of Storm Recovery, we have already made some of our parking fields more environmentally friendly but incorporating permeable pavement and adding bioswales.

The Incorporated Village of Rockville Centre assures that no person shall on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. The Incorporated Village of Rockville Centre further assures every effort will be made to ensure nondiscrimination in all of its

programs and activities, whether those programs and activities are federally funded or not. The Village's Title VI Plan can be found on our website www.rvcny.gov

- 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.

While there has not been a formal engagement process as of yet, we do listen to the concerns and comments of our residents, visitors and business owners and many of those comments concern parking in the downtown. While parking studies have shown that the Village does have ample parking, the fields that surround the downtown are under-utilized while cars constantly circle around the heart of the downtown looking for spots and many double park blocking traffic or park illegally thereby blocking crosswalks and views making it very dangerous for pedestrians and drivers alike. Renovating parking fields 2, 2A, 3, 5, 9, 13, 19, and 22, will address the parking issue. Our residents are also more environmentally conscious and by utilizing environmentally friendly technology such as LED lights and charging stations as well as adding the bike path, bike lockers and racks, we are giving our residents and visitors options other than driving to come visit our downtown. Before 2021, the Village issued approximately 3,500 passes for commuter lots yearly and on any given standard workday, our commuter lots were full. With COVID, people have not be utilizing the commuter lots as they have been. While we do expect that people will change how they work, it's too soon to tell if people's commuting habits will permanently change and what those changes will be. We do know that in the past, the majority of commuters were not utilizing alternative methods of transportation to get to and from the station. And although the commuter lots aren't as filled as they once were these days, the station plaza still receives a lot of traffic by commuters, residents and visitors who pass by it through their daily activities. We are confident that our residents would not only support the proposed renovations but would be actively engaged throughout the planning process.

As previously mentioned, in addition to our strong relationship with our school district, we also have very good relationships with the RVC Youth Council and Rockville Centre Coalition for Youth – two organizations that not only promote drug and alcohol-free activities for our teens, they also advocate and lobby for our youth. We anticipate working closely with all of them as we create our teen center.

- 7) Transformative opportunities.** 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 scope and complexity of the project). Projects may be public or private, and could address economic development, transportation, housing, and community development needs. Project descriptions should include demonstration of readiness, proposed cost and funding sources, and identification of the project sponsor. For private for-profit projects, DRI funds may not exceed 40% of the total project cost (with a 10% bonus available for projects that commit to meaningful carbon reduction goals, including full electrification and net-zero

building performance). While DRI funding may be used to cover the entire cost of a public or not-for-profit project, leveraging of investment dollars from other sources (i.e., private, local, federal, or other state sources) is strongly encouraged. Also identify any other transformative opportunities that may be explored during the planning process, such as reuse of vacant and developable properties and underutilized buildings; projects to address unmet needs in the downtown, including housing, retail, and community services; and activities that will build upon regional strengths and trends. If a loan or grant fund is proposed, please identify who might be an appropriate entity with capacity to manage the fund. If candidate projects have been identified, please include them to demonstrate potential demand for the fund. Funds are typically capped at \$600,000. Please note that if your community is selected to participate in the DRI program, projects identified in the application, along with any others that may arise during the DRI planning process, will ultimately be vetted by the Local Planning Committee and the State to determine which projects receive DRI grants.

The projects that would be ready for implementation within the first two years are:

1. **The Bike Path:** We really want to encourage cycling and having a dedicated bike path is the best way to do this. The area around the train station gets very congested during the evening rush hours, with many drivers double and triple parking, leaving their cars idling while they wait for commuters to come off the train making for a dangerous situation. It is our hope that having a designated bike lane will encourage commuters to bike to the station instead of driving or being picked up.
2. **Parking Field 9** The Village has already worked with a firm to redesign parking field 9. With that general design, we would be prepared to renovate that lot, adding parking spaces, easing traffic flow, and encouraging people to visit the active businesses in the area, several of which have rear entrances that are accessible from that lot.
3. **South Station Plaza** We would then address South Station Plaza, the road that runs east to west on the south side of the station. This road sees a lot of traffic, including a tremendous amount of bus activity. In addition to addressing pavement issues that has developed because of the amount of use the roadway gets, we would also add seating and streetscaping to enhance the experience of those traveling by bus, making mass transit a more attractive option.
4. **Front Street** The next step would be to address the other side of the station plaza and address Front Street. We would replace broken cross walks, fix some settling issues, and repave the road.
5. **Engineering:** Hire engineering support to assist with the design of the other lots incorporating features such as pedestrian walkways/crosswalks, LED lighting, charging stations, permeable pavement and bioswales into the design. We would also hire engineering support to assist with the design for the heavily traveled pedestrian walkway under the elevated tracks – including LED Lighting, bike lockers and racks,
6. **Teen Center:** While purchasing the NICE bus depot may not be a near-term viable option, the Village can pursue other options such as working with a landlord with open space in the downtown to form a partnership, or utilizing other Village-owned property, such as the

Senior Center, that has different operating hours than a Teen Center would have. We would also seek to form a partnership with the Youth Task Force and the Coalition for Youth.

- 8) Administrative Capacity.** Describe the existing 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.

Rockville Centre has a strong history of being capable to manage large projects that were financed through multiple sources. Our bigger projects included the overhaul of Maple Avenue, the renovation of the Lister Park complex on our southern border as well as the construction of the RVC Sports Complex on our northern border. We are currently in the process of working with the Governor's Office of Storm Recovery on the \$125 million "Living With the Bay" project. We have been the recipient of numerous federal and state grants, so we know the process of managing a project from the beginning stages seeing it through to the end. We have also partnered with Molloy College and organizations and businesses within the Village to ensure the success of projects. Rockville Centre is well positioned to manage multiple projects.

- 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.

As mentioned often in previous questions, the Village is committed to adding charging stations to our municipal lots.

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

Counties: Albany, Columbia, Greene, Saratoga, Schenectady, Rensselaer, Warren, Washington

- Central New York NYS-CentralNY@esd.ny.gov

Counties: Cayuga, Cortland, Madison, Onondaga, Oswego

- Finger Lakes NYS-FingerLakes@esd.ny.gov

Counties: Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, Yates

- Long Island LIREDC@esd.ny.gov

Counties: Nassau, Suffolk

- Mid-Hudson NYS-MidHudson@esd.ny.gov

Counties: Dutchess, Orange, Putnam, Rockland, Sullivan, Ulster, Westchester

- Mohawk Valley NYS-MohawkVal@esd.ny.gov

Counties: Fulton, Herkimer, Montgomery, Oneida, Otsego, Schoharie

- North Country NYS-NorthCountry@esd.ny.gov

Counties: Clinton, Essex, Franklin, Hamilton, Jefferson, Lewis, St. Lawrence

- Southern Tier NYS-SouthernTier@esd.ny.gov

Counties: Broome, Chemung, Chenango, Delaware, Schuyler, Steuben, Tioga, Tompkins

- Western New York NYS-WNY-REDC@esd.ny.gov

Counties: Allegany, Cattaraugus, Chautauqua, Erie, Niagara

- New York City - Submit to the appropriate office below.
 - o Bronx: James Rausse at jrausse@bronxbp.nyc.gov
 - o Brooklyn: Jeff Lowell at jlowell@brooklynbp.nyc.gov
 - o Manhattan: Elka Morety at emorety@manhattanbp.nyc.gov
 - o Queens: Shurn Anderson at sanderson@queensbp.org
 - o Staten Island: Stephen Caracappa at scaracappa@stateninsula.com.