



2019 DRI Application

Applications for the Downtown Revitalization Initiative (DRI) must be received by the appropriate Regional Economic Development Council (REDC) by **4:00 PM on May 31, 2019** 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 as 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 May 10, 2019**. The subject heading on the email must be "Downtown Revitalization Round 4."

Applicant responses for each section should be as complete and succinct as possible. Additional information is available in the 2019 DRI Guidebook, available at www.ny.gov/DRI.

Applicants in the **Mid-Hudson region** must limit their application to a total of 15 pages, and no attachments will be accepted. The map of the DRI Area requested in question number 1 must be part of the 15-page limit.

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 to solicit public input on the community vision and potential projects and should demonstrate that any input received was considered in the final application.

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. 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 rail road 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 rail road tracks so that commuters can 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 rail road tracks more pedestrian friendly by fixing the pavement, adding LED lighting and plantings, recycling bins and street furniture if space allows.

The majority of 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. We would also like to make them more attractive so visitors who do come to Rockville Centre are willing to park and walk to their destination instead of circling around trying to find a spot closer which only adds to traffic and pollution. We also envision moving the popular “Farmers’ Market” that currently is located in Parking Field 12 (Sunrise Highway) on Sunday mornings from June through October to Parking Field 2 which allows greater access to healthier foods for the residents that live nearby, many of whom live in low-income housing.

We want 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, 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 close to 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 rail road 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 ride 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 parking and 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 moving police headquarters to 142 Maple Avenue where currently our Water Department is located in a building that is being underutilized. The Water Department will be 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 new parking lot will be built adding 50 much needed parking spots for commuters and shoppers.

As for green spaces, 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. 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 – from 2010-2018 there were close to 3,700 fatal opioid overdoses on Long Island. One way to keep teens from abusing drugs and alcohol is to keep them busy. Teen suicide is also on the increase and Rockville Centre has not been immune. Part of our downtown vision includes having a safe place for teens to gather, 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. Since we will be adding 50 spots where the current police headquarters is located, we would remove 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.

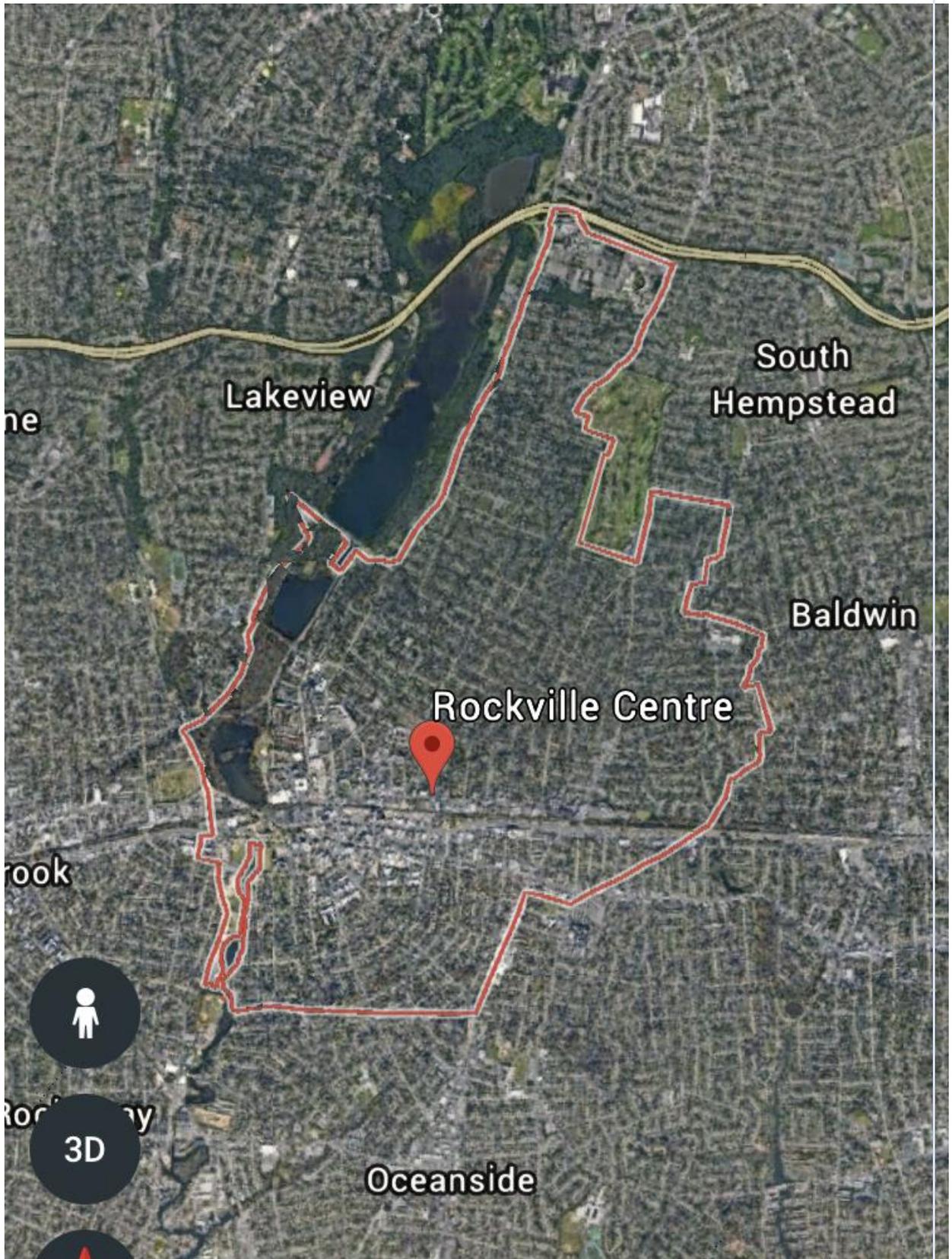
We currently have award-winning Senior and Recreation Centers and we believe there is a need for a Teen Center so that teens can not only socialize in a safe drug and alcohol-free environment, but can also have access to a social worker if needed. By addressing the physical and mental health of all our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

DOWNTOWN IDENTIFICATION

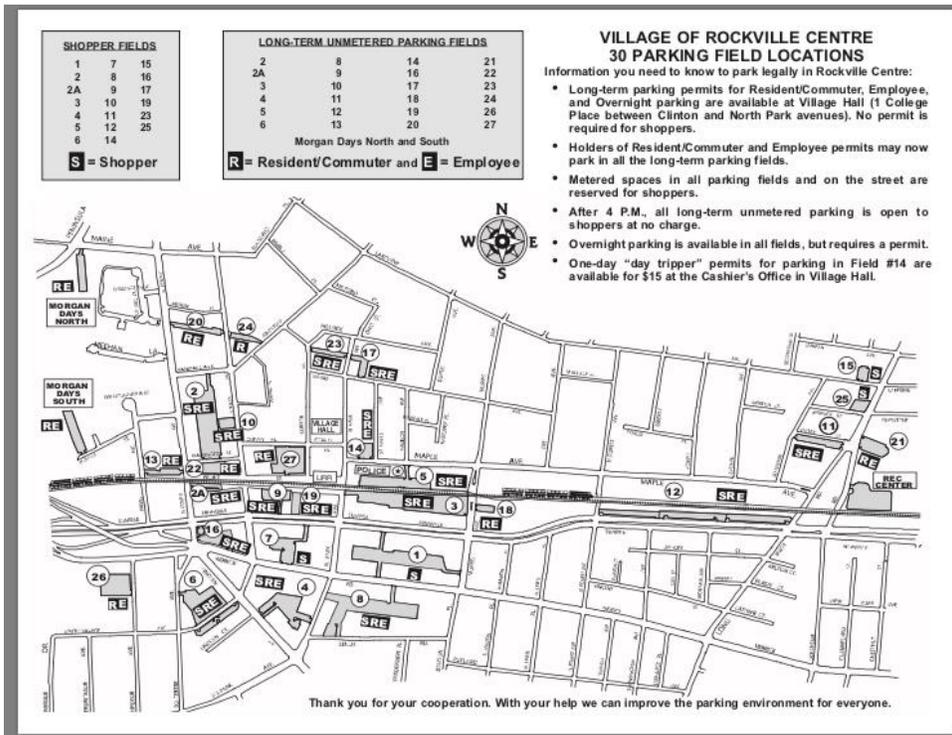
- 1) Boundaries of the proposed DRI area.** Detail the boundaries of the targeted downtown area or neighborhood, keeping in mind that there is no minimum or maximum size, but that the area should be concentrated and well-defined. Neighborhoods beyond traditional central business districts are eligible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



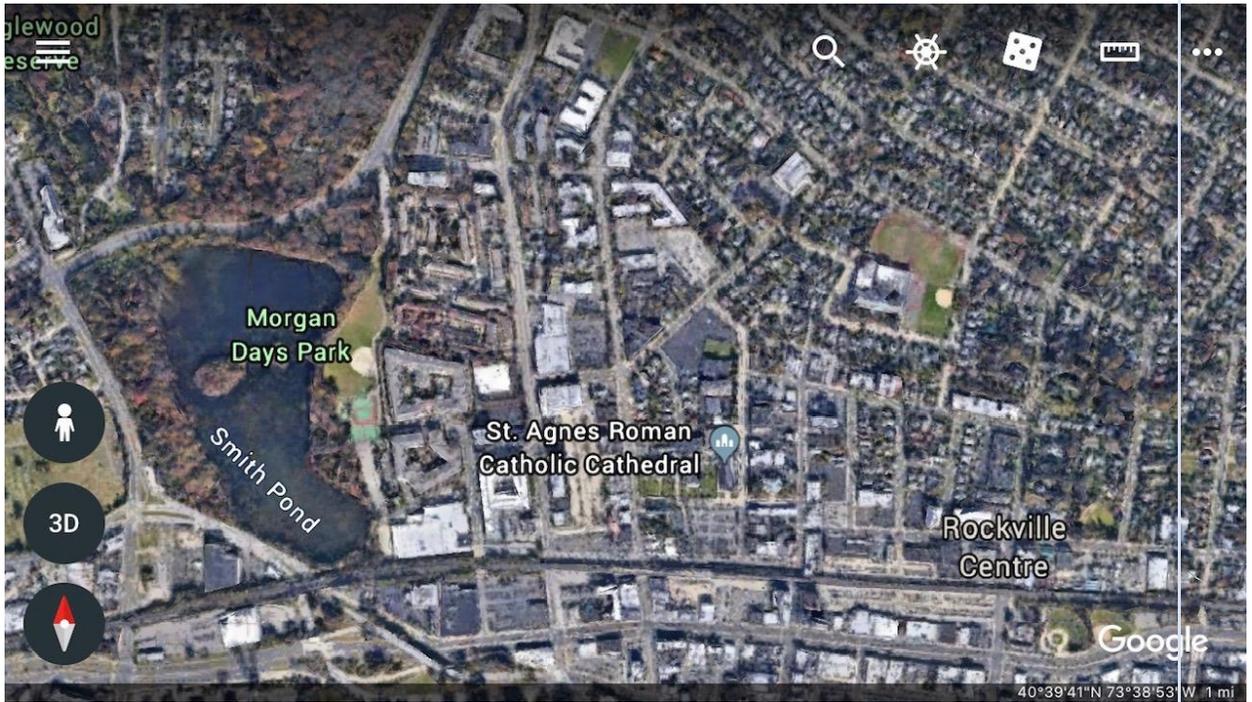
Rockville Centre Parking Map



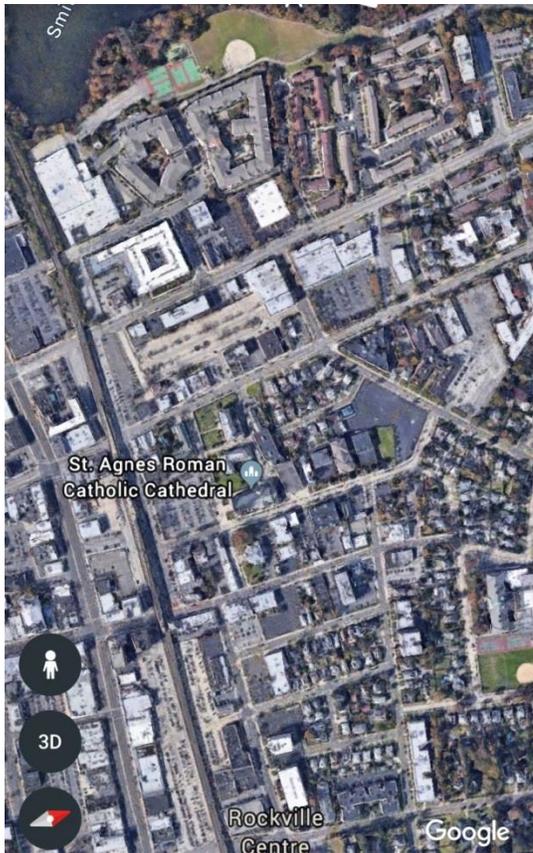
Rockville Centre 2010 Block Map – Yellow = Low/Moderate Income Area



Rockville Centre, including Smith Pond



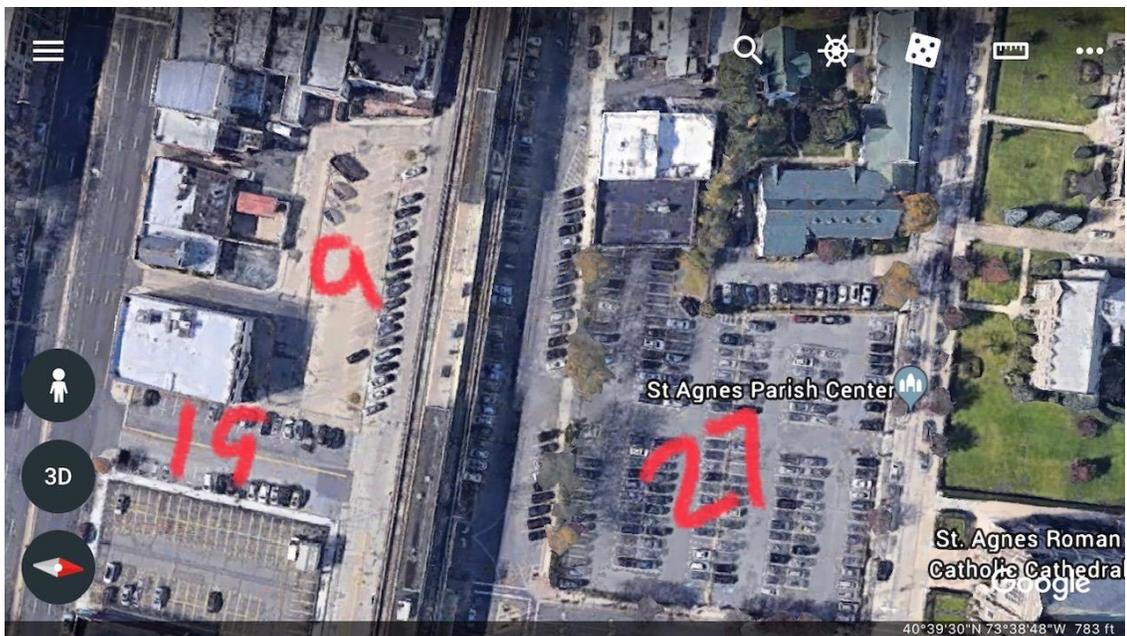
Downtown Rockville Centre – highlighting Parking Fields and 50 Banks Avenue



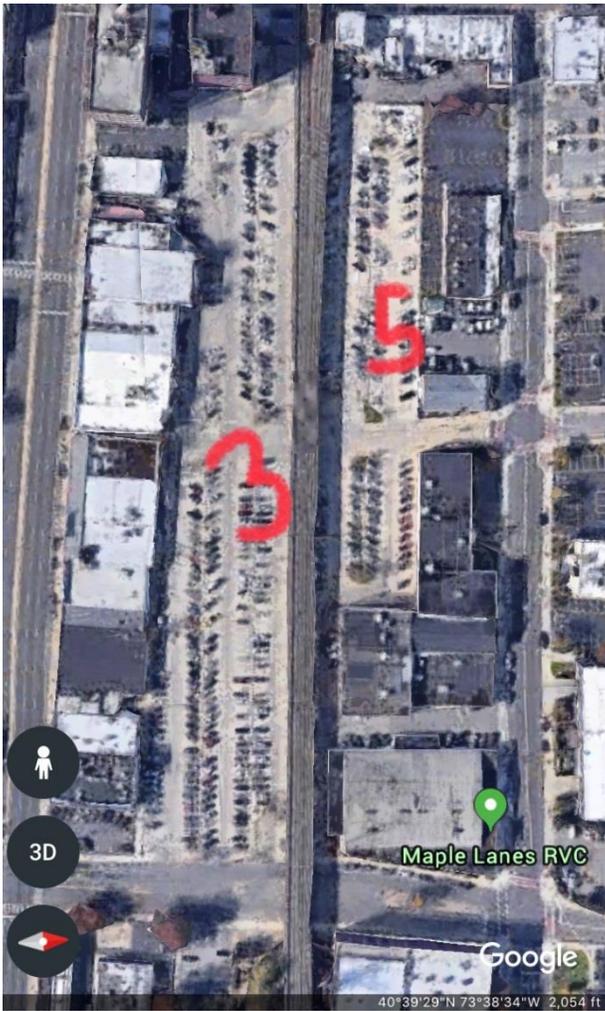
Parking Fields 2, 2A, 13 and 22



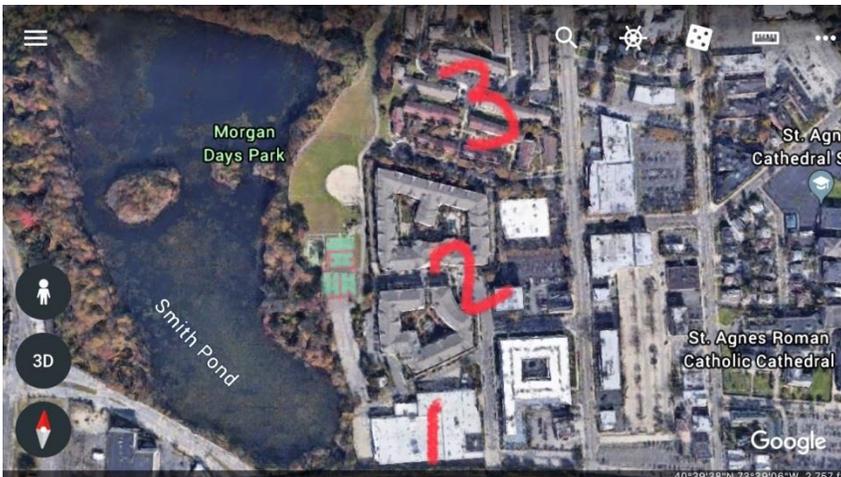
Parking Fields 9, 19 and 27



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. 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 and 98% of our 500 storefronts and office space is occupied. 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. The Village is in the beginning stages of conducting a study to revisit mixed-use zoning in the downtown area. 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 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.

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 13.9% 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, 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, from 2015 to 2016 employment in Rockville Centre grew at a rate of 3.86%. From 11,560 employees to 12,006. The most common sectors are healthcare, education, financial fields and professional, scientific and tech services accounting for almost 54% of the growth. South Nassau Communities Hospital, which sits on our eastern border, has just 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. From 2010 through October, 2018 43,000 electric vehicles were sold in New York State. In 2012, 203 zero-emissions vehicles were registered in Nassau County that number

increased to 496 in 2015 and the number will only continue to grow especially once charging stations become more common place. In February, Governor Cuomo announced an initiative 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 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) Attractiveness of physical environment.** 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 Village of Rockville Centre has spent a lot of time and capital to enhance our downtown area. We have fixed sidewalks, curbs, and crosswalks We added street furniture, waste receptacles, new signage, decorative lighting, and décor such as hanging baskets and trees to make 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.

Here are some examples:

LIRR Underpass at Park Avenue
December 2007

July 2018



284 Sunrise Highway
October 2012

August 2018



274 Merrick Road, Merrick Road Side
December 2007

October 2018



274 Merrick Road, Park Avenue Side
August 2012

September 2018



South Park Avenue
December 2007

September 2018



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. 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. Once it's updated, parking field #2 would be an excellent location for the Farmer's market. 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 our residents who live in the west end, giving our low-income residents better access to the fresh vegetables and other fresh foods a farmer's market offers.

The Village plans on renovating the area under the elevated tracks from North Village Avenue to Morris Avenue. Plans include addressing the pavement, creating a designated bike path and adding better lighting and security cameras. We will make cycling and walking a safer and more desirable

option, especially at night. We would install more bicycle racks and bicycle lockers so that cyclists have a place to leave their bikes and helmets while they use the train to commute to work or even if they just want to ride into town to shop, dine and/or go to a movie.

The Village has expended a lot of time and resources to beautify our downtown and we are seeing results with the addition of hundreds of new apartments and a high occupancy rate in our business district. But as you can tell by the following pictures, the infrastructure of our parking lots and station plaza are not up to the standards of a vibrant, walkable downtown and need to be addressed. In the past year we had numerous “trip and fall” complaints costing the Village thousands of dollars in settlements.

Washington Street looking from North Centre (Between Fields 2 and 22)



Washington Street looking from North Village (Between Fields 2 and 22)



Entrance into Field 2 from Washington Street



Field 2



Field 2



Field 2



Field 2A



Parking Fields 2A, 22 and 2



Entrance to Field 13



Field 13



Station Plaza South



Station Plaza South – Adjacent to Fields 9 and 19



Station Plaza South – Adjacent to Fields 9 and 19



Field 9



Field 9



Field 9



Station Plaza South – Site of the Bus stops and LIRR Station



Front Street



Field 5



Field 3



Field 3



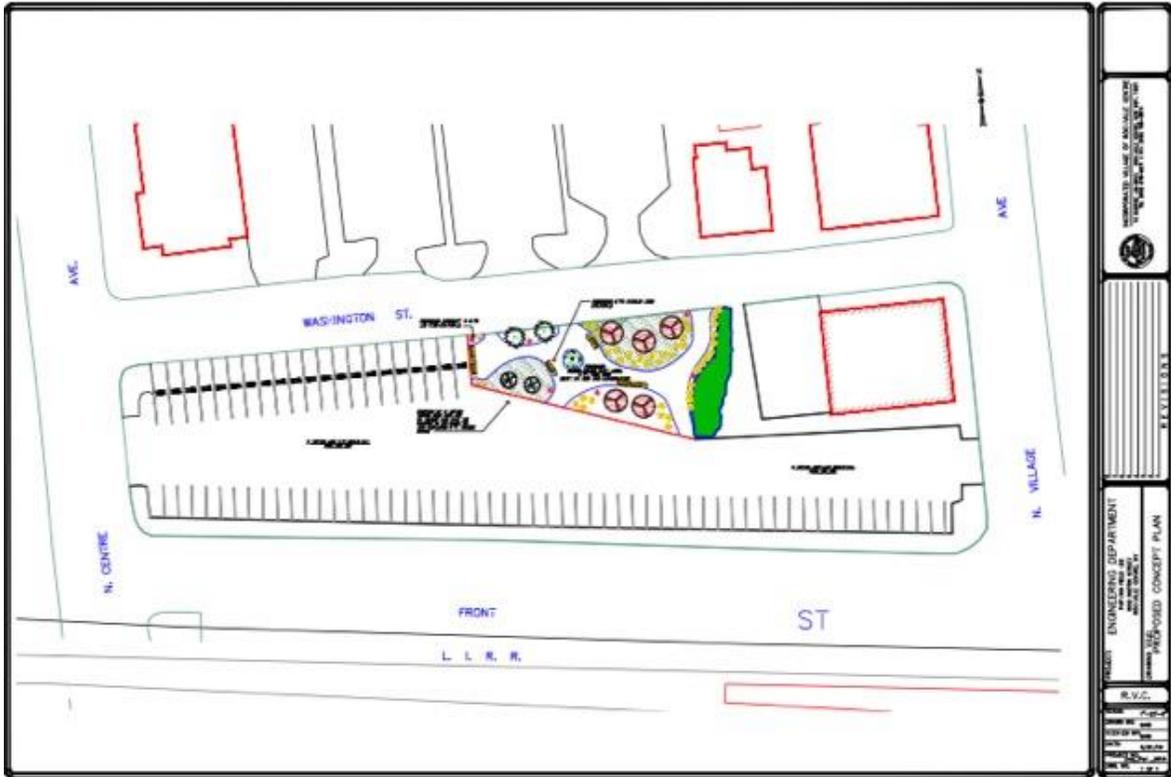
Field 3



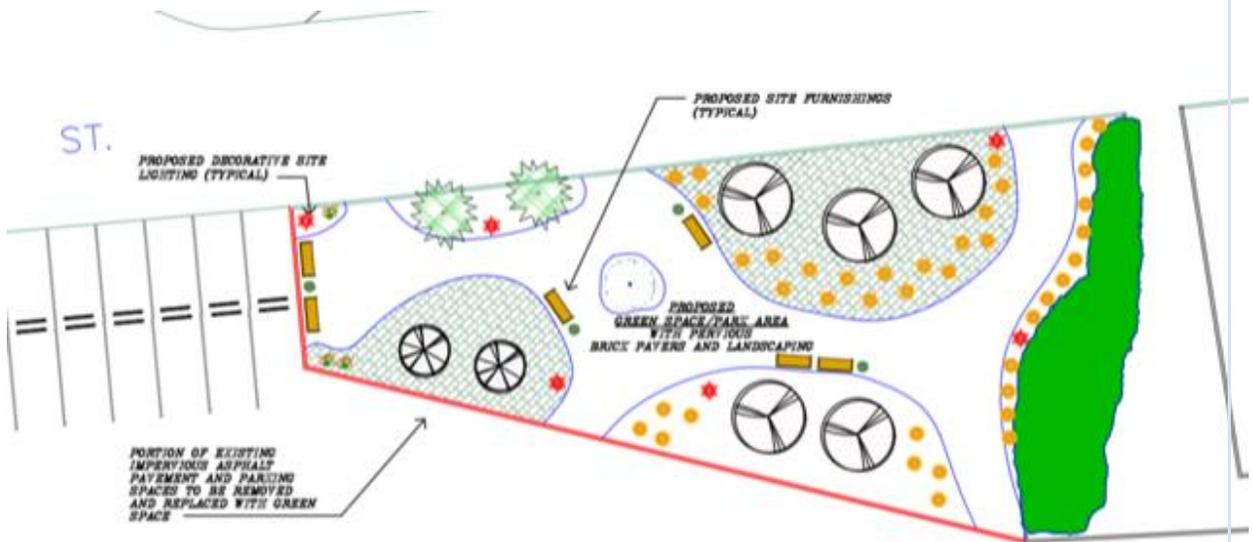
Field 3



Plans for proposed park in parking field 22



Close up of the proposed park in parking field 22



Proposed Bike Path Route

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 and school. 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. 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 has to 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.

- 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. According to the US Census, 25% of Rockville Centre residents take mass transit to work. The population of the Village between the ages of 18-65 is 14,177 25% of that number is 3,544. The Village issues approximately 3,500 passes for commuter lots yearly and on any given standard workday, our commuter lots are full. This tells us two things: 1) the majority of commuters are not utilizing alternative methods of transportation to get to and from the station and 2) the station plaza 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). Identify potential development opportunities, such as municipally-owned property that may be appropriate for redevelopment. Projects may be public or private, and could address economic development, transportation, housing, and community development needs. It should be recognized that if a DRI award is made to the downtown, the projects identified here, 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 crosswalks, 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.

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.
 - Bronx: James Rausse at JRausse@bronxbp.nyc.gov
 - Brooklyn: Josh Levin at JoshuaLevin@brooklynbp.nyc.gov
 - Manhattan: Elka Morety at EMorety@manhattanbp.nyc.gov
 - Queens: Shurn Anderson at SAnderson@queensbp.org
 - Staten Island: Lashay S. Young at LYoung@stateninsula.com



JUDY A. GRIFFIN
Assemblywoman 21st District

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

COMMITTEES
Alcoholism and Drug Abuse
Economic Development,
Job Creation, Commerce and Industry
Environmental Conservation
Governmental Employees
Higher Education

MEMBER
Legislative Women's Caucus

Secretary of State Rossana Rosado
NYS Department of State
One Commerce Plaza
99 Washington Avenue
Albany, NY 12231

May 22, 2019

Dear Secretary Rosado:

I am writing to express my strong support for the Village of Rockville Centre's ("Village") application for the Downtown Revitalization Initiative (DRI). The Village's downtown area is a very attractive option for residents as well as citizens from neighboring towns, due to it being an epicenter for entertainment, shopping, and transportation options.

The Village's vision for the new downtown includes many upgrades. First, the addition of a bike path throughout the Village would make cycling to the LIRR station and downtown area a more attractive, safer, and environmentally friendly option than it currently is. In addition, the renovation of parking fields throughout the village is sorely needed -- the fields would be redesigned to allow for the maximum use of space as well as to incorporate the use of green technology such as permeable pavers and bioswales to mitigate flooding; the village plans to also add charging stations for electric vehicles. In order to accommodate the growing demand for parking, the Village plans to create more parking spaces for commuters and shoppers. In addition, the plaza surrounding the LIRR station in the Village needs to be updated by adding bike paths, walkways and also more parking and green spaces. Moreover, in order to make the Village a more inclusive place for everyone, the Village is interested in creating a Teen Center, as a place for teens to socialize and have access to social workers -- a complement to the Village's award-winning senior center.

If awarded the opportunity presented by the Downtown Revitalization Initiative, I have no doubt that the Village of Rockville Centre will continue its commitment to being a central location for residents to enjoy, and also to showcase environmentally friendly technology and to promote the well-being of its residents. Thank you for your assistance with this matter, and I look forward to hearing from you soon.

Sincerely,

Judy Griffin
Assemblymember, 21st District

CHAIRMAN
ENVIRONMENTAL CONSERVATION

COMMITTEES:
CODES
CIVIL SERVICE AND PENSIONS
HEALTH
INVESTIGATIONS AND GOVERNMENT
OPERATIONS
TRANSPORTATION

**THE SENATE
STATE OF NEW YORK
ALBANY**



SENATOR TODD KAMINSKY
9TH SENATE DISTRICT

ALBANY OFFICE
ROOM 307
LEGISLATIVE OFFICE BUILDING
ALBANY, NEW YORK 12247
TEL (518) 455-3401
FAX (518) 426-6914
DISTRICT OFFICE
55 FRONT STREET, ROOM 1
ROCKVILLE CENTRE, NEW YORK 11570
TEL (516) 766-8383
FAX (516) 766-8011
WEBSITE
KAMINSKY.NYSENATE.GOV
E-MAIL
KAMINSKY@NYSENATE.GOV

May 28, 2019

Kevin Law
Stuart Rabinowitz
Long Island Regional Co-Chairs
Regional Economic Development Council
150 Motor Parkway
Hauppauge, NY 11788

Dear Messrs. Law and Rabinowitz:

I am writing to express my strong support for the Village of Rockville Centre's Application for funding through the Long Island Regional Economic Development Council's Downtown Revitalization Initiative. This funding would support the Village's efforts to create a walkable downtown where residents and visitors alike can live, work, shop, and enjoy recreational activities.

While Rockville Centre is already known as a destination for dining, shopping and entertainment, the Village's lack of parking and transit options stymies its attempts to grow and fully utilize its downtown area. The Village's proposed plan would enable it to update aging infrastructure and promote mass transit. Infrastructure improvements would focus on the community's parking options, as these are in dire need of upgrade. This includes the creation of new lots to increase the Village's capacity, and improvements to current lots. The highest priority would be the lots closest to the Long Island Railroad ("LIRR") station, as these lots are old and suboptimal for promoting walkability and traffic flow. Additionally, the Village plans to add a bike path, to give commuters and visitors the option of cycling to the train station and downtown area. Focusing on these improvements allows the Village to encourage the use of the station and other environmentally friendly transit options, which would benefit both the environment and community.

Another main goal of Rockville Centre's revitalization project is to increase both green and community spaces. The Village's environmental efforts include incorporating green technology to help mitigate flooding and adding charging stations for zero-emission vehicles.



Further, "streetscaping" the Village's properties with trees, flowers, and LED lighting would be marked improvements. The Village also plans to add a walkable park with trees, plantings, decorative lighting, and street furniture to parking field 22. To improve community outreach, the Village would like to turn a closed bus depot into a park and a vibrant teen center. While Rockville Centre has excelled in providing terrific services to its senior citizens and its children, it lacks services for teenagers and young adults. To combat increases in teen drug and alcohol abuse, as well as in teen suicide, the Village would like to create a community center that would act as a safe space for local teenagers. These improvements would attract new interest to the area while providing critical support to a struggling portion of the Rockville Centre community.

The Village has a targeted vision for their downtown area that will help attract visitors and long-term residents to the community. If awarded this grant, I have no doubt that the Village will be able to improve its facilities to create an exemplary downtown area. I thank you in advance for your assistance with this matter and I look forward to hearing from you soon.

Sincerely,

A handwritten signature in blue ink, appearing to read "T. Kaminsky", with a stylized flourish at the end.

Todd Kaminsky
Senator, 9th District

STK/ac/ak/am





JUDY A. GRIFFIN
Assemblywoman 21st District

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Sincerely,

Judy Griffin
Assemblymember, 21st District