

**Long Island Fair and Affordable Housing Report
And Proposed Action Plan**

May 16, 2014

**A Report to the Long Island Regional Planning Council and the
New York-Connecticut Sustainable Communities Consortium**

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Long Island Fair and Affordable Housing Report And Proposed Action Plan

I. Introduction

The Long Island Regional Planning Council (LIRPC) has both led and supported efforts to foster, create and preserve a diverse housing stock as part of its LI2035 Comprehensive Regional Sustainability Plan. These have included supporting projects of regional significance that would expand the supply of workforce and affordable rental housing on Long Island and launching a public education effort to disseminate accurate information and foster a dialogue on solutions to Long Island's housing problems. To build on these efforts, LIRPC is developing a housing strategy and action plan as part of the New York-Connecticut Sustainable Communities Initiative, a collaboration of 17 cities, counties and regional planning organizations that has developed integrated housing, transportation, economic and land use plans under a grant provided by the U.S. department of Housing and Urban Development (HUD). This report outlines the scope of the challenge, summarizes recent and current activities in Nassau and Suffolk to support affordable and fair housing, and proposes actions that could be undertaken by LIRPC to build on these efforts.

The problem addressed by this report has multiple elements. Rental housing is in short supply, which drives rent costs up and fails to meet the demand from young and older adults. In some localities, continued opposition from local government and civic groups perpetuate the rental crisis and has forced young people to leave the island and settle elsewhere. The loss of young adults negatively impacts the workforce and employers' recruitment efforts. In addition, the island is economically and racially segregated. This major deficit prevents low and moderate income, and racially and ethnically diverse families, from accessing areas of opportunity with high-performing schools, quality public amenities and services, and low crime rates.

To raise awareness and combat the problem, the Council has undertaken an education and outreach role. The LIRPC has been involved in the Affordable and Equitable Rental Housing (AERH) Task Force convened by the Long Island Community Foundation and has coordinated its efforts to educate municipal leaders. Public education centers around providing good information that dispels the negative myths associated with renters. With municipal leaders, efforts focus on providing housing options, recapturing the vitality of downtowns with mixed-use and rental housing, and modernizing zoning and building codes.

The Council has convened municipal leaders and land use decision makers to discuss the impediments to creating more rental housing. It has provided case studies from Long Island communities that have embraced multi-family rental housing and have diverse residents. In addition, the Regional Plan Association's Suburban Design Manual has been disseminated as an effective tool for municipal leaders.

The LIRPC also has launched the LI2035 website to focus on rental housing education with the general public.

This analysis identifies synergies, gaps in coordination and education, and opportunities for aligning efforts. This analysis concludes with a draft action plan for the LIRPC to consider. The intent is to deepen relationships among the groups supporting rental housing and fair housing advocates, and to increase and leverage the needed energy for transforming the region into a sustainable community providing racial, ethnic, and economic opportunity for all ages.

The Sustainable Communities Grant Program and the New York-Connecticut Sustainable Communities Consortium

The New York - Connecticut Sustainable Communities Initiative is supported by a U.S. Department of Housing and Urban Development (HUD) Office of Sustainable Housing and Communities Regional Planning Grant. The Sustainable Communities Regional Planning Grant program is a key initiative of the Partnership for Sustainable Communities, a federal partnership joining the U.S. Environmental Protection Agency, U.S. Department of Transportation, and HUD with a shared mission to coordinate federal housing, transportation, water, and other infrastructure investments to make neighborhoods more prosperous, allow people to live closer to jobs, save households time and money, and reduce pollution.

To accomplish these goals, the partnership relies on six livability principles:

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competitiveness
4. Support existing communities
5. Coordinate policies and leverage investment
6. Value communities and neighborhoods

The Sustainable Communities Regional Planning Grant Program supports metropolitan and jurisdictional planning efforts that promote coordinated housing, land use, economic and workforce development, transportation and infrastructure investments understanding the interdependent challenges of specific issues within the region's multiple jurisdictions.

The NY-CT Sustainable Communities Consortium incorporates the New York-Connecticut region which includes New York City, Long Island, the lower Hudson Valley, and the coastal region of Connecticut from Stamford to New Haven. With an extensive transportation network, the expanse has a highly skilled workforce and more than 14 million people. Consortium members are listed in Appendix A and full program information is available at www.sustainablenyct.org.

II. Changing Landscape and Future Needs

Long Island is no longer the sleepy suburbia of thirty or forty years ago. There are fewer farms and more fast-moving traffic but it is still a beautiful place to live, work, and visit. However, if Long Island is to remain prosperous and a place people want to call home, there are numerous issues that must be

addressed. One critical need is for more fair and affordable housing that provides choices as people’s lifestyles and needs change.

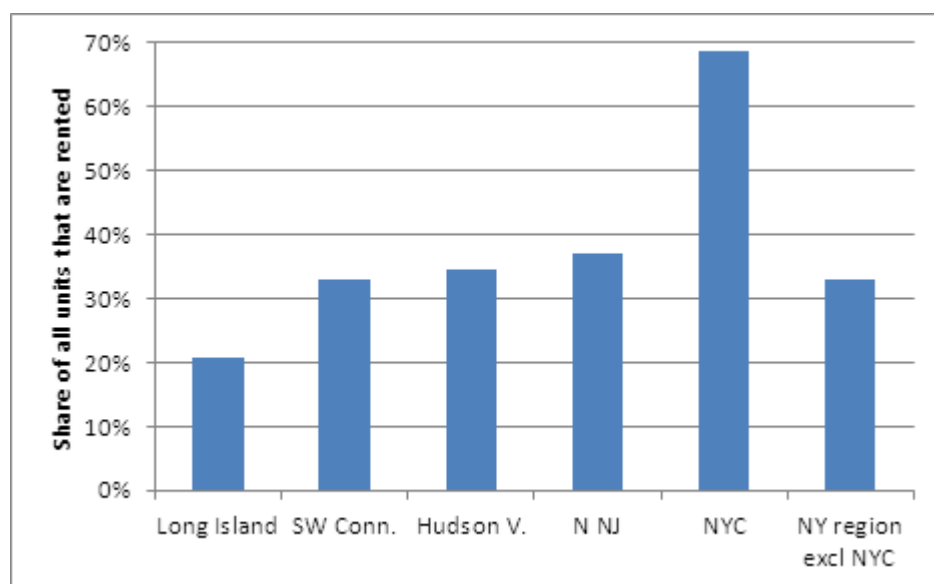
Since Long Island is a collection of communities, there is no “one size fits all” solution to manage sustainable growth. Future development must consider infrastructure variations—areas without sewers, amenities or transportation systems—as well as environmentally sensitive locations which necessitate preservation. Other built-out areas require innovative solutions.

During the last ten years, there has been a growing uneasiness about the continued spread of sprawl, decrease in open spaces, air and water quality, traffic and congestion, changing demographics, persistent poverty and segregation, underperforming schools, number of new immigrants, extraordinarily high taxation and energy costs, and the decrease in higher paying jobs. The housing bubble, economic downturn, foreclosure crisis, decrease in “real” household income, exodus of young adults who do not return, and the aging of the population are issues affecting all Long Islanders either directly or indirectly.

Yet when Super Storm Sandy struck and devastated many homes and neighborhoods, communities came together to help. Fortunately, the human capital on Long Island remains as a major asset that continues to be resourceful and resilient. There are solutions to meet both the needs of today and tomorrow.

One of the most critical problems Long Island currently faces is the shortage of fair affordable rentals. In January 2013 the Regional Plan Association (RPA) prepared a report that detailed “Long Island’s Rental Housing Crisis.” The report was prepared at the request of the Long Island Affordable and Equitable Rental Housing Task Force convened by the Long Island Community Foundation and generously funded by the Ford Foundation.

According to the Report, Long Island’s rental housing inventory is considerably less than the surrounding regions. See chart below.



With rentals only comprising approximately 21% of the housing stock, Long Island has not kept pace. Rental housing for Western Connecticut is 33%, Hudson Valley 34%, and Northern New Jersey 37%. Demand for rentals on Long Island is high and so are rental costs. Many Long Island renters agree with 2010 New York gubernatorial candidate Jimmy McMillan—*The Rent Is Too Damn High!* According to the RPA report, 30% of Long Island renters “pay more than half their income for rent and other housing costs.” And “64% of Long Island renters cannot afford a typical two-bedroom apartment.”

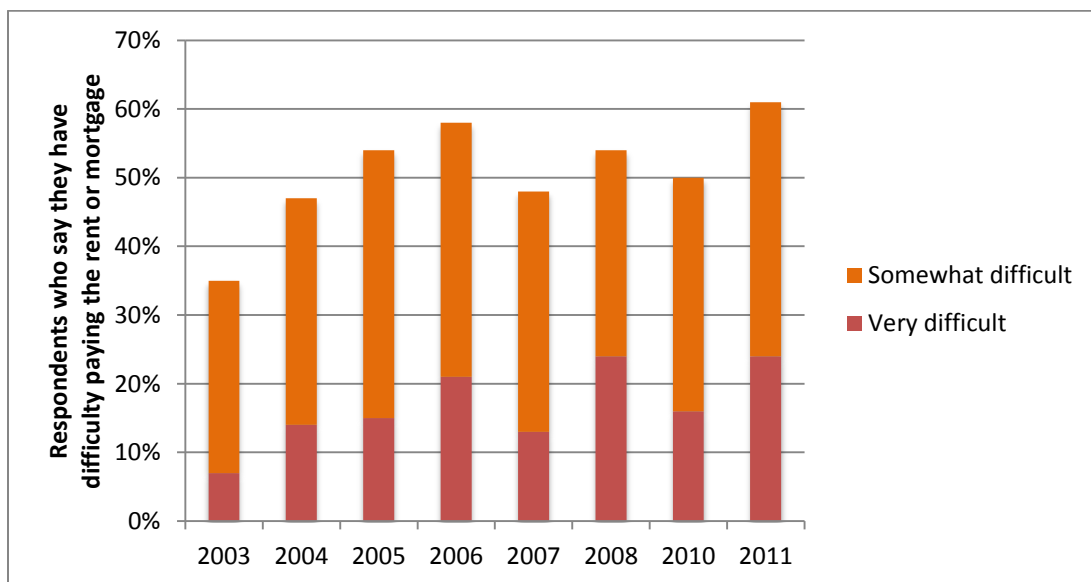
The median household income fell 11% between 2002 and 2011 on Long Island. From 2008 to 2011, incomes declined by 7%, and unemployment and underemployment continue to be problematic. While Long Island’s unemployment rate has fallen to 5.9 percent (NYS Department of Labor report March 2014), there are less people in the workforce, more low-wage jobs, and earnings have not kept pace with the cost of living.

Rents have declined slightly since peaking in 2009, but between 2000 and 2011, they increased 17% according to census data. The Nassau/Suffolk Fair Market Rents (FMRs) for 2014 established by Department of Housing and Urban Renewal (HUD) are below.

HUD FY 2014 Fair Market Rent (FMR) Summary for Nassau/Suffolk

Efficiency	1 bedroom	2 bedroom	3 bedroom	4 bedroom
\$1,033	\$1,309	\$1,613	\$2,097	\$2,415

Despite the last few years of falling home prices, nearly 39% of Long Island households continued to spend more than 35% of their income on housing costs. Close to 20% of owners have a housing cost burden greater than 50%. The chart below, from the *Long Island’s Rental Housing Crisis Report*, illustrates that nearly 60% of Long Island residents had difficulty paying the rent or mortgage in 2011



Source: Long Island Index

For many years, Long Island has been considered a high-cost region. Today a large percentage of residents are paying well over 30% of their incomes for housing costs. The National Low Income Housing Coalition (NLIHC) Report *Out of Reach 2014* documents “the gap between affordability and reality for renters.” According to the report, New York State is the sixth most expensive U.S. area to live in for renters. The NYS average *housing wage* is \$24.87, and for Long Island, it is \$31.02. **For a person earning the \$8.00 minimum wage to afford a two-bedroom FMR unit In Nassau or Suffolk Counties, he or she would have to work 3.9 full time jobs.** Many service occupations and entry-level jobs pay minimum wage or slightly higher. This includes bakers, bank tellers, childcare workers, home health care providers, landscapers, mail carriers, sales personnel, secretaries, and wait staff.

The chart below provides employment earnings by region throughout NYS. Nassau and Suffolk Counties are below the state average and surrounding metropolitan areas.

Average Hourly Earnings 2012 of All (non-farm) Employees in New York State
U. S. Department of Labor – Bureau of Labor Statistics

Metropolitan Area	Average Hourly Earnings April 2012
New York State	\$27.43
Albany, Schenectady, Troy	\$27.63
New York, Northern New Jersey, Long Island	\$29.16
Nassau/Suffolk	\$26.33
New York, White Plains, Wayne	\$30.54
New York City	\$31.66
Putnam, Rockland, Westchester	\$30.53

The NLIHC defines the housing wage as the “estimated full-time hourly wage a household must earn to afford a decent rental unit at HUD-estimated Fair Market Rent while spending no more than 30% of their income on housing costs” (*Out of Reach 2014*). If the hourly wage needed to rent an average two-bedroom apartment on Long Island is \$31.02 (NLIHC) and the average worker earns \$26.33 an hour, then most renters have an excessive cost burden and are paying more than 30 percent of their income for housing. A March 2014 report, *Housing Affordability in New York State*, was prepared by NYS Comptroller Thomas P. Napoli. The report indicates that, in 2012, Nassau County’s percentage of owner households above the affordability threshold was 43.9 percent and Suffolk County was 43.7 percent. The percentage of rental households in Nassau County above the affordability threshold was 53.2 percent—an increase of 14 percent from 2000 to 2012. In Suffolk County, 54 percent of renters paid more than 30 percent of their income—an increase of 10.9 percent since 2000. Many Long Islanders, owners and renters, simply cannot afford their homes, and that is unsustainable.

In the 2013 *Long Island’s Rental Housing Crisis* report, the study found that “64 percent of renters cannot afford a typical two-bedroom apartment, and that much of the cause is attributable to how little multi-family housing has been built in Nassau and Suffolk Counties.” Demand plays a key role in rental

costs.

Another result of high cost and few rentals is the out-migration of young adults and retirees. This out-migration is problematic for employers and the local economy. Employers cannot find new workers and retirees take their pensions and assets to other states.

The effects of Super Storm Sandy and the foreclosure crisis also created more demand for rental units. Thousands of homeowners and renters were displaced by Super Storm Sandy and many continue to be in “temporary” housing. Long Island was extremely hard hit by foreclosures with a disproportionate number in low-income majority-minority communities. While foreclosures have slowed, according to the Empire Justice Center Report, Long Island experienced 25.7% (40,915) of the state’s 159,357 90-day foreclosure notices in the first half of 2012. Foreclosures reduced wealth and the tax base and destabilized many majority-minority communities.

Foreclosure Filings in the first half of 2012 for NYS-Empire Justice Center

Long Island	25.7%
Nassau	10.2%
Suffolk	15.5%
New York City	27.1%
Remainder of State	47.2%

Other factors have also contributed to the shift to more rental housing and away from the single-family home. First and foremost are the baby boomers that now are choosing to downsize to a condominium or rental apartment. As they grow older, they are no longer interested in the regular upkeep and maintenance associated with single-family home ownership. However, these older adults want to “age” in walkable communities and continue to reside near friends and family. In addition, seniors’ savings were negatively impacted by the economic downturn, which produced a change in retirement plans that frequently necessitated more affordable choices.

The “millennials,” who are at the other end of the age spectrum, are acutely aware of the affordable rental housing shortage. About half are still living at home with their parents or in sub-par basement apartments due to the high cost of rentals. The housing stock on Long Island does not reflect current demand or trends. Young people are getting married later and are not settling into home ownership and “family” commitment until their mid-to-late 30’s. They want more vibrant locations that offer amenities, entertainment, recreational, and transportation opportunities.

This affects employers who are unable to recruit and retain young adults. This has rippling negative effects—from employers re-locating to other states to young future home buyers leaving the area and settling elsewhere. As the demographics change and Long Island continues to grow older, who will buy the single-family homes as fewer young people remain?

From 2000 to 2011, the population grew by 4.3% which was less than the surrounding region and 10.7% slower than the United States. The population continued to age in Nassau and Suffolk Counties during that period and the 55 and older cohort increased from 23% to 27%. The 25-34 year olds remained at 11% after years of steady decline (New York City has 17%).

The demand for rental housing also must be considered with respect to fair housing. While Long Island's population has continued to diversify, the housing for racial and ethnic minorities remains concentrated in low income/high poverty communities. This minimizes access to opportunity—to better schools, jobs, homes, and amenities.

New York State and Long Island remain highly segregated and this is evident in the public school system. A study released in March 2014 by the Civil Rights Project at the University of California Los Angeles (UCLA) states that "New York has the most segregated schools in the country." For Long Island, the report notes that "over the last 20 years, the percentage of majority-minority schools—those that are 50-100% minority students—...has doubled." Minority concentration is related to poverty concentration too. The lack of multi-racial and ethnic exposure adversely affects all students by limiting social interaction and "greater interracial communication skills."

III. Creating a Common Language for Collaboration

Need for Clear and Simple Language and Reliable Information

First, planning activities need to be open and transparent with understandable language and terminology. Too often public hearings and other informational events have presentations filled with industry jargon that leaves residents ill equipped to understand and weigh complex planning decisions. This effectively prevents historically disenfranchised groups from participating. Opponents of many worthwhile projects are armed with the anti-development myths that continue to resonate even after numerous studies have concluded they are unfounded fears.

Accurate and reliable fact sheets in clear and simple language will foster better understanding as well as increase participation. Providing clear examples and simple reports may improve decision-making processes for residents. Public engagement requires mutual understanding among experts, public officials, developers, residents, and advocates.

As residents consider re-development or new projects, their nostalgia for the neighborhood of years ago deserves respect. Sensitivity to incorporating the past into the present with architecture that suits the community's character is essential in place-based planning.

Defining Common Terms

What is "affordable" housing?

According to the U.S. Department of Housing and Urban Development (HUD), affordable housing is "housing available for rental or purchase to low- and moderate-income households in which the occupants pay no more than 30% of their income for total housing costs, including utilities."

Not only are rental homes scarce, but few are really affordable to lower income households. Currently many developers are choosing to build affordable "workforce" housing with income limits usually set at

120% or 130% of the Area Median Income (AMI). The HUD AMI for Nassau/Suffolk is \$105,100 for a household of four. At 120% of the AMI, the income is \$126,100 and, at 130% of the AMI, the income is \$136,200 for households of four. The rental amounts are calculated using 30% of the annual income dividing by 12 for a monthly payment. For example, if a four person household is at 120% of the AMI (\$126,100), the monthly rental payment can be as much as \$3,152. If rents are set using 120% and 130% of the AMI as the basis for calculations, then households at or below 80% of the AMI are excluded. More truly affordable opportunities are need for low- and moderate-income level households.

HUD Income Limits May 2014

Median Income	Household (4)	Approximate Monthly Rent
30% (Extremely Low)	\$31,550	\$788
50% (Very Low)	\$52,550	\$1,313
60%	\$63,060	\$1,576
80% (Low)	\$84,100	\$2,102
100%	\$105,100	\$2,627
120%	\$126,100	\$3,152
130%	\$136,650	\$3,416

(rents do not include utilities)

What is an “opportunity” area?

Most Long Islanders want the same community attributes—decent, safe, and stable housing, good schools, low crime, access to transportation, employment, medical care, food stores, banks, and recreational/social opportunities. However, many racial and ethnic minorities live in high poverty areas with low performing schools and thus have less access to one of the main sources for improving economic opportunity.

In HUD’s 2014 Notice of Funding Availability (NOFA) for Discretionary Programs, the priorities include promoting economic development and economic resilience, and affirmatively furthering fair housing. One goal is “to build strong, resilient, and inclusive communities. The priorities emphasize job opportunities, good schools, and walkable neighborhoods with efficient transportation, shopping, and “other life enhancing services.”

Relative to Affirmatively Furthering Fair Housing (AFFH), HUD notes that people should have “an opportunity to live in a variety of neighborhoods and not be confined to affordable housing choices in areas of high poverty or areas that are not ethnically or racially diverse. An inclusive community is one in which all people have access to quality housing, education, employment opportunities, health care, and transportation.” HUD suggests, “the effects of formerly de jure segregated public or assisted housing should be reduced or eliminated” and replaced with mixed-income areas of opportunity.

What is “fair share” housing and why is it important?

Fair share housing provides opportunity *throughout the region* for economically, racially, and ethnically diverse ownership and rental housing that is affordable. Recent studies from Empire Justice Center

(Foreclosure Report, 2013), ERASE Racism (Housing Preference Survey, 2011), and the Rauch Foundation (Analysis of Segregated Schools, 2012) clearly demonstrate the unequal access to resources and its harmful impact on Long Island. Reports continue to identify Long Island as one of the most segregated places in the nation.

IV. **Future Action Steps**

1. ***Capture the Energy-Coordinate Efforts***

There are many influential groups working to support more fair and affordable housing options on Long Island. This includes business leaders, large employers, colleges and universities, developers, building trades, housing advocates, human service providers, and others who depend on a workforce that can afford to live here. They recognize that young adults are leaving and that this is very problematic for employers who need their skills. They need to collaborate and work together to support sustainable growth throughout the region. With fewer young people residing on Long Island, there will be a smaller market for all of the homes the baby boomers want to sell. And not every baby boomer can afford a luxury rental apartment.

However, there are numerous examples of well-designed multi-family developments that enhance the region. Recent newspapers articles have focused on housing—particularly some of the just-completed and newly-proposed significant rental projects. That is a good sign because elected officials and community members need to see what has been built and imagine how it could fit into their landscape. Take a trip to Patchogue Village and see a thriving community with a varied housing stock and vibrant downtown yet the surrounding neighborhood has retained its character.

And the benefits go beyond providing housing and have a real positive economic return as well. For 2009, the National Association of Home Builders provided the following range of impacts for multi-family construction:

Per 100 rental apartments in a typical metropolitan region:

One year impacts

- \$7.9 million in local income
- \$827,000 in taxes and other revenue for local government
- 122 local jobs

Annual recurring impact

- \$2.3 million in local income
- \$395,000 in taxes and other revenue for local government
- 32 local jobs

The housing development overview for Nassau and Suffolk Counties (Appendix B) captures some of the associated development benefits related to job creation. The Long Island Regional Economic Development Council provides further details of the expected economic benefits for projects it supports. Reports can be accessed online at: <http://regionalcouncils.ny.gov/content/long-island>

2. Create and Preserve Affordable Rental Housing

Among the most important goal for the development of affordable housing is increased funding at the federal level. This may include advocating for change to policies that would blend more federal funding streams and create multi-family housing with tiered-incomes that integrates populations such as: racial and ethnic minorities, homeless veterans, older adults, people with disabilities, and families. In order to preserve and build to meet the existing demand for affordable housing, federal funding needs to increase.

Federal funding for Public Housing, CDBG, HOME, Elderly/Disabled Housing, and Section 8 (Housing Choice Voucher Program) has had millions of dollars cut since 2010. Greater financial support is necessary to preserve existing affordable housing and provide new construction opportunities to meet the current need.

One strategy would be to create a permanent project-based Section 8 subsidy for rentals serving households at or below 30% of the area median income (AMI) for a limited number of units in a mixed-income development. This would give developers a subsidy for the extremely low income units and provide for a range of incomes throughout the other affordable units. Having a set number of the affordable units designated as project-based would ensure the rents remained at 30% of the AMI.

The New York State Budget adds \$100 million to affordable housing funds. The New York State Association for Affordable Housing (NYSFAH) estimates that this funding will “build or preserve 3,000 additional affordable homes, while creating over 3,500 new construction jobs.”

3. Propose Amendments to the Long Island Workforce Housing Act

State policy actions should include efforts to amend the **Long Island Workforce Housing Act** and further restrict the “set aside” exclusions allowing developers to pay a fee into an affordable housing trust rather than actually building affordable units. While the fee is restricted to affordable housing use within a trust, this practice allows developers a density bonus but effectively delays the construction of needed affordable housing units. In addition, the “affordability” level of below 130% of the area median income for Nassau and Suffolk Counties provides little relief for would-be renters. When feasible, greater than ten percent should be set aside for affordable units in a mixed-income range.

Currently there is no state agency or other entity monitoring compliance or tracking the number of units created since the law became effective in January of 2009. New York State should designate a monitoring agency, issue a status and compliance report, and amend the law to include a broader range of mixed-incomes. While inclusionary zoning laws vary widely, the current act does little to provide the amount of affordable rental housing needed.

4. Endorse Accessory Apartments

Local policy change presents many challenges and opportunities. Some public jurisdictions on Long Island have exemplary zoning ordinances that promote affordable housing. However, nearly two-thirds

of villages do not permit accessory housing. **Accessory apartments** should be legalized as well as “incentivized” by local governments. This would produce multiple benefits including: providing quicker access to affordable housing throughout the region, retaining young people and essential workers who cannot afford to purchase homes here, subsidizing the income of homeowners struggling with the consequences of the economic downturn, and generating needed tax revenue to invigorate local government.

5. Affirmatively Furthering Fair Housing

Long Island leaders, public officials and residents need to address discrimination and take positive steps to provide fair housing education. Long Island’s segregation has been well documented in numerous reports and studies. A first step is to offer fair housing education to help people understand their rights and protections, and to know how to report an alleged discriminatory action. In addition, more comprehensive training should be offered to public officials, community leaders, developers, realtors, and lenders.

6. Increased Outreach and Inclusion in Visioning and Planning

Planners, developers, and advocates need to reach out to community members, particularly the typically disenfranchised, and provide basic education and information on housing development, planning, and the governmental process. Too often low-income families, and underrepresented racial and ethnic minorities, are excluded from the planning process and have little input into decision-making for their communities.

People need to understand the terminology to participate fully in community life and development. Not only should they be part of the decision-making process but they also should be prepared to take advantage of potential opportunities. This education easily can be accomplished by partnering with existing community agencies who are already trusted leaders and helpers.

7. Other Promising Ideas

a. Calling Campus Home

Suffolk County Community College is exploring a plan that would provide recent graduates with a place to live on university campuses. The Suffolk County legislature authorized a feasibility study to determine the viability of young adult communities located on the available land of local colleges and universities. This campus community structure of age-restricted affordable housing for young residents may pose some obstacles, but the fact that local college and university presidents are working together to come up with retention strategies for young recent college-educated graduates is important.

Both the land and the recent graduates are assets. With an inclusive plan that may include large employers too, this may be an attractive way to provide housing and retain an educated workforce. The study should provide valuable ideas for future development.

b. **Community Land Trust Model (CLT)**

While Long Island is beginning to consider the Community Land Trust model, it has been successful in many other regions. Typically a non-profit entity purchases, owns, and maintains the property which remains affordable. The buildings on the land are under separate ownership usually in resident housing cooperatives or housing associations. The model has sometimes been structured as affordable rentals.

c. **Limited Equity Cooperative (LECs)**

A new Town of Huntington Proposal would provide affordable units using a Limited Equity Cooperative model. LECs are one form of “rent” control where residents purchase homes with the first and last months’ “rental” payments but have an ownership interest in the building. Ongoing monthly maintenance equals a below-market “rent” payment.

The sales price is limited and the units remain affordable since the resident’s equity interest is restricted. This model provides an avenue to home ownership and the ability to build equity that probably would not be available otherwise. Owners may deduct property taxes and mortgage interest from income taxes. Cooperative owners may qualify for Section 8 rental subsidies to cover their housing costs.

In some respects, they are similar to the Mitchell Lama Program, which was created in 1955 to serve middle-income residents, but LECs have the bonus of asset growth. LECs can be ownership or rental. In Nassau County, there are three rental Mitchell Lama Developments (Garden City Park, Lynbrook, and Valley Stream) restricted to seniors. Currently there are no developments in Suffolk County. Mitchell Lama building owners can “buy out” after 20 years.

V. Potential Long Island Regional Planning Council (LIRPC) Actions

The LIRPC identifies in its Regional Comprehensive Sustainability Plan that the lack of a diverse housing stock is a major detriment to the future sustainability of the region. The LIRPC has been and will continue to collaborate and work with the other entities on Long Island working to foster, create, and preserve a diverse housing stock. Some specific actions that the LIRPC can undertake to further this goal:

- Currently the LIRPC awards worthy projects the designation of “Regional Significance.” Adopting an “opportunity criteria,” for housing developments and assessing racial, ethnic and economic access, and rating requests for the regionally significant designation would be more useful. Project measurements would include the six Livability Principles of the federal Partnership for Sustainability (see p, 4) and other factors (quality schools, access to employment) which would essentially be a “report card” accessible to the public.
- The LIRPC could recognize efforts by municipalities to standardize building and zoning codes

and create automated and time-tracked processes. Since affordability is adversely affected by multiple hearings, lengthy approval delays, and inspections which drive costs up, modernizing municipal systems is cost-effective and an excellent management tool. Providing additional best practice seminars and “adaptable” materials are also beneficial.

- The Council, in collaboration with municipal officials, advocates, and others, should create a “goals” template for affordable housing for the Towns and Cities.
- LIRPC can provide more detailed information and subject-specific training on fair housing, disparate impact, financing options, and other best practices as part of future conferences.
- With the LI2035.org website, the LIRPC has begun to share best practices and relevant housing and economic reports. Surveying business leaders, municipal officials, and developers may help to identify specific areas of educational needs for compliance with HUD Fair Housing guidelines and other federal and state regulations.
- The Council, in collaboration with the Long Island Community Foundation’s Affordable and Equitable Rental Housing Task Force, should hire a Housing Coordinator to begin implementing the actions. Specific tasks that could be undertaken by the Housing Coordinator include the following:
 - coordinating and collaborating with the many groups (business and advocacy) in support of fair and affordable housing
 - continuing to expand the use of the LI2035.org website
 - facilitating a public education campaign
 - creating easy to understand fact sheets that explain affordability, a fair share plan
 - outreaching, with existing community groups, to the public—particularly racial and ethnic minorities
 - maintaining a resource library for the public and professionals
 - providing seminars on best practices in development, design, zoning ordinances
 - working with municipalities and civic groups
 - exploring campus housing for young professionals, community land trusts (CLT), and limited equity cooperatives (LEC)
 - supporting fair housing training and further education of AFFH
 - issuing “report cards” that grade projects seeking the regionally significant designation
 - Including affordability and the AFFH plan as measures
 - assisting regionally in the development of better fair and affordable housing projects
 - developing a policy and advocacy agenda with the assistance of the Long Island Affordable and Equitable Rental Housing Task Force
 - monitoring federal and state budgets and advocating for funding necessary to support Long Island’s fair and affordable rental housing demand
 - reviewing the LI Workforce Housing Act and joining with others in support of needed amendments
 - planning a regional conference to address fair and affordable housing

The LIRPC, with its knowledgeable and respected members, is in a unique position to address difficult challenges and create community change that benefits all Long Island residents. With collaboration, understanding, and good communication traditional obstacles to building fair and affordable housing can be overcome. Long Island's communities and economy have changed and now is the time to ensure that those affected by Superstorm Sandy, the foreclosure crisis, and economic downturn have a home. For Long Island to remain sustainable, fair and affordable housing must be a priority.

Appendix A: Description of Island-wide Housing Initiatives

1. Long Island Regional Planning Council's LI 2035 Comprehensive Regional Sustainability Plan

Overview

The LIRPC, formed in 2008 from the original Long Island Regional Planning Board, is established pursuant to New York State General Municipal Law by founding Legislation in Nassau and Suffolk Counties for the purpose of promoting the physical, economic and social health and well-being of the Long Island region and its residents. The main goal of the LIRPC is to educate Long Island's officials, stakeholders, and residents on key issues affecting the quality of life on Long Island, and to serve as a catalyst for action by proposing immediate and long-term implemental solutions for these issues of regional concern. The composition of the Council includes a mix of government officials, business leaders, and representation from community organizations.

In order for the Council to develop and propose solutions, it identifies and investigates issues of regional concern. After conducting regional research and education, LIRPC prepares reports on "the most pressing issues facing Long Island, with the specific goal of presenting policy recommendations for the region's business, civic, academic, not-for profit and government leaders." Through collaboration with federal, state, local and interstate governments, agencies and authorities, along with private stakeholders and the public at large, LIRPC further evaluates and refines its recommendations.

This process provides an opportunity for the Council to present best practices and seek solutions to pressing problems while fostering public dialogue and "greater cooperation between and among local jurisdictions." The wide range of issues include housing, transportation, energy, social, economic and racial equity, open space/natural resource preservation, water resources, solid waste management, coastal zone management, agriculture, government efficiency, economic development, the environment and overall quality of life.

- *Long Island 2035 Visioning Initiative Final Report*

One major initiative of the LIRPC was the *Long Island 2035 Visioning Initiative Final Report* issued in December of 2009. The visioning process was begun to develop "a regional public consensus on where the next generation of Long Islanders could live and work, the transportation systems needed...and the public private actions required to ensure a prosperous, equitable, and environmentally sustainable Long

Island.”

Components of the LI 2035 Visioning Initiative

- An inventory and analysis of local plans and studies
- Lessons learned from other regions
- Analysis and mapping of existing conditions, constraints, and opportunities
- Projections of current trends
- Organization of committees of municipal officials and private stakeholders
- Visioning workshop bringing together participants from across the Island
- Alternative 2035 scenarios to frame development and policy choices

The participants from the March 2009 Visioning Workshops prioritized important concepts as follows:

- Emphasize mixed-use development in downtowns, near railroad stations and in large redevelopment sites.
- Preserve as much open space as possible.
- Avoid new large lot development in favor of multi-family and small/medium lot single-family development.
- Avoid new commercial strip development.
- Invest in system-wide improvements in public transportation, including, rail, bus, and ferry.
- Improve north-south connectivity.
- Address increased congestion and parking problems that come with denser development.

The Long Island 2035 Regional Sustainability Plan, published in 2010, proposed a variety of actions including an implementation plan, exemplary case studies, linkages to other initiatives, and the role of the LIRPC. The Council has begun to focus attention on many of the plan’s identified goals as follows: the importance of streamlining government permitting and approval processes for significant projects (TG-3), stimulating the development and the preservation of mixed-income workforce housing options (E-7), creating vibrant, transit-supported communities (T-2), establish development guidelines that serve to preserve open spaces and protect the natural environment (L-1), complement town and village land use regulations with overlay guidelines (L-2), and develop a fair share housing plan for creating the necessary mixed-income housing for Long Island (EQ-1).

The LIRPC has held municipal leader focus groups in each county, highlighted regional problems and potential solutions, and supported numerous worthy initiatives. The LIRPC participated in the Fair and Affordable Housing Rental Housing Task Force and the Fair Housing Equity Assessment (FHEA) for the NY-CT Sustainable Communities Grant. The newly-created website below is a major LIRPC initiative.

- *LIRPC Social Media Outreach/Website Development*

To begin the second phase of the Regional Comprehensive Sustainability plan, the LIRPC has successfully launched a website to disseminate information about sustainable development. This effort is part of the Council’s continuing outreach and education to the public relative to the challenges Long Island faces and the importance of building a sustainable future. To begin, the website will focus on rental housing and measure users’ sentiments through their posts/comments. The program also is integrated into social media like Facebook and Twitter.

The website contains numerous research reports, articles, and case studies. A team of experts produced regular blogs on current topics related to housing. The current news section highlights recent articles related to housing issues—particularly rental housing. The website address is <http://li2035.org/>

2. Long Island Community Foundation Affordable and Equitable Rental Housing Task Force

The Long Island Community Foundation (LICF), with the support of the Ford Foundation, assembled a broad group of stakeholders to identify barriers to, and create a strategy for, affordable and equitable housing on Long Island. Following extensive research and discussion, the group focused on the lack of affordable multifamily rental housing as the most pressing housing problem on Long Island. In order to provide decent, safe housing, grow the economy, provide access to jobs, and opportunity for traditionally disenfranchised low-income individuals and racial and ethnic minorities. Not only does LI have less than half of Westchester County's rental inventory, but also numerous facilities are "aging out" and preservation is a critical issue.

After analyzing the barriers to developing affordable and equitable multifamily rental housing, the group focused on a public education campaign to combat the usual public opposition that stymied development. Simultaneously, the group worked in three committees: public education and outreach, data, research, and policy, and, networking. The public education and outreach campaign worked on messaging, studied other national, regional and local community campaigns, and wrote an RFP to solicit proposals from a professional public relations firm.

The data/research/policy committee assembled information about the current inventory of affordable rental housing and the unmet need. An extensive and comprehensive library of articles and materials related to affordable housing best practices was collected. Federal, state, and local policy issues were discussed with attention to advancing affordable rental housing and simultaneously improving the local economy and environment.

The networking committee identified other groups of potential partners for outreach and conversation. Since the lack of affordable rental housing impacts Long Island residents throughout the lifespan as they seek changes to meet their lifestyle—young professionals, empty nesters, retirees, and older adults—other nontraditional partners joined the effort.

Partners included: AARP, Adelphi University, Catholic Charities, Community Development Corporation of Long Island, CML Consultants, Community Advocates, D & B Consulting Engineers, ERASE Racism, Kimmel Housing, Long Island Builders Institute, Long Island Council of Churches, Long Island Housing Partnership, Long Island Housing Services, Long Island Regional Planning Council (LIRPC), Morgo Public Private Strategies, Rauch Foundation, Regional Plan Association (RPA), TD Bank, Urban League Young Professionals, Village of Patchogue, and Vision Long Island.

The major accomplishments of the Task Force were:

- Developing a network of advocates and professionals to share information, best practices, and support for important initiatives.
- Building a library of housing resources, reports, national best practices, fair housing, sustainable development, transportation, and other related topics.
- Selecting RPA to assemble and map Long Island's affordable rental housing inventory, create a profile of renters that de-bunks common myths, and, write a comprehensive report entitled, "Long Island's Rental Housing Crisis."
- Using BerlinRosen Public Relations firm to create a communication strategy that would resonate with stakeholders (community members, developers, public officials, civic groups, business leaders).
- Completing replicable messaging toolkits for Huntington to support the adoption of legislation for accessory apartments, and for Ronkonkoma to gain site approval for the transit oriented, mixed use Hub development.
- Identifying legislative and policy issues such as inclusionary zoning and strengthening the LI Workforce Housing Act.
- Raising awareness about the need for affordable and equitable rental housing among major funders on Long Island.
- Participating with the Long Island Regional Planning Council (LIRPC) in municipal education and outreach.
- Assisting affordable housing developers by sponsoring a financial resource meeting at the Long Island Builders Institute with the Community Preservation Corporation and Enterprise Community Partners.
- Developing a plan to continue the work of the advisory group

While the Ford grant ended in December of 2012, the advisory group continues to maintain contact and provide support for a variety of initiatives including the Ronkonkoma Hub project. In addition, the Long Island Regional Planning Council has assumed many of the resources developed by the initiative and plans to hire a Housing Coordinator in the near future.

3. Long Island Regional Economic Development Council (LIREDC)

Since economic growth and job creation are top priorities of Governor Cuomo's administration, he launched the Regional Economic Development Councils to better utilize local expertise in developing, identifying, and prioritizing significant projects for economic development. The Long Island Regional Economic Development Council (LIREDC) has members from academia, the private, and public sectors. This collaborative approach has led to state grants of \$244.3 million during three rounds of funding (2011, \$101.6 million; 2012, \$59.7 million; and, 2013, \$82.8 million). Many of the awards given either directly or indirectly support equitable and affordable housing or provide for necessary infrastructure upgrades for development.

One critical aspect of the LIREDC is the continual measurement for each project to demonstrate progress, job creation, and additional leveraged funding. In Round I and Round II, 147 projects received funding of \$93.8 million and have created or retained 9,686 jobs while leveraging \$35.6 million in private and non-state funds.

Projects encourage public/private partnerships that stimulate the local economy and support initiatives like housing and infrastructure development including new sewer systems or needed upgrades, parking structures, and transportation.

Some major projects receiving funding on Long Island are:

- Wyandanch Rising-sewers, pedestrian bridges, and recreational features
- The Meadows at Yaphank-road and sewer improvements
- EPCAL Sewage Treatment Upgrade-Calverton sewage treatment plant upgraded to tertiary treatment system
- Glen Cove Waterfront Connector-road and drainage improvements to create access to downtown from new waterfront revitalization project
- Glen Cove Piazza-mixed use public piazza with 142 rental units (10% affordable)
- Nassau Hub Parking-feasibility for shared use parking structure
- Kings Park Sewers-new installation to serve downtown business revitalization
- East Farmingdale Redevelopment-redevelopment study for mixed-use development at Conklin St. and Route 110 (adjacent to Republic Airport and most dense LI employment area)
- Peconic Landing Special Needs Facility-development of special needs/acute rehab center for dementia care
- Connect Long Island-Bus Rapid Transit demonstration corridor (north-south 17.2 miles)
- Heartland Town Square-infrastructure for sewers and roads; expansive mixed-use community
- Hempstead Village-sewer upgrades for major revitalization plan
- Ronkonkoma Hub-sewage treatment plant for major revitalization, TOD project

In 2013, the LIREDC focused on an Opportunity Agenda to assist communities that “had suffered from long-term isolation and dis-investment.” The community chosen was Wyandanch since it has 10% of its labor force unemployed, a high poverty rate, and has been designated as an “economically distressed community.” In addition, the Wyandanch Rising initiative has support from the Town of Babylon, Suffolk County, and a variety of strong community groups. The redevelopment has been invested in land acquisition and infrastructure improvements (roadways and sewers) and the construction of housing units has begun. The Opportunity Agenda will help area residents identify unmet needs and opportunities. Substantial work has been done to support workforce development including education and training programs, college preparatory assistance, and affordable child care for workers.

Funded Opportunity Agenda Projects include:

- Wyandanch Weed & Seed Commercial Revitalization
- Suffolk County Community College Training Program
- Stony Brook University College and Careers Readiness Project
- Stony Brook University Regional Workforce and Intelligence Project
- Suffolk County Community College Youth Entrepreneurial Literacy Project
- Suffolk County Office of Film and Cultural Affairs Wyandanch STEAM Center
- Town of Babylon Ice Rink
- United Way of LI Youth Build Wyandanch Project
- Wyandanch CDC Affordable Housing Project

During the first three rounds since the Governor implemented the Regional Economic Development Councils, more than \$2.2 billion dollars have been awarded, the unemployment rate has dropped, and more than 75,000 jobs have been created or retained throughout the state. The focus for round four, Global NY, is to promote regional export strategies and attract international investment and jobs to upstate New York.

4. Equitable Transit Oriented Development (ETOD) Initiatives

Transit oriented development connects affordable transportation systems to housing, employment, services, and recreation. While New York City is a prime example, local suburban projects are realizing the financial incentives for supporting TOD. Proponents of equitable transit-oriented development (ETOD) seek to insure that TOD projects benefit existing low-income residents and business and expand opportunity across income, race and ethnic lines.

Communities across Long Island have struggled with traffic congestion, the lack of parking (or worse, the use of valuable acres of land for daily vehicle storage), poor access to jobs, and high housing costs. In areas with strong and reasonably-priced transportation options, people are far less reliant on automobiles to move from home to work. Connecting affordable transportation and housing to employment reduces polluting emissions and commutation time, and expands job opportunities. Affordable housing in downtowns around station areas also revitalizes the downtown and brings dollars back into the community.

Strong public transportation connects people to well-paying jobs. Nassau and Suffolk Counties have nearly 100 active Long Island Railroad (LIRR) Stations. Station areas can provide excellent opportunities for affordable housing and other smart-growth projects. As part of the NY-CT Sustainable Communities Initiative, Nassau County recently completed a study of 21 station areas for re-development to better utilize resources, provide access to employment opportunities, create a diversified housing stock, and reduce traffic. From among the 21 LIRR Stations, three sites (Baldwin, Lynbrook, and Valley Stream) were chosen for a sustainable development plan.

Suffolk County has two major TOD ventures, Wyandanch Rising and the Ronkonkoma Hub. The Wyandanch re-development has extensive infrastructure upgrades, added amenities, affordable housing, and a LIRR station. Close to the Route 110 corridor, area residents also will have improved access to public transportation links and jobs. The Ronkonkoma Hub development surrounds the LIRR train station, which has the largest ridership on Long Island, and is in very close proximity to Islip MacArthur Airport. This mixed-use development will feature housing, retail, commercial, and entertainment space in neighborhood-like clusters.

A leading advocate for equitable transportation and development is the Tri-State Transportation Campaign, a 501 (c) (3) nonprofit organization dedicated to reducing car dependency. The campaign formed in 1993 “as a response to the mounting economic and environmental costs of automobile and truck dependence.” Tri-State successfully has prevented highway widening, fare increases, and service

decreases. They have proposed investment in "...public transportation, pedestrian, bicycle, and transit-oriented initiatives.

Another ETOD advocate, Empire State Future cites numerous advantages including more fair and affordable housing, the creation of construction jobs and other ongoing employment, opportunities for lower income families to access better schools, and additional public transportation ridership. From another perspective, if people no longer need a vehicle or the same number of vehicles, they will save additional dollars which can be spent in the local community.

With support from the One Region Funders group, Empire State Future, Land Use Law Center/Pace Law School, Tri-State Transportation Campaign, and We Act for Environmental Justice are working in partnership to develop a New York State strategy to expand and accelerate development in the vicinity of transit with a meaningful component of fair and affordable housing.

The following NYS goals have been identified:

1. **Local Planning Regulatory Changes:** Zoning for Equitable Housing and TOD, Local Complete Streets Policies, Parking Strategies;
2. **New York State Agency TOD Support:** New York State Department of Transportation TOD Endorsement, TOD Sample Zoning Codes;
3. **A new New York State-supported E-TOD effort via the Regional Economic Development Councils or through a New York Statewide E-TOD Program:** Public Infrastructure, Subsidies for Equitable Units.

5. Education Campaigns & Advocacy Groups

Action Long Island (ALI) <http://actionlongisland.org/>

Association for a Better Long Island (ABLI) <http://www.betterlongisland.com/>

Citizens Campaign for the Environment (CCE) <http://www.citizenscampaign.org/>

Empire State Future (ESF) <http://www.empirestatefuture.org/>

ERASE Racism <http://www.eraseracismny.org/>

Long Island Association (LIA) <http://www.longislandassociation.org/>

Long Island Builders Institute (LIBI) <http://libi.org/>

Long Island Housing Services (LIHS) <http://www.lifairhousing.org/>

Long Island Index <http://www.longislandindex.org/>

Long Island Progressive Coalition (LIPC) <http://lipc.org/>

Make The Road New York <http://www.maketheroad.org/>

New York Communities for Change (NYCC) <http://www.nycommunities.org/>

Rauch Foundation <http://www.rauchfoundation.org/>

Sustainable Long Island <http://sustainableli.org/>

Vision Long Island (VLI) <http://www.visionlongisland.org/>

6. Fair Housing and Enforcement

a. ERASE Racism

In 2012 ERASE Racism released the “Housing and Neighborhood Preferences of African Americans on Long Island 2011 Survey Report. The study was conducted to refute the assertion that “self-segregation” has been chosen by black and Hispanic homeowners, even in neighborhoods with high poverty and poorly performing schools, rather than attributing segregation to “structural racism.” 305 eligible Black respondents completed survey interviews.

Significant findings:

1. Blacks prefer racially integrated communities (only 1% of respondents wanted to live in a black-only neighborhood).
2. Blacks live in segregated communities regardless of their income (the average affluent Black household lives in a poorer neighborhood than the average low-income white resident).
3. Blacks report pervasive housing discrimination with “one in three...having experienced housing discrimination first-hand or within their immediate family.”
4. Blacks report an increase in the Latino population in their communities, most of which area already majority-minority communities. “Almost half...said that the number of African Americans had decreased in their neighborhood in the last 10 years...” with 80% indicating that “Latinos had largely replaced Blacks.”
5. In rating neighborhood characteristics, Blacks value living close to family and friends much less than they value other factors. The most important characteristics in order of prevalence were: low crime rate, landlords/homeowners who take care of their property, high quality public schools, and good local services. This contradicts the myth that Blacks choose neighborhoods based on social ties.
6. The neighborhood characteristics that Blacks most value are lacking where they live. A significant percentage said crime was a problem in their neighborhood and that schools and government services were less than satisfactory.
7. Blacks value quality schools, but give the schools in their community a poor rating. 80% or respondents stated that “high quality public schools is one of the most important factors” when choosing a place to live.
8. Blacks report a higher likelihood of leaving the region. About 52% surveyed said that “they were somewhat or very likely to leave Long Island in the next five years.” This trend corresponds to a 2012 Long Island Index which found 59% of Blacks willing to leave Long Island in the next five years.

The entire survey can be found on the following link:

http://eraseracismny.org/storage/documents/FINAL_ERASE_Racism_2012_Housing_Survey_Report_web_version.pdf

In 2012, The Ford Foundation awarded ERASE Racism, a NY civil rights non-profit, \$150,000 to lead a New York Metro area inclusionary housing task force and to identify strategies to promote fair housing. One of Ford's issue areas is "Metropolitan Opportunity," which seeks to help low-income families in metropolitan areas move toward financial stability and security through the development of homes that are linked to public transportation, good schools, secure employment, and help provide innovative finance tools to purchase and maintain them. ERASE Racism, with other members of the task force, is developing strategies aimed at reducing residential segregation and increasing the regional supply of affordable housing in ways that expand the range of quality housing choices available to minority low income individuals and families. ERASE is leading a NYS Inclusionary Housing Strategy Task Force.

Community Advocates, a Long Island non-profit with a 40-year history as a catalyst for social justice and racial equity, particularly in housing, also has awarded ERASE Racism a \$25,000 grant to promote non-discriminatory housing choices on Long Island.

ERASE Racism, an independent 501(c) 3, not-for-profit organization since 2004, was launched in 2001 as a special initiative of the Long Island Community Foundation to address the ways in which policies and practices of government at all levels, businesses and others, directly affect racial equity in the region—in particular the quality of life for Long Island's African American residents and other people of color. Issue areas of focus include housing and community development, public school education and the relationship between health behaviors, health status and the neighborhoods in which people live.

b. Long Island Housing Services, Inc. (LIHS)

In October 2013, the Department of Housing and Urban Development (HUD) awarded LIHS two federal grants to fight housing bias. The \$650,000 in funds will support enforcement of the 1968 Fair Housing Act. Half of the funds will go to a one-year grant for counseling, investigations and testing for discrimination.

Long Island Housing Services will examine the practices of real estate agents and housing providers handling rentals and sales transactions, looking out for discrimination based on race, national origin, familial status and disability. It also will investigate lenders' practices in selling bank-owned properties in minority communities impacted by foreclosures and predatory lending. The remaining funds are for an 18-month grant to investigate Long Island's residential mortgage market. Long Island Housing Services will work with Hofstra University to analyze lending practices, host a conference and distribute a report on local lending.

Long Island Housing Services, Inc., a 501 (c) (3) not-for-profit, functions as the only

dedicated fair housing agency serving all of Nassau and Suffolk Counties. The agency is committed to fair housing advocacy and enforcement, is nationally recognized, and is one of the earliest private, nonprofits established in the USA.

Within a week after the tragic assassination of Dr. Martin Luther King, Jr., the Fair Housing Act, Title VIII of the Civil Rights Act of 1968, was passed. The next year, what has developed into Long Island's premier and unique fair housing organization was formed through the [then Smith Haven] Ministries.

Since 1991, the agency expanded its services to investigate discrimination in Nassau County and became Long Island Housing Services. LIHS' work in challenging all kinds of discrimination, but especially race, handicap, and familial status, has received national attention. In 1994 LIHS' successful testing program was highlighted on CBS' "48 Hours" news magazine show. The story featured undercover black and white testers being given false information about availability of housing by the broker.

Today LIHS continues to challenge racial and economic discrimination and has established itself as the lead Long Island agency challenging unlawful disability discrimination.

Since 2002, the agency has successfully conciliated landmark complaints against several major developers in pursuing compliance with the Fair Housing Act's requirements for accessibility in multi-family design and construction in senior and non-age restricted rental, co-op and condo settings, increasing housing opportunities for people with disabilities in well over 1,000 units.

www.LIFairHousing.org

7. Fair Housing and Equity Analysis (FHEA) Recommendations

With the recognition that regional equity and opportunity is a key component of sustainability, the federal Partnership for Sustainable Communities required the NY-CT Sustainable Communities Consortium and all recipients of Sustainable Communities Regional Planning grants to undertake a fair housing and equity assessment. The assessment found patterns and impacts of racial and ethnic segregation in the region that are important for policies guiding new infrastructure and development decisions.

Racial and ethnic integration is associated with several benefits, including stronger economic growth, greater economic opportunity, better education outcomes, and more efficient use of land and other resources. For example, U.S. metropolitan regions that were more integrated by both race and skill levels had stronger economic growth from 1980-2005.

While the region is becoming more diverse and 54% of the population is non-white, it is also one of the most highly segregated large metropolitan area in the country. The region's population is significantly bifurcated, with the largest shares of the population living in either white, low-poverty communities or non-white high-poverty communities. Access to measures of opportunity, such as high-achieving schools, are sharply divided with poor and non-white

communities having far fewer of these assets.

There is little multi-family, low-rent or subsidized housing in white, low-poverty areas, with restrictive local zoning a primary cause. This is compounded by limited tools to challenge or incentivize reform to zoning and other practices that are excluding lower-income families and by a general lack of resources to support the development of extremely-low income housing. And with limited investment in fair housing testing and enforcement, discriminatory practices of real estate agents, sellers and landlords, lenders, and others are left invisible and unchallenged.

Multi-racial neighborhoods offer better access to opportunity than segregated, non-white neighborhoods, but many of these neighborhoods appear to be undergoing substantial demographic and economic change, raising questions about their stability and the impacts of rising rents on for low-income residents.

Strategies to address these conditions were developed by a Fair Housing and Equity Assessment Advisory Committee consisting of fair housing practitioners, community development practitioners, for-profit and not-for-profit housing developers, organizations representing low-income communities and communities of color and community foundations. Specific recommendations were developed by the advisory committee for the following strategies:

- Strengthen the anti-discrimination investigation and enforcement system
- Enhance the engagement of low-income people and underrepresented racial and ethnic minorities in local and regional planning
- Promote investment in and revitalization of Racially/Ethnically Concentrated Areas of Poverty (R/ECAPs) and high-poverty communities while protecting against displacement
- Promote new affordable housing in high-opportunity areas
- Ensure that underrepresented racial and ethnic minorities, low-income families, and other protected groups have access to affordable housing in high-opportunity areas
- Stabilize housing opportunities for middle and moderate-income families
- Advance regional approaches to affordable housing
- Ensure regional infrastructure planning and investments incorporate equity considerations

The advisory committee's discussions, report and recommendations informed the consortium's deliberations and the actions it proposes, which can be found in Section 4, of the "Implementation Plan for Regional Sustainable Development," which can be found at www.sustainablenyct.org.

Appendix B: Projects of Regional Significance Designated by LIRPC

a. Housing

i. Garvies Point (formerly known as Glen Isles)

Garvies Point, the \$1 billion dollar mixed-use redevelopment project on the Glen Cove water front, was re-named to reflect its location and the history. RXR Realty LLC is the lead developer. This revitalization project began with an investment of more than \$100 million for environmental clean-up lasting decades. There is one remaining parcel to be remediated in this once blighted area.

The master plan for the site has been approved and groundbreaking is expected in late 2014. The first phase will include roads and other infrastructure as well as 380 residential units. The entire plan will include 860 units split between rental apartments and condominiums, with 10 per cent of the units “affordable.” A 250-room hotel and 50,000 square foot conference center, 50,000 square feet of office/commercial space and 25,000 square feet of retail and restaurant space also are planned.

The site will feature parks, a marina, and promenade along the waterfront promoting tourism and recreation. The City of Glen Cove also has plans to build a ferry terminal to serve commuters and day trips to Citi Field and Yankee Stadium.

ii. Heartland Town Square/Pilgrim State Site, Brentwood, Town of Islip

Heartland Town Square is the largest proposed development on Long Island encompassing more than 452 acres of NYS surplus property in a designated urban renewal area. Using “Smart Growth” principles, the mixed-use plan envisions 9,000 homes (90 per cent rental with 23 per cent of the rental as affordable, workforce housing), 1,000,000 square feet of retail and hotel space, and 3,000,000 square feet of office space and civic uses creating a “live, work and play” environment.

The Wolkoff family owns the property and has invested \$75 million in site acquisition, demolition and State Environmental Quality Review Act (SEQRA) studies. The project received \$2,500,000 in Empire State Development Funds for access road improvements.

Planned in two stages, stage one includes infrastructure such as roads, sewer, water, and drainage construction to support the “Town Center” development.

Construction cost is estimated at \$3.7 billion. It is expected that Heartland will create more than 13,000 construction jobs, 25,000 permanent jobs, 34,000 indirect jobs, and 51,000 secondary jobs. Within the first five years, Heartland is anticipated to generate \$15.8 million in property taxes, and, by completion, \$50 million in property taxes to local public jurisdictions. The project requires further municipal approvals and additional financing before groundbreaking.

iii. Hempstead Village

The \$2.5 billion redevelopment encompasses more than 100 acres and, when completed, will have nearly 3,500 new housing units. Groundbreaking for the first 335 apartments is expected to begin in early 2014.

The master developer, Renaissance Downtowns of Plainview, has agreed to make efforts to give the first 25% of construction and permanent jobs to Village residents and 25% of contracts to local and/or minority contractors.

The mixed-use revitalization plan will incorporate retail and light industry with housing. The transit-oriented-development project is within one-half mile of rail and bus transportation. Numerous community meetings were held to facilitate participation in “visioning” and planning for the renewal project.

iv. Patchogue Village

The Village of Patchogue, following years of decline and vacant storefronts, now is filled with pedestrians eating at the local restaurants and enjoying the Performing Arts Theatre and *Artspace* events. The latest development is *New Village*, which comprises multiple buildings with 291 rental apartments, 46,000 square feet of retail space, and 17,000 square feet of office space.

The development represents a \$110 million dollar investment by Tritec Real Estate of East Setauket. Apartments are now leasing and 150 are expected to be occupied by April 2014. About 67 apartments are affordable workforce housing.

The complex will have more than 500 parking spaces including nearly 300 underground. Tritec reported that more than 500 jobs were created through the project.

This follows numerous other developments which offer a variety of housing options. *Copper Beech* townhouses were completed in 2007 and are within walking distance to the LI Railroad. The project was \$26+ million and created 80 units with one-half of the units affordable. Close to *Copper Beech* is *Artspace* finished in 2011 that offers all affordable apartments as live/work space for artists. At a cost of \$18 million, it features 2,500 square feet of retail space for art shows and cinema screenings.

Riverwalk, one block from the train station, is a 163-unit condominium and town home project with one section completed and another partially finished. The development will create access to the River for scenic views. There are 110 condominiums and 53 two and three bedroom town homes including some

affordable units.

Village Walk is a planned assisted living facility for older adults. The facility will have 128 units and cost approximately \$25 million. It will be on East Main Street in the village.

In September of 2010, the new 54,000 square foot *YMCA* opened in Patchogue Village. The facility houses a 25-yard heated indoor pool, childcare and preschool classrooms, a cardio and strength training fitness center, a 25-foot high indoor rock climbing wall, a gymnasium, and a suspended track. There are multiple meeting and locker rooms as well as a teen recreational/computer center.

v. Ronkonkoma Hub

The Town of Brookhaven chose a master developer, Tritec Real Estate Company, LLC, for the Ronkonkoma Hub project. The “smart growth” initiative is expected to cost \$475 million and create 1,500 apartments. In addition, there will be 195,000 square feet of retail space and 350,000 square feet of office and medical facilities.

The mixed-use, 50-acre development will have a variety of architectural styles and streetscapes. The project is expected to take ten years to complete and create nearly 12,000 jobs.

The Ronkonkoma Hub is a transit-oriented-development located at the busiest LI Railroad station in Ronkonkoma, Town of Brookhaven, and adjacent to MacArthur Airport, Town of Islip. Currently, the area has extensive blight. Tritec has begun the acquisition process for this “live-work-play” destination community.

The Ronkonkoma Hub was designated as a project of “regional significance” by the Long Island Regional Planning Council at its January 2014 meeting.

vi. Wyandanch Rising

The *Wyandanch Rising* project, conceived by the Town of Babylon, is a comprehensive revitalization initiative creating affordable housing, new retail space, gardens, and recreational facilities (spray park and ice skating rink). It required a major infrastructure investment in roads, sidewalks, lighting, and sewers to support the new development. Wyandanch was designated as Long Island’s most economically distressed location.

Phase one of this 40-acre, \$500 million dollar project includes roadway and infrastructure improvements. The first building is five stories high with 91 rental homes above retail space. At a cost of \$38 million, 67 per cent of the rental units will be affordable with three tiers. The second building will be four stories and have 86 units above retail space. The two buildings will share a plaza suitable for concerts and home to the planned ice skating rink.

Wyandanch Rising also incorporates upgrades to the LIRR station, an employer

recruitment program, and education and job training for local residents. Efforts are ongoing to enhance local amenities, services, and businesses to support the new development.

b. Multi-purpose Parking Structures

In 2013, the Long Island Index launched its annual Build a Better Burb project focusing on a ParkingPLUS Design Challenge to better utilize the more than 4,000 acres of surface parking lots in Long Island's downtowns. Communities chosen to participate included: Patchogue, Rockville Center, Ronkonkoma, and Westbury.

Four architectural firms were selected to work with the sites: dub studios, Patchogue; Utile, Inc., Rockville Center; Roger Sherman Architecture + Urban Design, Ronkonkoma; and, LTL Architects, Westbury. The project will transform utilitarian parking by incorporating a multi-use approach with amenities that offer nearby resident's gardens, parks, playing fields, golf, and entertainment options.

More info can be found at <http://buildabetterburb.org/>

c. Transportation

i. The Long Island Railroad/MTA

The East Side Access project, connecting Long Island commuters to Grand Central Terminal, is underway and expected completion is approximately 2020. The connection will save commuters valuable time as well as provide access to "one of the largest concentrations of high-paying jobs in the world." The average estimated time savings for commuters is 18 minutes per day.

Other expected benefits will be increased values for homes close to transit stations and provide an alternative in case Penn Station service is disrupted. Riders will also be able to easily connect to other lines such as Metro North to Westchester and Connecticut.

Since this will spur additional ridership, it is expected that parking needs near transit stations will increase. This may require new vertical, multi-use parking facilities to replace the current horizontal, single car spaces in traditional lots. The Mineola Intermodal Center is an example of an effective and highly used garage with reasonable all day and longer term parking. The facility has four levels and accommodates 900 vehicles.

The proposed Double Track is 20 miles long and extends from Farmingdale to Ronkonkoma. With a projected cost of \$405 million, the estimated completion is 2019. This will provide more access to the Route 110 corridor—an active business area—and Republic Airport. The Ronkonkoma LIRR Station has the greatest daily ridership but also suffers from service disruptions and delays. This will alleviate those problems and provide a boost to other important initiatives such as: the Ronkonkoma-MacArthur Transit Hub, Wyandanch Rising, and Farmingdale and Republic Airport.

The Ronkonkoma Hub, which includes housing, and other mixed-uses, was named a project of regional significance by the LIRPC in early 2014. Wyandanch Rising, also a project of regional significance, will benefit when residents have more employment opportunities connected to the Route 110 business corridor. Wyandanch continues to be transformed through carefully planned developments and to focus on an “Opportunity Agenda” that promotes greater benefits in employment and education/training for local residents.

Efforts on proposed new transit-oriented-development in Farmingdale will benefit from expansions at the Farmingdale LIRR station and Republic Airport. This can potentially create more housing and jobs along the Ronkonkoma Transit Line.

The benefits of a **Third Track** on the LIRR include having two tracks for peak direction service and one track for reverse service. At a minimum, this would double the number of trains able to run eastbound in the morning and westbound in the evening. Even if one track experiences delays or disruptions, service in peak direction can be maintained. Both the Double Track and the Third Track projects promise significant savings in operating and maintenance costs.

ii. Connect Long Island

The Connect Long Island Initiative was proposed by Suffolk County Executive Steve Bellone in early 2013. This bus rapid transit system could ease traffic, speed commuting and spur economic development. Currently, there are few north-south commuting options other than single occupancy vehicles. The north-south routes would include Route 110, Sagtikos Parkway and Nicolls Road. The routes would link LIRR’s east to west train stations with universities, hospitals and other large employers.

Appendix C: NY-CT Sustainable Communities Consortium Members

Partners

- *City of Bridgeport*
- *City of Mount Vernon*
- *City of New Haven*
- *City of New Rochelle*
- *City of New York*
- *City of Norwalk*
- *City of Stamford*
- *City of White Plains*
- *City of Yonkers*
- *Greater Bridgeport Regional Council*
- *Long Island Regional Planning Council (LIRPC)*
 - *Nassau County*
- *New York Metropolitan Transportation Council (NYMTC)*
 - *Regional Plan Association (RPA)*
- *South Central Regional Council of Governments (SCRCOG)*
- *South Western Regional Metropolitan Planning Organization (SWRMPO)*
 - *Suffolk County*

Advisory Board

- *Connecticut Department of Economic and Community Development*
 - *Connecticut Department of Transportation*
 - *Connecticut Housing Finance Agency*
 - *Connecticut Environmental Justice Network*
 - *Connecticut Office of Policy and Management*
 - *Empire State Development Corporation*
- *ICLEI – Local Governments for Sustainability*
 - *Local Initiatives Support Corporation*
 - *City of Newark*
 - *New York State Department of State*
- *New York State Homes and Community Renewal*
 - *City of Jersey City*
- *North Jersey Transportation Planning Authority*
 - *Urban Land Institute*
 - *WE ACT for Environmental Justice*

Appendix D: Inventory of Affordable Housing Developments in Nassau and Suffolk Counties

NASSAU Location	Program (¹ Ownership; ² Rental; ³ Both)	Units	Affordable Units	Affordability	Status (*Approved)	Scope	Job Creation		Notes
							Const.	Other	
Elmont	Foster Meadow ¹	30	30	\$150,000	Completed (2013)	\$5.25M	17	7	Senior Development.
Farmingdale	Bartone Plaza ²	115	12	\$1,425 for 1BR; and \$1,680 for 2BR	In Construction	\$38M	64	28	Mixed-use Development. Includes a 85-room Hotel and 172 underground parking spaces. TOD
Farmingdale	Farmingdale CLT ¹	4	4		Planned (2013)		6	3	
Farmingdale	Jefferson Plaza ²	154	15	Workforce	In Construction (GB 2013)	\$59M	100*	37	Mixed-use Development. TOD *Per Developer
Farmingdale	Staller Project ² (231-245 Main Street)	26	3		Planned* (2013)		15	6	Mixed-use Development.
Farmingdale	Staller Project ² (285 Eastern Parkway)	27	3	<\$72,000	Planned* (2013)		15	6	Includes a 56 parking spaces. TOD
Freeport	CDCLI - Scattered Sites ¹	5	5				7	3	
Garden City	Doubleday Court ¹	54	N/A	N/A	In Construction (GB 2013)	\$36.18M	30	13	Luxury Condos. TOD
Glen Cove	Garvies Point ³ (formerly known as Glen Isle)	860	86	Workforce	Planned* (2013)	\$1B	482	206	Mixed-use Development. Includes a 250-room Hotel and Conference Center.

Glen Cove	Glen Cove Piazza ² (aka Village Piazza)	142	28		Planned* (2011)	\$60M	80	34	Mixed-use Development. 76 of 142 units reserved for NYIT medical students.
Great Neck	Plaza Landmark ²	93	19	Workforce	Completed (2005)	\$28.4M	52	22	Affordable units reserved for Village employees, firefighters, police, and emergency workers.
Great Neck	Harbor Isle ³	172	N/A	N/A	Planned (2013)	\$90M	96	41	Originally proposed as an owner-occupied condo development.
Hempstead	Devon on the Greenwich ¹	40	1	\$259,000	Completed (2012)	\$11.36M	22	10	
Hempstead	Remsen Mews ¹	8	8	80%	Completed (2012)	2,165,200	4	2	
Hempstead Village	Hempstead Rising ² (Renaissance Downtowns and UrbanAmerica)	336	34		Planned* (2013)	\$2.5B	10,000*	3,500*	Mixed-used Development. TOD *Per Developer
Hempstead	Twin Oaks ²	94	94	\$940 - \$1,361	Completed (2012)	#####	67	70	Rehabilitated Development. Includes an exercise room, computer lab, community room and on-site laundry facility.
Hempstead, Long Beach, Roosevelt & Uniondale	Nassau County Scattered Sites ¹	5	5	80%AMI	Completed (2010)	#####	7	3	
Hempstead	Village LOFTS ²	29	6	60-90%; 80% (Workforce) <90% and 20% <60%AMI;	Completed (2013)	#####	16	7	First Modular Multi-family Development

Hicksville	Hicksville Redevelopment ²	500	500	Workforce	Planned (2011)		280	120	TOD
Inwood	Inwood ¹	4	4	80%AMI	Completed (2014)	#####	6	3	
Long Beach	Pine Town Homes ²	100	100	Low-Income/ Section 8	Planned (2013)	#####	60	62	Rehabilitated Development.
Long Beach	iStar Towers	522	N/A	N/A	Proposed (2014)				Revitalization of Superblock; 11,000 sq. ft. commercial space; 2 15-story towers
Massapequa	Seasons at Massapequa ¹	134	27	Next Generation	Completed (2007)	\$36.1M	75	32	
Mineola	Winston & Churchill by Mill Creek ²	311	36	80%AMI	Planned* (2012)	\$93M	338*	75	The 36-unit Churchill is intended to be an affordable development for persons 55 and older. *Per Developer
New Cassel	Cathedral Place ²	36	36	\$962 for 1BR; \$1,153 for 2BR; and \$1,327 for 3BR	Completed (2013)	\$12.58M	20	9	Includes community space, a fitness room and on-site management/leasing office.
New Cassel	New Cassel ¹	11	11	80% & 120%AMI	In Construction (GB 2013)		16	7	
Plainview	Country Pointe ¹	800	80		Planned (2013)		448	192	Mixed-use Development. Affordable units reserved for seniors. Requires re-zoning.
Plainview	Seasons at Plainview ¹	134	27	Next Generation	Completed (2007)	\$40M	75	32	Lifestyle Development (55+ and first-time buyers).

West Hempstead	Mill Creek Residential ² (West 130)	150	N/A	N/A	Completed (2012)	\$40.5M	84	36	Luxury apartments. TOD
Westbury	Apex II ²	35	35	Workforce; <50%AMI	Completed (2009)		20	8	Senior, Workforce and Physically Disabled Development.
Westbury	Apex III ³	100			Planned (2013)		56	24	Similar to Apex II. TOD
Westbury	Meadowbrook Pointe ¹	700			Completed (2013)	\$400M	392	168	Senior Development.
Westbury	Post Avenue ²	10			Planned* (2013)	\$1.9M	6	2	Mixed-use Development. TOD
Westbury	The Portofino ²	127			Planned (2013)	\$25M	71	30	Mixed-use Development. 127 rental apts., 68-room hotel; 195 units. TOD

SUFFOLK Location	Program (¹ Ownership; ² Rental; ³ Both)	Units	Affordable Units	Affordability	Status (*Approved)	Scope	Job Creation		Notes
							Const.	Other	
Amityville	Concern Amityville Veterans Housing ²	60	60		In Construction (GB 2012)	\$21M	160*	14	Veterans Developments. *Per Developer
Amityville	M.C. Condos ¹	3	3		Planned		2	1	
Babylon	49 Muncie Road ²	24	5		Planned (2012)		13	6	Required re-zoning.
Bay Shore	Cortland Square ¹	40	40	80% and 120%AMI	Completed (2013)	\$13.678M	22	10	TOD
Bay Shore, Brentwood, Central Islip & Ronkonkoma	Islip VII - Scattered Sites ¹	17	17	80%AMI	Completed (2012)	\$3,156,118	25	11	

Bellport, N. Bellport & E. Patchogue	Bellport IV - South Country Estates III ¹	9	9	80%AMI	Completed (2009)	\$1,725,057	13	6	
Bellport	Bellport V - Metcalf Meadows ¹	13	13	Workforce	Planned* (2013)		19	9	On Hold
Bellport	Bellport VI - South Country Estates IV ¹	11	11	Workforce	Planned* (2013)		16	7	On Hold
Brentwood	Brentwood Scattered Sites ¹	11	11	80%AMI	Planned* (2013)		16	7	
Brentwood	Heartland Square ³	8,999	90		Planned (orig. 2002)	\$4B	5,039	2,160	Mixed-use and Recreation Development.
Brentwood	The Knoll Farm ²	240	N/A	N/A	Planned (2013)	\$30M	134	58	Mixed-use Development. TOD
Bridgehampton	Bridgehampton Mews ¹	8	8	Workforce	Completed (2008)	\$2,214,064	12	5	Detached homes include an accessory apartment.
Central Islip	Courthouse Commons ¹	252	57	Workforce	Completed (2007)	\$63M	141	60	
Central Islip	Islip Landing ¹	223	45	120%AMI	Completed (2012)	\$60M	125	54	
Commack	Andover Court ¹	1	1	\$164,990	Completed (2008)	\$390,000	1	1	
Coram	Cabrini Gardens ²	65	65	<\$37,650 for 1 person; <\$43,000 for 2 persons	Completed (2011)		36	16	Senior Development.
Coram	Wincoram Commons ²	176	176	Workforce	Planned* (2012)	\$53M	145*	42	Mixed-use Development. TOD *Per Developer
E. Northport	Matinecock Court ³	155	155		Planned* (2013)		87	37	Mixed-use Development and Recreation. TOD
E. Northport	Seasons at Elwood ¹	444	80	\$322,000	Planned (2013)		249	107	Senior Development.

Hauppauge	Windwatch Tower ²	150	150		Planned (2013)		84	36	Originally proposed as an owner-occupied luxury development.
Holbrook	Islip Pines ²	350	250	Workforce	Planned (2013)	\$300 M	196	84	Mixed-use and Recreation Development. Includes a 200-room hotel.
Holtsville	Wildwood Estates ¹	58	16	\$160,000	Completed (2013)	\$14.5M	32	14	Lifestyle Development (55+ and first-time buyers).
Huntington Station	Avalon Huntington Station ³	379	43	80%AMI	In Construction		212	91	TOD
Huntington Station	Lowndes Avenue ¹	14	14	\$185,000 for 1BR; \$215,000 for 2BR	Planned* (2014)		8	3	Preference given to Veterans.
Islandia	Building New Homes for Returning Veterans ¹	6	6	\$199,000	Completed (2013)		9	4	Veterans Development.
Islip	Spur Drive So. ²	96			Planned (2013)		54	23	Storage Facility to be included.
Kings Park	The Uplands at St. Johnland ¹	199			Planned (2012)	\$103.6M	111	48	Project includes a 24-unit Assisted Living Facility and 531 above-ground and 104 underground parking spaces.
Lake Ronkonkoma	Concern Ronkonkoma Veterans Housing ²	59	59	\$700 for 1BR; \$900 for 2BR	Planned* (2013)	##### ###	33	14	Veterans Development. Expected to include counseling and job-placement services for residents.
Mastic, Mastic Beach, Shirley	Mastic-Shirley Phase I ¹	10	10	80% and 120%AMI	In Construction		15	7	

Melville	Avalon Court & Court North ²	340	97	50% and 80%AMI	Completed (late 1990's)	\$40.4M	190	82	
Melville	Deshon Development Venture ¹	261	261	\$212,000; \$318,000; \$365,000	In Construction (GB 2013)		146	63	Senior Development
Melville	Ruland Knolls ²	117	117		Planned (2013)		66	28	Preference for Veterans and Physically Disabled Huntington residents.
N. Amityville	New Frontier ²	500	50		Planned* (2013)	\$120M	280	120	Mixed-use Development
Oakdale	Oak Creek Commons ¹	32	11	\$25,000 subsidy to 1st-time buyers	Completed (2011)		18	8	Lifestyle Development (55+ and first-time buyers).
Patchogue	Artspace ²	45	45	\$817-\$1,470	Completed (2011)	\$18M	25	11	Reserved for artists. First Affordable Work/Live Development.
Patchogue	Copper Beech ¹	80	40	80% and 120%AMI	Completed (2007)	##### ###	45	19	
Patchogue	New Village ²	291	67	Workforce	In Construction/ Completed (2013)	\$110M	163	70	Mixed-use Development. Includes office space and more than 500 parking spaces. Per developer more than 500 jobs created (not specified).
Patchogue	Riverwalk ¹	163	3	\$160,000	In Construction/ Completed	\$54M?	91	39	TOD
Patchogue	The Village Walk ²	128			Planned* (2013)	\$25M	72	31	Senior Assisted-living Development.
Port Jefferson Station	Jefferson Meadows ²	96	96	80%AMI	Planned (2011)	\$9M	54	23	
Riverhead	Summerwind Square ²	52	52	80%; 100%; and 120%AMI	Completed (2013)	\$10M	29	12	

Riverhead	Woolworth Building ³ (130 East Main Street)	19	19	8 rental units at 80%AMI; remainder at 50% or 60%AMI	Planned* (2013)	\$13M	11	5	Mixed-use Development. Plans include a new gym.
Ronkonkoma	Ronkonkoma Hub ²	1,450	290		Planned (2011)	\$475M	812	348	Mixed-use Development. Includes office/medical and flex (hospitality, conference and exhibition) space as well as 3,638 parking spaces. TOD
Selden	Michael Kelly ¹ (Mini-Golf Course)	126	32	Workforce	Planned (2011)		71	30	Includes community center. 2 Affordable units reserved for veterans. Requires re-zoning.
Smithtown	West Main Street ² (Nassau Suffolk Lumber Yard)	56			Planned (2013)		31	13	Mixed-use Development. Subject to zoning change.
Smithtown	Whisper Landing ²	136	136		Planned* (2014)		76	33	
Southampton	Courtyards at Southampton ¹	50	14	120%AMI	Completed (2011)	\$13.5M	28	12	Includes accessory apartments.
Southampton	Riverside Hamlet Center ²				Planned (2008)				Mixed-use Development.
Southampton	Sandy Hollow Cove ²	34	34	\$160,000-\$260,000	Planned (2013)		19	8	Halted
Southampton	Southampton Scattered Sites ¹	11	11	80% and 120%AMI	In Construction		16	7	
Southampton	Tuckahoe	34	34	80% and 120%AMI	Planned (2013)		19	8	

Wyandanch	Wyandanch Rising ³	884	252	60% and 80%AMI for rentals; 80%, 100% and 120% for homeownership	In Construction (GB 2013)	\$500M	495	212	Mixed-use Development. Includes parks and transit plaza. Originally proposed as an owner-occupied development. TOD
Yaphank	The Meadows ³	850	85	<80%AMI	Planned (2011)	\$4.2M	476	204	Mixed-use Development. Includes office space and a 220-room hotel. 30% of residential units reserved for seniors. Requires re-zoning