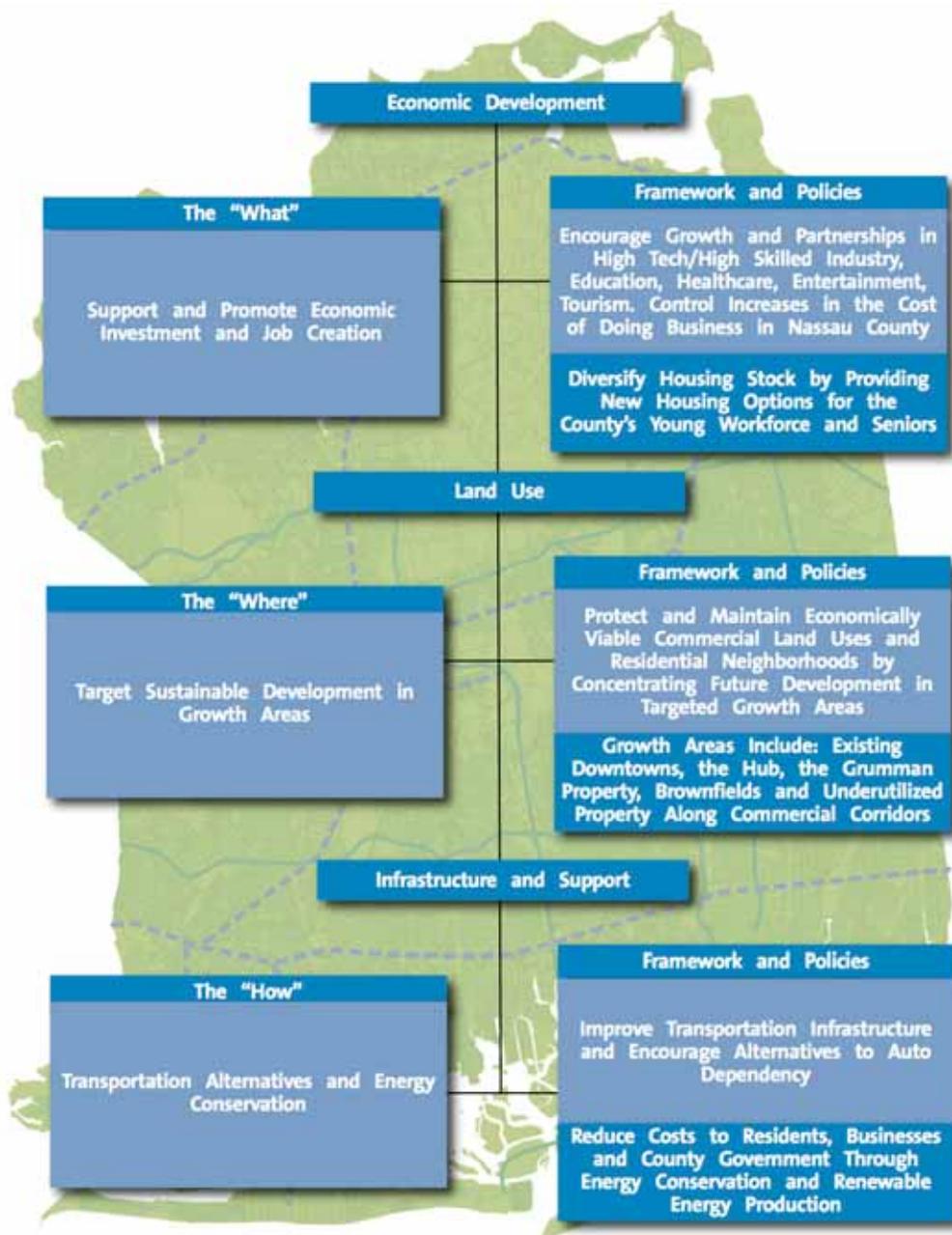


**CHAPTER 5 THE ACTION PLAN:**

**A. FRAMEWORK AND POLICIES**

This Master Plan sets the tone of Nassau’s future by creating a policy framework to help shape the jobs, places, and infrastructure we will need to prosper to 2030 and beyond. The Action Plan tells us how to get there.



This Master Plan recommends targeting development in growth areas, which account for approximately 10% of Nassau's land area. Specifically identified growth areas include **“Transit-Oriented” Downtowns**, the **Nassau Hub**, and the **Grumman Property**.

In addition to these specific locations, the Plan also calls for the revitalization and redevelopment of brownfields and select underperforming strip malls. The main objective of this targeted development approach is to encourage job growth in close proximity to public transit and to increase tax revenues while minimizing new public expenditures. At the same time, by targeting growth to specific areas of the county, Nassau will be able to protect and enhance the suburban quality of life for which it is known.

While the Master Plan provides policies to guide future land use and economic development decision-making in the county, it is only the first step in achieving Nassau's goals for its future. Following adoption of the Master Plan by the Nassau County Planning Commission, the County must implement the recommendations of the plan and put them into action.

Each chapter of the Master Plan concludes with a series of policy recommendations for implementation. This requires the cooperation of multiple stakeholders from County leaders to local municipalities, community-based organizations, and private investors. A key implementation tool will be to change zoning in the select downtowns, growth centers, and strip commercial areas to allow for new and infill development consistent with the policies of this Plan. While the Master Plan is a countywide plan put forth by county government, Nassau County does not control zoning and therefore, cannot effectuate the plan on its own. It is essential to build a coalition of community leaders who will embrace the policies of the plan and to offer technical assistance wherever appropriate.

#### **TECHNICAL ASSISTANCE OFFERED BY NASSAU COUNTY**

##### For Local Governments:

- Expertise from Nassau County Planning staff
- Special attention for development projects

##### For Business Groups:

- Advice on Business Improvement District (BID) formation/expansion
- Organize with fellow merchants/professionals to facilitate better business choices and options  
Introduce and share best practices

##### For Non-Profit Groups:

- Information and advice on federal, state and local programs and grant opportunities
- Serve as a clearinghouse for information on federal, state and local programs and grant opportunities

##### For Civic Groups:

- Connections to experts in the field
- Advice on civic and beautification projects

- Policy development assistance
- Learn about what other communities/groups are doing

## **B. IMPEMENTING THE PLAN**

### *Regulatory Controls*

Regulatory controls are one of the primary tools for implementing many of the recommendations of this Master Plan. While Nassau County does not have the power to regulate land use through zoning, it does act in an advisory capacity under New York State General Municipal Law. In contrast, many technical components relating to the physical development of the county, irrespective of location, are under direct County control. The County has jurisdiction over a variety of countywide infrastructure from county roadways to parks, and portions of the Nassau's waterfront, drainage systems, and water and sewer lines. Nassau also has the power to review and approve subdivision applications in unincorporated areas throughout the county and within 300 feet of all municipal boundaries.

### *Funding/Incentive Programs*

Public economic development incentives are needed to defray the costs of capital investments and reduce the general cost of doing business in Nassau in order to attract and retain companies and jobs. Targeted programs focused on specific capital investments can provide funds for land acquisition, construction, or the purchase of business equipment. Broader reaching programs that can stimulate economic investment include:

- Offering tax abatements, which can reduce or waive property taxes
- Expediting or simplifying regulatory requirements
- Offering accelerated depreciation and employee tax credits
- Providing workforce training
- Offering low interest or tax exempt loans
- Providing necessary infrastructure to support development

In Nassau County the Industrial Development Agency (IDA) is a major source of assistance to companies seeking to relocate or expand and offers low-cost financing and tax incentives, using non-taxpayer dollars. It is empowered to:

- Acquire property
- Issue revenue bonds for the purchase or construction of industrial or commercial properties, which are then leased or sold to private users
- Grant real property tax abatements and sales tax and mortgage recording tax exemptions
- Offer new tax-exempt bond financing to nonprofit institutions, including higher education
- Refinance existing bonds for industrial and commercial uses that are no longer eligible for tax exempt financing

The County also administers a variety of funding streams/incentive programs including its Visioning program, Community Development Block Grants (CDBG), the Grow Nassau Fund, and the Brownfield Redevelopment Fund. These funding streams provide an important opportunity for the County to support implementation of projects that achieve the goals of its Master Plan.

- Visioning Program

Visioning is a Nassau County Planning Department grant program that provides funds for local communities to engage in a participatory planning process to develop a vision plan for the future. Funding for the Visioning program comes from a \$1 million grant set up by the County Executive in 2007. The program requires a 40% contribution from the local municipality.

- Community Development Block Grants (CDBG)

The CDBG program provides funds for a range of activities related to housing, economic development, commercial revitalization, public services, infrastructure and public facilities. Approximately 90% of CDBG funds go to programs that benefit extremely low, low, and moderate income communities. Nassau County's CDBG funded initiatives include creation of high tech/high skilled jobs as well as jobs in sports, entertainment and tourism. They also provide funds for redevelopment areas including downtowns, brownfields, the former Grumman site, and the Nassau Hub. Finally funds are used for infrastructure improvements including public transportation, development of workforce and senior housing, and preservation and creation of open space.

- Grow Nassau Fund

The Grow Nassau Fund is an economic development partnership between Nassau County, Nassau County IDA and the National Development Council's Grow America Fund. The County does not fund this program, but it administers the program in Nassau. Through this fund eligible small businesses in Nassau County can apply for loans at competitive rates for a term of up to 25 years. The goal of the program is to finance healthy, successful small businesses that need expansion capital to reach their full growth potential.

- NY Metro Brownfield Redevelopment Fund

The Brownfield Redevelopment Fund is a public-private partnership created to advance the cleanup and productive reuse of contaminated properties. Through this program, which is a revolving fund, Nassau County uses funds received from USEPA along with matching County dollars to guarantee loans issued by the private sector to cleanup brownfields.

*New York State Energy Research and Development Authority (NYSERDA)*

Municipal Incentives

The *Energy Efficiency and Conservation Block Grant Program* is being administered by NYSERDA through funding allocation from the US Department of Energy (DOE). The program's objective is to fund projects that reduce energy use and fossil fuel emission, and improve energy efficiency for local and state governments. As a large county (defined by DOE as having a population of more than 200,000), Nassau is eligible for direct formula grants for qualifying projects. For small municipalities, NYSERDA administers a competitive solicitation for funding. NYSERDA has been allocated \$29 million in 2010 for the distribution among small municipalities.

Commercial Incentives

The *Industrial and Process Efficiency Program (IPE)* provides performance-based incentives to manufacturers and data centers implementing energy efficiency and process improvements. Over \$100 million is available for energy savings projects that fall into two categories, projects that reduce overall electric consumptions, like energy efficient lighting, motors and compressors, or, projects that reduce energy use per production unit, like reducing scrap, or increasing throughput.

The *New Construction Program (NCP)* can provide assistance when incorporating energy-efficiency measures into the design, construction, and operation of new and substantially renovated buildings. These measures are designed to save energy through reduced electric demand, thereby lowering building operating costs. Technical Assistance is available to help evaluate energy-efficiency measures and provide guidance to your design team on incorporating new and emerging energy-efficient technologies into your building. Funding is available to offset the additional costs associated with the purchase and installation of approved equipment. Assistance also may be available for commissioning services and green building opportunities.

Other Incentives

Green Jobs - Green NY is a statewide program to promote energy efficiency and the installation of clean technologies to reduce energy costs and reduce greenhouse gas emissions. The program will support sustainable community development and create opportunities for green jobs. Green NY will provide energy audits for eligible applicants as well as \$112 million to finance energy efficiency improvement projects such as upgraded heating, cooling and lighting systems, and replacement of storm windows, NYSERDA and the New York State Department of Labor will be partnering with community-based and labor organizations, to provide necessary workforce training and support.

### *Technical Assistance*

In addition to these direct roles, County government also serves an important function as an arbiter between the many agencies that have the power to make decisions that impact Nassau's land, transportation systems, economy and its residents. For example, the Village of Westbury is currently considering a plan for a second level of parking for its downtown municipal parking lot. At the same time a developer is proposing to redevelop and restore a vacant theater in the downtown. The County's Office of Housing and Intergovernmental Affairs is currently working with both the village and the developer to jointly prepare a solution to address parking needs in downtown Westbury.

Bringing multiple constituencies to the table is essential to developing the creative solutions necessary to implement the policies of this Master Plan. Nassau County has close working relationships with a variety of entities from local towns and villages to regional agencies such as the Long Island Rail Road and LIPA, as well as hospitals and colleges/universities. The County will need to bring these and other stakeholders to the table to implement the changes necessary to implement the policies of New Suburbia.

In addition, Nassau County can also be a resource for local communities who want to utilize County and State programs to achieve the goals of the Plan. Programs provided through Nassau's Coordinated Agency for Spanish Americans (CASA) can help emerging minority communities gain access to economic development resources and housing assistance.

At the State level, utilization of legal mechanisms that allow for the creation of Business Improvement Districts (BIDs) can be an important tool for furthering the County's goal of Cool Downtowns. State law allows municipalities to create BIDs through which local property owners and business owners within a designated area can finance supplemental services and improvements beyond those provided by local government. Nassau can provide local communities with the technical assistance necessary to establish a BID through which merchants and property owners can, in effect, tax themselves and use the monies to fund façade and streetscape improvements, including awnings, lighting, landscaping and street furniture. These funds can also be used to sponsor special events such as street fairs and special promotions such as a "restaurant week." State law also enables local municipalities to utilize urban renewal powers to acquire property in order to facilitate redevelopment of blighted areas. Such sites can then be sold to private entities for redevelopment in accordance with an approved plan. In implementing the policies of this Master Plan, this tool could potentially be applied to facilitate redevelopment within megaprojects, underperforming strip malls, and in blighted areas within emerging minority communities.

One of the most important ways that the County can work to implement the recommendations of the plan, however, is to provide assistance to municipalities who want to implement new zoning regulations consistent with the policies of this Master Plan. Section D below discusses mixed use zoning and provides model zoning standards that can be utilized by local municipalities to implement Cool Downtowns and megaprojects.

## **C. ZONING FOR TRANSIT-ORIENTED DEVELOPMENT (TOD) AND DOWNTOWNS**

In *The Social Life of Small Urban Spaces* (1980), William Whyte advised towns wanting to revive their downtowns to “compress, concentrate, and intensify their unique strengths.” Over the years, planners have returned to this early advice with ever more specific prescriptions. The most practical solutions now come from the Smart Growth and New Urbanism planning philosophies. When focused on downtowns or town centers, the objective of these philosophies is to create a variety of compatible land uses, compact design, walkable neighborhoods, housing choice, and transportation options. The key for Downtowns and TODs will be achieving a mix of uses at densities that are higher than surrounding single-family neighborhoods, but that are still within a comfortable suburban scale.

A typical Nassau County downtown already has a mix of uses with shops on first floor and offices and/or apartments on upper floors. The majority of older buildings are built to the sidewalk, are attached to adjoining buildings with aligned front facades, and have shallow (if any) setbacks. Typical building height is two to four stories. Some downtown areas also have stand-alone apartment buildings. Residential densities range from 15 to 40 dwelling units per acre. The street network is a system of boulevards or wide arterials, main commercial streets, and residential local streets with homes on small lots. The streets are generally connected with full four-way intersections and have wide sidewalks in at least part of the downtown. There is municipal surface parking in center of blocks (rather than structured parking). There may be small parks off the main street.

### **1. ZONING PRINCIPLES**

The following principles should be applied as local municipalities work to revise their existing zoning codes to promote development of Cool Downtowns and TODs:

#### *Mix of Uses*

A mix of land uses in a commercial center has multiple benefits. It provides 1) greater accessibility for pedestrians, with less reliance on cars for short trips; 2) lessened traffic congestion: working, shopping, socializing can all happen in walking proximity, 3) increased opportunities to combine trips, which results in reduced vehicle miles traveled by residents; 4) flexibility in parking because parkers share spaces; and 5) less pavement and thus less stormwater runoff, lower development costs, and increased aesthetics for the area. With a mix of uses transit-oriented and transit-supportive development becomes possible, yielding a symbiotic relationship between a transit stop and nearby land uses. This allows residents to carry out daily activities within their downtown center without always needing to drive to strip malls.

#### *Density*

Downtown zones need density to arrive at the critical mass of people and activities that make a downtown self-sustaining. Downtowns should have higher density than their outlying residential areas. Higher density increases land use efficiency and housing variety and decreases energy consumption and transportation costs. When a municipality chooses to boost its central density, it can then capitalize on existing infrastructure. This reduces the cost of providing additional services to new businesses and

residents. Higher density downtowns can create walkable commercial and employment centers, and can be effectively served by local and regional transit.

### *Sizing the Downtown*

Smart growth advocates generally describe “walkable communities” in terms of a ¼ mile radius or five-minute walk in each direction from the center. The basic size of an average suburban downtown is approximately ½ mile, which one can walk across in about 10 minutes. A larger mixed use area such as the Hub may be comprised of a series of such walkable neighborhoods. In an existing center/downtown the walk should encompass the greatest density of mixed uses: stores, restaurants, civic uses, public transit stop, and other amenities. The five-minute walk concept should also be used to locate “park & walk” lots to ensure that they are centrally located and visitors can park once and walk to all downtown destinations. In some cases it may be appropriate to shift density towards a preferred park & walk lot location.

## 2. CODING FOR WALKABLE DOWNTOWNS AND TODS<sup>1</sup>

The following guidelines are provided as a model for establishing zoning for Nassau's downtowns and TODs.

*Establish a downtown or downtown overlay district*

### 1) Downtown District

- Clearly identify the geographic area of the downtown district
  - Be sure that it is distinguished from surrounding residential or industrial areas.
- Basic elements for a new downtown district should include:
  - Less reliance on detailed lists of allowed uses
  - Greater emphasis on the overall quality of the built environment and accommodation of pedestrians
  - Design standards that are directly incorporated into the text, possibly including illustrations

### 2) Overlay District

If establishment of a downtown district is not feasible, a downtown overlay district may be a more practical alternative for allowing mixed use development in Cool Downtowns. The overlay district would be an incentive zone that leaves existing zoning in place, but provides a way for property owners and developers to maximize opportunities for mixed use development within the context of the existing character of Nassau's downtowns. The overlay district with incentives such as greater density and land use mix and requirements for parking and streetscapes would be activated when a certain land area threshold is reached. The threshold would be larger than the minimum lot size required under existing zoning. This approach encourages participation in land assemblage, while reducing the incentive for property owners to "sit on" underutilized parcels.

Key components of a downtown overlay district:

- Incentive bonuses for density, coverage, floor area ratio, parking, setbacks, building height, etc. in exchange for the provision of community amenities
- Community amenities should be determined by each downtown based on their individual needs and may include open space, parks, and other public improvements

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<sup>1</sup> Sources: *New Urbanism Best Practices Guide*, *Codifying New Urbanism* (PAS Report 526); *Transportation* (PAS QuickNotes, #16); *Zoning for Mixed Uses* (PAS QuickNotes #6); *Density* (PAS QuickNotes #12); and *A New England Guide to Smart Growth Strategies*.

*Allow a variety of uses*

- 1) Create mixed-use districts
  - The mix of uses should happen at the building, street, block and neighborhood levels.
  - Increase and regulate density
    - Regulate density through limits on lot coverage, height and other dimensional requirements. If basic parameters are met, then actual use mix and housing unit type can vary according to the market.
  - Avoid lengthy lists of allowed uses in favor of broadly defined uses. Place emphasis on urban design standards, parking, and pedestrian accommodation.
  - Incentives can be given to foster mixed-use projects, historic preservation, creation of public spaces, or affordable housing. Incentives typically are density or height bonuses.
- 2) Mix of uses:
  - Allow retail, office, business and professional services, housing, and in some cases light industrial, along with cultural uses and civic uses such as schools, municipal buildings, libraries, houses of worship, parks, and public transit.
    - Prohibit heavily auto-dependent uses: distribution centers, rental car facilities, gas stations and auto mechanics, drive-through windows for businesses
  - Uses may be mixed within a structure or on a lot if multiple structures are allowed.
  - Street level uses should be non-residential, most preferably retail.
  - Upper level uses should be office, studio, services and/or residential.
  - Most uses should be by-right/as-of-right.
  - Consider requiring a set percentage of new housing units to be within 5 – 10 minute walk to neighborhood retail, schools, parks, and transit stop. For infill projects, the proximity requirement can be satisfied by creating a destination use within the project or by relying on one already within walking distance.

*Allow mixed residential density and housing types*

- 1) Mix housing types
  - Allow only multi-family residential in the downtown (not single or two-family houses)
  - Use inclusionary zoning to foster affordable housing construction
    - Inclusionary zoning requirements stipulate that developers must build a certain number of affordable units for every new market rate unit that they build

*Stimulate infill and rehabilitation activity*

- 1) Adjust current zoning by making most uses as-of-right and reducing parking requirements.
- 2) Review minimum lot size and setback requirements and adjust to reflect the smallest practical lot size and shallowest setback in the downtown.
- 3) Accelerate the development review process for the following types of projects if they are in conformance with downtown zoning standards:

- Infill projects below a certain size threshold
  - Adaptive reuse of historic properties
  - Redevelopment of vacant or underutilized land or buildings
- 4) Reduce or eliminate off-street parking requirements for small-lot infill projects.
- Parking demand should be fulfilled fully or partially by shared parking, municipal parking satellite lot parking, or on-street parking.

*Create compact, walkable centers served by public transit*

- 1) Increase density to support public transit
- Locate the downtown's greatest density near the transit stop.
  - Require *minimum* residential densities along existing or planned transit routes.
    - Prohibit auto-related uses and surface parking near transit stops; create pedestrian-friendly routes from the stop.
  - Require building entrances to be near the transit stop.
- 2) Accelerate and expedite development review in areas near transit stops.
- 3) Require street connections
- Model ratios for spacing between streets and intersections are shown on Table 5-1.
  - Rely on the grid. Plan for a full connection of existing and new streets:
    - Short blocks and dense mixed use development near transit stops to provide people with a range of transportation options and reduced need for auto trips.
    - A variety of street types will provide distinct identities to the downtown's different areas and provide a variety of block and lot sizes for different types of new development.
    - Infill development and redevelopment of existing structures should be based on the downtown's existing street grid, or should break up super-blocks to create new connections.
    - Where topographical or other constraints preclude full connectivity for vehicles, provide for pedestrian access with walkways or stairways.
- 4) Revise street and sidewalk standards.
- Parallel on-street parking should be provided to reduce vehicle speed and enhance pedestrian's sense of safety.
  - Sidewalks should be wide enough to accommodate pedestrian amenities:
    - Shade trees, benches, awnings, lights
    - Sidewalk dining
- 5) If the downtown's primary street is an arterial and thus not suitable for a main street, then new retail and pedestrian activity will have to be refocused on a quieter secondary street.

**Table 5-1  
 Model Requirements for Intersection Spacing (Case Studies)**

	Max Intersection Spacing	
	For Local Street (feet)	For Arterials (feet)
<i>Block Length (by city)</i>		
Metro, Oregon	530	530
Portland, Oregon	530	530
Eugene, Oregon	600	None
Fort Collins, Colorado	See Note 1	660-1,320 (see Note 2)
Boulder, Colorado	See Note 3	None
Huntersville, North Carolina	250-500	No data
Raleigh, North Carolina	1,500 (see Note 4)	No data

*Source: PAS Report 515: Planning for Street Connectivity, "Summary of Requirements for Intersection Spacing," American Planning Association, May 2003, pg. 45.*

Notes:

- (1) Maximum block size is 7 to 12 acres, depending on zoning district
- (2) Limited movement intersections required every 660 feet; full movement intersections required every 1,320 feet
- (3) Not specified by code, but staff ties to achieve 300 to 350 foot spacing
- (4) Within a Mixed-Use Center, no street block face shall exceed 660 feet in length

*Accommodate pedestrians*

- 1) Sidewalks should create a good pedestrian experience
  - Sidewalks should be wide enough to accommodate pedestrian amenities such as landscaping, trash receptacles, benches, etc.
  - Street trees should be planted for shade and visual appeal
  - Curb-side parking should be required to create sense of safe separation from traffic
  - Small parks or gathering places off sidewalks should be created for safe gathering places away from traffic
- 2) Create a park and walk system
- 3) Allows sidewalk dining permits
- 4) Create safe and plentiful mid-block passages from rear parking lots to sidewalks
- 5) Create safe places to cross busy streets
- 6) Main building entrances should open onto the sidewalk, not side or rear of building
- 7) Prohibit construction of parking lots between buildings and streets
- 8) Minimize curb cuts onto major pedestrian streets
  - Pave driveways so that the sidewalk appears to cross the driveway, rather than the driveway cutting across the sidewalk

*Improve parking regulations*

- 1) Minimize downtown land used for parking
  - Roughly no more than 10% of the downtown area should be used for parking.
- 2) Minimum off-street parking standards should incorporate flexibility; review boards should be allowed to grant waivers.
- 3) Use *maximum* off-street parking limits, keyed to square footage and use.
- 4) Allow shared parking
- 5) Consider fully eliminating parking requirements for some uses (such as storefront restaurants).
- 6) Encourage or require transportation demand management (TDM)
- 7) Encourage the use of off-site (satellite) parking lots
- 8) The local municipality should provide:
  - On-street parking on downtown streets
  - Public transit
  - Bicycle accommodation
  - Parking garages
  - Satellite parking outside town center
- 9) Parking should never be allowed in the front of the building.
  - Some side yard parking may be allowed, but the preference is for parking to be behind, under, or above the building.
  - Curb cuts should be strictly limited and placed away from major sidewalks.

*Create design standards*

- 1) Design standards should focus on block and lot arrangements
  - Architectural style is less important than urban design
  - Dimensional regulations should be aimed at shaping the spaces between buildings, rather than separating buildings from one another (which is the objective of conventional zoning)
- 2) Encourage dense, compact development:
  - Eliminate minimum lot sizes
  - Allow multistory buildings
  - Regulate maximum story count, not height
    - Require *minimum* heights or *minimum* floor area ratios in the densest areas of the downtown
  - Eliminate or reduce setbacks, especially for front and side yards
    - Establish *maximum* front and side yards.
  - Require appropriate bulk or mass of new buildings:
    - Highest density areas should have highest FAR or square footage rules
    - Low density structures should be located in areas where less compact development is desired
- 3) Require buildings to create a street wall, i.e., build to the sidewalk
- 4) Building street fronts should have doors and windows with lots of clear unobstructed glass; no blank walls. Multiple windows and entries should be encouraged.
- 5) When a development produces clusters of stores, each has to be oriented towards the sidewalk, not inward around an enclosed courtyard.

*Foster contextual design*

- 1) Adopt illustrated design standards
  - Rely on existing building type and basic architectural elements, rather than requiring specific historic architectural styles.
- 2) Review setback and height requirements
  - Requirements should result in new buildings having the same ratios as the best of the local context for height to distance between building facades, for building surface to windows and doors, etc.

**D. IMPLEMENTATION MATRIX**

Table 7-1 provides a summary of action items that should be undertaken in order to implement the policies of this Master Plan. Actions are categorized as either short-, medium- or long-term and entities responsible for their implementation are identified. Short-term recommendations should be carried out within 12-18 months of adoption of the Master Plan and medium-term recommendations should be carried out within five years of adoption. Long-term recommendations have an implementation horizon beyond five years and will require advanced planning.

The following Action Items are those that the County can pursue immediately and without legislative and/or budget approvals from other government jurisdictions. These items are what Nassau can “do for itself”.

**THE ECONOMY**

**New Jobs in Growth Sectors**

1. Establish a Nassau County venture capital fund devoted to seeding new high technology companies
2. Provide technical assistance to technology, education and healthcare companies/institutions to encourage expansion of existing operations and facilities in downtowns and designated growth areas
3. Market county sports, entertainment and tourism attractions
4. Strategically utilize Industrial Development Agency to retain and attract businesses in the sports, entertainment and tourism industries
5. Strategically utilize Industrial Development Agency to attract, retain, and expand clusters of economic development

**New Residential Units for Recent Graduates, Young Workforce, Veterans, and Seniors**

6. Adopt an affordable housing/next generation/workforce housing goal for Nassau County
7. Establish a County-wide workforce housing site acquisition fund to provide a land subsidy for the development of income-inclusive housing

## LAND USE

### **Growth Areas**

1. Sponsor local planning initiatives
2. Provide incentives for mixed-income residential development near job centers and transit
3. Provide technical assistance to developers in obtaining project financing
4. Create and manage a GIS-based vacant and underutilized land inventory for public use
5. Study use of, and assist in implementing Transfer of Development Rights (TDR) programs to protect groundwater and direct future residential development to downtowns and growth areas
6. Utilize State and federal grant assistance to inventory, assess, and prepare revitalization plans for brownfield sites throughout the county
7. Provide technical assistance to developers to help them access IDA, New York State, and Federal economic development incentives
8. Provide technical assistance to developers to help them move efficiently through the SEQR process
9. Coordinate a detailed cross-municipal beautification plan and establish standards for enhanced landscape treatment along commercial corridors

### **Single-Family Neighborhoods and Open Space**

10. Continue neighborhood stabilization programs and reduce foreclosures
11. Sustain in perpetuity the County's open space acquisition program through additional funding.

## INFRASTRUCTURE

### **Transportation Alternatives and Increasing the People-Carrying Capacity of County Roadways**

1. Promote and market alternative modes of travel such as biking, walking, public transit and ride-sharing to reduce emissions.
2. Prepare a comprehensive Nassau County bikeway network master plan for Nassau County
3. Install bicycle racks outside County Buildings, municipal buildings, and railroad stations
4. Consider flex work hours to reduce traffic congestion
5. Lobby for State legislation to allow quick clearance of traffic incidents.
6. Continue with Enhanced County Traffic Signal Progression projects
7. Prepare a comprehensive Nassau County Greenway and Blue Way (nautical recreation) map illustrating existing links and interconnectivity as well as future opportunities and key gaps.

### **Energy Efficiency and Renewable Energy Production**

8. Establish a County government greenhouse gas emissions reduction target and performance tracking model
9. Prepare and adopt model alternative-energy (solar, wind, etc) installation/zoning guidelines and codes

10. Retrofit existing County facilities with renewable energy generators using New York State Energy Research and Development Authority (NYSERDA) Energy Efficiency and Conservation Block Grants
11. Promote subsidies for residential and commercial building retrofits that significantly enhance energy conservation.
12. Promote LIPA programs for off peak power generation and “smart home” energy controls.
13. Promote LIPA programs for buy back/bill reduction of grid power from alternative generation sources: wind, solar, geothermal, cogeneration, etc.
14. Support initiatives that generate energy from local renewable sources.
15. Educate residents and property owners on how they can improve energy efficiency, save money over time, and take meaningful steps to reduce carbon emissions
16. Initiate “Greening Nassau County,” a new interdepartmental and municipal strategy to plant 40,000 new trees by 2030. (Identify desired species and sources of material and incentives for private landowners.)
17. Sustain funding for capital improvements as previously accomplished with Environmental Bond Act funds.
18. Identify areas prone to greater risk from climate change and restrict development in those areas.