



PARTNERS

State University of New York at Farmingdale
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Broad Hollow Bioscience Park Nurtures Biotech on 110

The Cold Spring Harbor Laboratory and State University of New York at Farmingdale are partners in a new \$15 million biotechnology park, the Broad Hollow Bioscience Park, which was recently constructed on the Farmingdale campus. The industrial park will be an incubator for biotech companies.

"This biotech park will serve as a 'sparkplug' for the development of biotechnology businesses in the Route 110 corridor," explained Huntington Town Supervisor Frank Petrone. "We have in place the components to develop a commercial biotechnical corridor that can create a downtown Long Island - no factories, just offices and light laboratories."

Babylon Town Board member Steve Bellone

noted, "The greatest single economic potential on which to focus in the development of the 110 Corridor is bioscience - which means attracting biotech firms. And the Broad Hollow Science Park at SUNY Farmingdale represents the greatest single development so far."

Nationally, there are currently four "cluster areas" for biotech companies: San Diego; the area south of San Francisco; North Carolina's "research triangle;" and Boston's university area. All four received university assistance in their development, and all four are largely the result of



"We have in place the components to develop a commercial biotech corridor" - Huntington Town Supervisor Frank Petrone.

"agglomeration," or the grouping together of similar companies in the same industry, often with the CEO's knowing each other.

One of the 110 Partnership's primary goals is bringing biotech firms to the area and creating a fifth cluster. Donald Middleton, Acting Executive Director of the Route 110 Redevelopment Corporation, a non-profit corporation set up by the 110 Partnership, explained, "We hope to increase the quality of jobs to

higher-paying professional jobs in environmentally friendly, high-tech and biotech fields."

Route 110 Partnership Proposes LIRR and Shuttle Bus Hub

With the two-pronged goal of alleviating traffic congestion and opening up Route 110 to more economic development, members of the 110 Partnership recently announced plans to revive the Long Island Rail Road stop at Route 110 on Conklin Street in East Farmingdale.

At a press conference on June 19th, Babylon Town Board member Steve Bellone detailed a proposal to reopen the

train station and construct a regional parking center with express shuttle bus service servicing the 110 Corridor, running from the new train station to the Huntington Station stop. The closest railroad stations are currently in Farmingdale and Huntington.



Huntington Town Councilman Mark Cuthbertson (left) joins Huntington Town Supervisor Frank Petrone and Babylon Town Councilmen Steve Bellone and Wayne Horsley in proposing LIRR and shuttle bus hub.

Bellone was joined by Huntington Town Supervisor Frank Petrone, Babylon Town Board member Wayne Horsley, Huntington Town Board member Mark Cuthbertson, and

representatives of the 110 Partnership business community.

This improvement is just one of many that are currently under consideration as ways of reducing traffic congestion. "We need an express lane for people flying through the corridor that are not part of the local traffic," Supervisor Petrone noted, adding, "There is talk of a shuttle to restaurants, possibly a monorail, and we have to improve the bus system."

Other plans for the 110 Corridor include ensuring a reliable source of energy, "recycling" old buildings rather than constructing new ones, and making office and industrial buildings more user-friendly through initiatives like encouraging corporate child care centers.



ROUTE 110 REDEVELOPMENT CORPORATION

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An Open Letter to the Friends of 110

The 110 Partnership is a unique effort to join together the public sector, the private sector, and the civic sector to enhance the future development of the Route 110 corridor. It also represents the first such cooperative effort between two Long Island towns, the Town of Huntington and the Town of Babylon, which formed the Partnership.

The 110 program was conceived over two years ago by United States Congressman Steve Israel, who at that time was a councilman for the Town of Huntington; Huntington Town Supervisor Frank Petrone, and Councilman Mark Cuthbertson, working with Babylon Town Supervisor Richard Schaffer and Babylon Town Board members Steve Bellone and Wayne Horsley.



Ken Greenstein

Our goals are many. We are working toward enhancing Route 110 as Long Island's economic hub by attracting and retaining environmentally-friendly high-tech firms that generate stable jobs. Not only will the creation of a strong business center ensure stable career opportunities; doing so will also help keep our well-educated children on Long Island.

We are encouraging smarter development, rather than simply more development. We are working to recycle old buildings that are already in existence. We are taking initiatives like allowing a slight increase in building heights to make room between floors for the cables that are necessary in the 21st century, as well as allowing 10% "small parking" for compact cars. And we are striving to make office buildings along the 110 Corridor more user-friendly - for example, through the creation of corporate child care centers.

But we are doing even more. We are studying traffic patterns to find ways to alleviate congestion. We are exploring possibilities like reviving a Long Island Rail Road stop at Route 110 and Conklin Street and building a regional parking center with express shuttle bus service. We are even looking at Route 110's potential as a center for recreational and cultural activities after the work day is done.

Our efforts represent the birth of something brand new here on Long Island. The business community, academic institutions, civic associations, Babylon, Huntington, and Suffolk County are focusing on something that is much larger than simply a regional issue. We are developing a vision for what we want Long Island to be, rolling up our sleeves, and working side by side to make it happen. We invite you to learn more about the 110 Partnership, and we look forward to having you join us in moving toward the future.

Sincerely,

Kenneth I. Greenstein, Esq.

CREATING THE ROUTE 110 OF THE NEW MILLENNIUM

Watch What's Happening...

Study Envisions 110 Corridor's Future

According to a recent study completed by the Long Island Regional Planning Board and the National Aviation & Transportation Center at Dowling College, the 110 Corridor "has the potential to become the single most important commercial and industrial growth center on Long Island."

The study, entitled "The Route 110 Corridor: An Intermodal Transportation and Land Use Study" and funded by the Towns of Huntington and Babylon, points out that in order to fulfill the region's growth potential, attention must be focused on coordinating smart land use practices with effective intermodal transportation planning.

This critical study explains that there is an essential planning symmetry between land use and transportation. It recommends that the Towns of Huntington and Babylon create an intermodal transportation system designed to facilitate the efficient and safe movement of

people, goods, and services in order to reduce the personal use of vehicles in the 110 Corridor.

How can this goal be accomplished? The study makes several suggestions, including a morning and evening rush hour Express Bus System, automated vehicles for transporting people to specific destinations, a light rail system that operates on its own right-of-way, and a "Tubexpress," a subsurface transportation network that moves goods. Another idea it presents is the "Share-A-Car" concept, which enables employees to borrow a shared car during the day after leaving their own cars in regional parking lots.

The study also suggests making physical improvements to the roads. "Continuous Flow Intersections," for example, improve the conflict between turning vehicles and on coming traffic through the introduction of a turn bay that is accessed by the creation of a midblock, signalization intersection. The study notes that in order to fulfill the goal of reducing

traffic congestion on the 110 Corridor, the cooperation of the business community is essential.

The study describes its vision of making the 110 Corridor a regional showcase that is a signature place to work, visit, and recreate - in short, creating the "110 Techway." The Techway would consist of a variety of elements, ranging from a comprehensive interactive communication system to an electronic Town Hall to a dedicated recreation way with nature trails to multi-purpose continuous education programs that would be geographically linked electronically.

The study concludes that through the adoption of mixed use land use practices and the institution of a comprehensive intermodal transportation system, the 110 Corridor can become an exciting center for commerce and recreation that will improve the quality of life for all Long Islanders.

Building a "Smart Growth" Route 110

By Congressman Steve Israel, 2nd Congressional District, Long Island

Route 110 has been a regional economic "engine that could" for the past forty years. But now the thought behind it needs to be updated. With the commencement of the new millennium, a new "Smart Growth" track needs to be built.

Route 110 is one of Long Island's most central corridors. It runs north-south along the western borders of Suffolk County, Babylon and Huntington Towns; from the Great South Bay to the Long Island Sound. This strategic location has resulted in a concentration of commercial and industrial development that is virtually unsurpassed in the Nassau-Suffolk Region.

While the last thirty years has seen the development of a preponderance of office buildings, our current challenge is to use "Smart Growth" to build a more balanced plan that will best serve us in the 21st

century. "Smart Growth" is a nationwide movement to eliminate suburban sprawl, build truly sustainable economic development, conserve environmental resources such as open space, improve livability, and protect our quality of life.

A "Smart Growth" Route 110 would concentrate on recycling the older buildings in the corridor and focus on attracting and retaining high technology, environmentally-friendly industry. This type of industry generates high paying, future-positive jobs that can weather inevitable economic storms.

The Towns of Huntington and Babylon launched the "Route 110 Partnership" program to promote the development of

this "Smart Growth" focus. Working with SUNY Farmingdale, a Route 110 Partnership



Congressman Steve Israel proposes "Smart Growth" Route 110.

office opened on the school's Route 110 campus to concentrate on identifying buildings that should be "Smart Growth" recycled and to promote the interest of high technology industries - particularly the biotechnology industry. Fortunately, these kinds of industries use only about half the number of cars that office buildings attract. A "Smart Growth" Route 110

could also serve to decrease traffic congestion.

Development of the biotechnology industry in a Smart Growth Route 110 has perhaps the greatest potential of all.

(con't on page 4)

“Smart Growth” Route 110 (Continued)

Biotechnology is one of the nation’s highest potential high-technology growth sectors and will continue to be for decades to come. The industry has developed in four major “cluster areas:” San Diego, San Francisco, Boston, and North Carolina’s Research Triangle Park area. Long Island’s Smart Growth Route 110 should become a new “cluster area” in the biotechnology growth sector. With one of the world’s preeminent biotechnology research centers, Cold Spring Harbor Laboratory, to the north and the SUNY Farmingdale Biotechnology Park to the south, Route 110 should become a

“miracle ten mile” roadway.

At a convocation honoring past SUNY Farmingdale President Dr. Frank Cipriani, James D. Watson, the President of Cold Spring Harbor Laboratory, a Nobel Prize winner, and the co-discoverer of the structure of DNA, stated that biotechnology has generated an “explosion of knowledge that will benefit humanity in the 21st Century.” He added that these discoveries will “lead to many new commercial opportunities.” These are precisely the kinds of opportunities we need to build in a Smart Growth Route 110.

We have already been making moves in this direction. The Route 110 Redevelopment Corporation has been bringing the message of our new Smart Growth Route 110 to local and national centers of high technology in an effort to attract the environmentally-friendly, high paying jobs of the future.

A Smart Growth Route 110 is already being built. Our continuing challenge is to work together, the public, private, and civic sectors, in creating the new Route 110, a truly sustainable “Smart Growth” roadway of opportunity for the new millennium.

Did You Know . . .

Acting Chairman

- Route 110, “Long Island’s Main Street,” is 12 miles long, running between the Northern State Parkway and the Southern State Parkway.
- The 110 Corridor includes parts of the Towns of Babylon, Huntington, and Oyster Bay.
- 20% of Suffolk County’s jobs are in the 110 Corridor.
- The 110 Corridor provides over 110,000 jobs.
- Over 50,000 cars travel on Route 110 every day.
- The 110 Corridor is expected to become Long Island’s #1 employee commuter destination, making it Long Island’s “Main Street.”
- The 110 Corridor consists of 7.6 million square feet of office space.
- Tenants of the 110 Corridor include Estée Lauder, Fleet Bank, Olympus, Sbarro, Swissair, Nikon, and Underwriters Laboratory, as well as retail outlets, hotels, and multiplex movie theaters.