

New York State Assembly
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KEITH BROWN:

Safety And Housing Are Top Concerns For Long Islanders

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“If the state is truly interested in addressing the housing problem on Long Island, a softer, incentivized, bottom-up approach will yield better results.”



“As we approach the one-year mark of the signing of the bill that legalized recreational marijuana in New York, many of its shortcomings have yet to be addressed, such as the safety and well-being of New Yorkers traveling on our roads.”



The Legislature must tackle driving while drugged *in three important ways:*

- 1. AMENDING** the definition of a ‘drug’ to include ‘any substance or combination of substances that impair, to any extent, physical or mental abilities’
- 2. ESTABLISHING** a zero-tolerance policy for cannabis use by drivers under 21, similar to underage driving after drinking alcohol
- 3. UTILIZING** and improving the accuracy of oral fluid swab tests to determine recent drug use

OPINION / COMMENTARY / GUEST ESSAYS

NYS Legislature must pass laws to deal with driving while drugged



As we approach the one-year mark of the signing of the bill that legalized recreational marijuana in New York, many of its shortcomings have yet to be addressed, such as the safety and well-being of New Yorkers traveling on our roads. Evidence from states that legalized marijuana, such as Colorado and California, vividly illustrate that New York can expect the number of crashes and fatal crashes will increase. While total traffic deaths in Colorado rose 24%, deaths in which drivers tested positive for marijuana increased 135%. The National Highway Traffic Safety Administration reported last year that 56% of drivers involved in serious injury and fatal crashes nationally tested positive for at least one drug.

To read about my position on driving while drugged and/or public housing development on Long Island, please follow the links below:



Scan here for my position on driving while drugged.

For any questions or concerns regarding this survey or any other state/local issues, please feel free to reach out to my District Office: 6080 Jericho Turnpike, Suite 310, Commack, NY 11725 • 631-261-4151 • brownk@nyassembly.gov

In order to properly incentivize housing development to diversify Long Island’s housing stock, *we need to:*

- 1. FORMULATE** a softer approach for incentivization that doesn’t force development on communities
- 2. REQUIRE** a minimum and maximum residential housing density (number of units per acre) that fits the intended area
- 3. INCREASE** state funding for development so local communities are not overwhelmed or underprepared

OPINION / COMMENTARY / GUEST ESSAYS

Hochul’s housing plan should take a gentler, incentivized approach



Long Island needs more housing but exactly how much, where it is built, its affordability, and how increased density impacts the environment are essential questions. With today’s essays, the opinion pages continue to host this vital conversation about our region’s future.

Gov. Kathy Hochul’s housing plan will not have the effect of “liberating Long Island to be the best that it can be,” as she was quoted in Newsday. Rather, it will forgo state environmental laws, bind Long Island to unrealistic housing goals, and take away the ability for local communities to make their own zoning decisions, instead giving that power to a super zoning board in Albany. This plan will be detrimental to New York’s suburbs, particularly on Long Island.

Rather than removing self-determination from local communities and using the state’s authority to force development, Hochul should attempt a softer approach to incentivize housing development to diversify Long Island’s housing stock. Brookhaven Town, for example, has a Commercial Redevelopment District, a zoning district created to revitalize underutilized commercial shopping centers, bowling alleys, and health club properties. The district establishes a maximum residential housing unit base density requirement of 10 housing units per acre. This maximum base density can be increased if the property meets certain requirements — if it is within 2,000 feet of mass transit, able to utilize an existing sewage treatment plant, incorporates LEED construction methods, has been specifically targeted for redevelopment, etc. Programs like this are what is needed.



Scan here for my position on Long Island public housing development.

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