

Local Planning Committee Meeting 3 | December 14, 2017, 5p to 6:30p
Hicksville Community Center | 28 West Carl Street, Hicksville, NY 11801

ATTENDEES: HKS –Erik Wood, Cecil Bakalor, Randy Morton, Steven Marsanico
Zetlin Strategic Communications – Alex Zetlin, Patrick Jordan
BuroHappold – Michael King, Samu

NYS – David Ashton, Dominic Martello
Town of Oyster Bay – Colin Bell, Jim McCaffery

Local Planning Committee

Gregory W. Carmen Jr, Co-Chair	GC
Dave Kapell, Co-Chair	DK
Hon. Rose Walker	RW
Hon. Rebecca Alesia	RA
John Sarcone	JS
Paul Molinari	PM
Phil Heckler	PH
Sunita Manjrekar (needed to leave early)	SM
Ryan Coyne	RC
Lionel Chitty	LC
Linda Armyn	LA

1. Meeting started at 5:15p
2. Overview of the community engagement activities, highlighting those activities outside of the Public Workshop 1 and 2. Zetlin has been in a series of conversations with faith-based groups to set up a mobile workshop. The first to schedule such a session is the Hindu Temple congregants. A workshop in the Broadway Mall has also been set.
3. Public Workshop 1 summary
Top two concerns of the community members who participated are:
 - Reduction of congestion
 - Improve walkability.
4. Design strategies presented to address those two top concerns
 - East-West pedestrian crossings at-grade are in conflict with the cars traveling on Routes 106 (Newbridge) and 107 (Broadway)
 - JFK Memorial Park is not a usable open space. Difficult to access
 - LIRR commuter station has a lot surface parking lots

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- Need to decongest the center to make pedestrians feel safer

5. Broadway

- Goal to make Broadway into the kind of street desired by community members
- Need to create a spatial dimension that contributes to the character of the space
- Reduce width between storefront to storefront from 190' to 110'
- New buildings should be placed on the property line on Broadway – no setbacks – to reflect the east side of Broadway
- Place new buildings in ways to help define the space
- Use landscape elements to focus on the street
- Design and treat these elements to make pedestrians feel comfortable about crossing Broadway
- Pedestrians feel safest when the cars completely stop
- Install traffic signals at currently uncontrolled intersections
- Install highly visible cross walks on all four corners

6. Barclay Street West

- Leverage its location nearby the LIRR train station to create a new mixed-use street
- Capitalize on the narrow street dimension to encourage cross-street movement from store to store
- Create new buildings with ground level retail with office and/or residential above
- Place parking structures in the rear of the buildings
- Collaborate with the MTA on the design and configuration of its proposed parking structure for commuters
- Create a new LIRR Station drive to relieve station traffic from Newbridge as well as to access a new drop-off area
- Create a new station plaza to provide pedestrian gathering space as well as a buffer to Newbridge

7. JFK Memorial Park

- Extend park to Nelson Avenue and vacate Jerusalem Avenue within park to increase the amount of space to support public gathering area as well as accommodate east-west pedestrian walkway

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- Create a through connection on Barclay Street and vacate Jerusalem Avenue within the park to provide useful dimensions to support passive activities
- Create a new building on the site to capitalize on its high visibility along Broadway, Barclay and Nelson

8. Barclay Street East

- Extend Barclay Street through JFK Park to provide east-west connection to regional traffic network (Plainview)
- Create a new east-west pedestrian open space linked to JFK Park and a potential new public event plaza placed east of Broadway
- Create new building facades lining the new public event plaza to promote cafes and small stores

9. Highline

- Address pedestrian/car conflicts by elevating a pedestrian walkway above Rtes 106 and 107. Need to achieve 15-foot clearance which requires at least a 300-foot ramp for ADA compliance and/or stairs or elevators
- The highline can be designed to feature various sized spaces as well as lookouts over open spaces below

10. Nelson Avenue

- Capitalize on the existing street dimension and configuration to promote space-scale development
- Place parking in the rear in structures to service the land uses
- Establish a special character for Nelson Avenue using distinctive street and sidewalk paving patterns in conjunction with streetscape furniture and lighting
- Pedestrian crossings are very important to encourage walkability in the district

11. Committee Discussion

- Liked Nelson Ave but really see the potential of Barclay after this presentation
- Barclay seems a good idea if Town can leverage the MTA parking garage money to help with the implementation.
- We really need the Station Plaza. We should think of the station plaza extending south, under the rail overpass, connecting to MTA parking garage

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- Would like to see Barclay together with Nelson Ave to see the impact of both concepts together. Think of Nelson as a good phase 2
- Need to understand how the MTA parking garage will work with the proposed ideas for traffic circulation
- The slide which captures the idea of decongesting downtown is the summary that is the most positive and diagram of the major issue
- Need to prepare design guidelines to address the kind of architecture the Town would like to see.

Next Steps

12. Next LPC meeting Jan 18

13. Public Workshop 2 next that evening Dec 14 at 7p to 9p. All LPC members to participate

14. Next Public Workshop in Feb

15. Meeting closed at 6:30p

End of Memorandum

cc: Dave Kapell
Gregory Carman
Colin Bell
Jim McCaffery
Dominic Martello