

Local Planning Committee Meeting 2 | November 16, 2017, 7p to 9p
Hicksville Community Center | 28 West Carl, Hicksville, NY 11801

ATTENDEES: HKS –Erik Wood, Cecil Bakalor
Zetlin Strategic Communications – Alex Zetlin
4ward Planning – Todd Poole
BuroHappold – Michael King

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

Local Planning Committee

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| Joseph Saladino; Oyster Bay Town Supervisor | JS |
| 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 | SM |
| Jerry Kohli | JK |
| Ryan Coyne | RC |
| Lionel Chitty | LC |
| Rizwan Qureshi | RQ |
| Mohammed Quddus | MQ |
| Linda Armyrn | LA |
| Tony Widzinski | AW |
| Hon. Anthony Macagnone | AM |

1. Meeting started at 7p
2. DRI Vision Statement

Our goal is the creation of a vibrant downtown area that returns to its “main street” character while improving upon opportunities for local business owners, new housing markets to create a model community, and with emphasis on walkability, open spaces, places to congregate and engaging commuters to view Hicksville as a destination and not merely a transit hub.

LPC members affirmed the vision statement for the DRI planning process.

3. DRI Goals

HKS offered the goals are to develop a roadmap to strategize priorities as a path toward achieving the vision. HKS documented the feedback from the first public meeting in order of the issues that were most prominent in people's minds and the intention is for the goals to reflect these.

- Create public open spaces in Downtown
- Reduce traffic impacts to protect pedestrians and calm traffic
- Promote walkability to capitalize on Hicksville high level of connectivity
- Re-configure parking to leverage land use for people-centric activities
- Support business activity and provide new housing in Downtown
- Foster design quality to enhance the character of Downtown

LPC comments: An additional goal is intergovernmental cooperation to be able to coordinate maintenance with the way the town is used, as simple as parking restrictions so the streets can be properly swept.

LPC members affirmed the DRI goals for the DRI planning process

4. Public Engagement Plan

A public engagement plan for the DRI planning process, including workshops within the community to reach out to the groups not represented at the public meetings as well as soliciting ideas from the private sector, was provided for LPC review and comment.

LPC members stated in the past direct mailings get the biggest attendance.

5. Call for Projects

A call for projects from the private sector was suggested as another method to gather ideas for potential projects. Ashton noted it has been successful in soliciting ideas in DRI Round 1.

LPC members endorsed the idea of a Call for Projects for the DRI planning process

6. Project Ideas from DRI Application:

HKS presented some ideas in sketch form to tease out issues based on items stated in the DRI Application to prompt discuss. These ideas were not presented as solutions.

Downtown Walking Path

The graphic illustrated a route using existing streets to link cultural and civic places in Downtown. The Walking Path idea focused on sidewalks and street crossings and connected the LIRR station to JFK Park, Gregory Museum, Hicksville Athletic Center, Hicksville Community Center and Hicksville Public Library. The main challenge is that such a walking path is too thinly spread to affect a significant change in perception of Downtown or help to establish coveted real estate address for adjacent properties.

LPC comments: The attendance volume at the Gregory Museum may not be significant to warrant being included in a Walking Path, though more people would attend if there was a better path to get there. The path should connect to businesses.

Mini Parks

The graphic illustrated where small, linear green open spaces could be placed along the walking path to provide areas of repose. These spaces could enhance the walking path experience by providing spatial variety as well as the opportunity to present distinctive themes in each to emphasize different places. The challenge would be finding enough space within the public right-of-way to create the mini parks.

Elevated Path / Elevated Plaza

Bakalor stated the reason to consider elevating a walkway here is to avoid conflicts with vehicular traffic, particularly at Rts 106 and 107. The graphic illustrated a possible elevated platform along either the north or south side of the LIRR station. This idea was prompted by the notion of enticing commuters to spend more time in Downtown and, therefore, potentially spend more money in Downtown. Bakalor talked through possible ways of handling an elevated walkway and offered thoughts on some benefits (creating a unique advantage point) and challenges (navigating the transition to the street level).

LPC comments: The initial 'highline' idea was to enhance the experience of open space in Downtown primarily for residents, not commuters. There was a recognition of the need to attract more business in Downtown and it is necessary to think about residents and commuters.

Event Plaza

The graphic illustrated an idea for a public gathering space on the north side of the rail line that would negotiate the change in levels from train platform to street and would lay on top of a parking garage. An elevated event space would limit the number of entry points and ways to link to surrounding land uses. There would be adequate space for bandstand concerts and passive activities.

LPC comments: Concern was expressed about train noise that may impact concerts. As well, some parents may be concerned about air quality with a gathering space adjacent to the train station.

Barclay Street as a Mixed-Use Street

Bakalor showed a graphic to illustrate the clustering of retail, office and residential uses along Barclay Street, north of the rail line. This idea leverages proximity to the LIRR station to support transit-oriented development. With appropriate design controls, Barclay Street could be developed in the scale and character desired.

Nelson Avenue as a Mixed-Use Street

Bakalor showed a graphic to illustrate the clustering of retail, office and residential uses along Nelson Avenue, south of the rail line. This idea leverages proximity to the LIRR station and connection to beloved section of Broadway as well as supports walkability. The irregular configuration of parcels promotes a small scale and uniqueness of building design that contributes to creating a strong sense of place distinct from other downtowns.

LPC comments: Access to second-story of buildings could be made from the train station, if desired. In general, the concept of focusing new development on Nelson was liked. This idea combined with an expansion of JFK Park helps bring S Broadway back. The Nelson Avenue plan diagram connects businesses and restaurants and the plan allows for add-ons over time

Hicksville Downtown Revitalization Initiative

Next Steps

7. Next LPC meeting in Dec
8. Next Public Workshop in Dec
9. Meeting ended at 9p

End of Memorandum

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