



# **DRAFT**

## **New York State Downtown Revitalization Initiative Downtown Vision**

**Hicksville  
Long Island, New York**

February 2018

# DRAFT

## Proposed Projects for DRI Funding

PROJECTS	GOAL	DESCRIPTION	LOCATION	GRANTEE	TIMEFRAME	COST	DRI Funding Request
<b>A New LIRR Station Entry Drive</b>	Decongest Downtown	Create new entry drive for LIRR Station to improve station access and relieve congestion along Route 106 / Newbridge Road	John Street & Wyckoff Street	Town of Oyster Bay	2018 start   2019 completion	\$4,286,000	\$4,286,000
<b>B New Station Plaza</b>	Decongest Downtown, Create public open space	Create new public open space associated with the LIRR Station	Newbridge Road & Wyckoff Street north of the LIRR rail line	Town of Oyster Bay	2018 start   2019 completion	\$3,014,000	\$3,014,000
<b>C Festival Plaza</b>	Decongest Downtown, Create public open space	Create new public open space (Festival Plaza) to support seasonal and temporary activities for commuters and residents	Northside of the LIRR rail line between Newbridge Road and Jerusalem Avenue	Town of Oyster Bay	2019 start after the New LIRR Entry Drive is completed   2020 completion	\$3,323,000	\$3,323,000
<b>D West Barclay Street</b>	Promote mixed-use development	Create the desired, small-scale character for mixed-use development in Downtown by redesigning West Barclay Street to support retail, office and residential uses	West Barclay Street between Jerusalem Avenue and Maple Place	Town of Oyster Bay	2019 start after the New LIRR Entry Drive is completed   2020 completion	\$6,045,000	\$6,045,000
<b>E 99 Hicksville Station Plaza</b>	Promote mixed-use development	Private developer proposal for 200 apts above ground-level retail	99 Newbridge Road (bet. LIRR rail line & Duffy Ave)	Harjot Singh-Private Property Owner	2018 start   2020 completion	\$40,000,000	\$1,500,000
<b>F Trinity Lutheran Church &amp; School Day Care Facility</b>	Promote mixed-use development	Expand existing facility to accommodate space for new infant care program	97 West Nicholai Street	Trinity Lutheran Church	2018 start   2018 completion	\$75,000	\$75,000
<b>G Small Business Development Fund</b>	Promote mixed-use development	Establish a fund to support small businesses to locate in Downtown	DRI Boundary Area	Town of Oyster Bay	2018 start   2019 completion	\$600,000	\$600,000
							<b>\$18,843,000</b>



# DRAFT Project Profiles

## New LIRR Station Entry Drive

PROJECT TYPE  
Public Improvement

SUMMARY  
Create new entry drive to LIRR Station from West John Street to improve station access and relieve congestion along Route 106 / Newbridge Road

LOCATION  
West John Street & Wyckoff Street to Station Lobby

PROJECT DESCRIPTION  
Traffic congestion is a significant factor in the perception by commuters and community members of a lack of personal safety in crossing streets in Downtown Hicksville. Specifically, there is a marked crosswalk on West John Street at Wyckoff Street with no traffic signal.

- New LIRR Station Entry Drive
  - Create/upgrade three left turns from westbound West John Street at Wyckoff Street, Marion Place and West Barclay Street
  - Reconfigure median accordingly
  - Install/reconfigure traffic signals accordingly
  - Change directional traffic on Wyckoff Street south of West Barclay to accommodate north- and south-bound vehicles
  - Relocate existing parking (71 spaces)
  - Split Wyckoff to create a linear roundabout to accommodate new dropoff for LIRR station on the east, south and west sides of the street

- Relocate eagle statue to a prominent position in the median of the new Wyckoff Street
- Design new protective canopy for dropoff area

PUBLIC SUPPORT  
Broad support expressed during Public Workshop 2 and is nominated by LPC for DRI funding

- DRI STRATEGIES
- Redesign Route 106 / Newbridge Road and Route 107 / Broadway to better balance the volume of cars and the needs of pedestrians
  - Reduce traffic impacts by establishing streets as shared public spaces that do not promote driving at the expense of pedestrian activity
  - Make design changes to decongest downtown and encourage drivers to drive more slowly and cautiously as well as to make the road safer for pedestrians

- ANTICIPATED BENEFITS
- Lessen the volume of vehicles and reduce congestion along Newbridge at the LIRR rail line
  - Increase the linear footage for drop-off and enhance the experience

ESTIMATED COST  
\$4,286,000  
Road - \$2,536,000  
Landscape - \$35,000  
Lighting - \$132,000  
Canopy - \$1,194,000  
Soft costs - \$389,000

DRI FUNDING REQUEST  
\$4,286,000

ADDITIONAL FUNDING SOURCES  
Nassau County, Town of Oyster Bay, MTA

TIMEFRAME FOR IMPLEMENTATION

2018	Q3 Design & engineering
	Q4 Roll out pilot program to test proposed new circulation & egress patterns
2019	Q1 Bid negotiation
	Q2 Construction start
	Q4 Construction completed

FEASIBILITY  
The investment of \$4.3 million for this new entry drive contributes to the decongestion of Downtown Hicksville. Improving access to the LIRR Station would enhance the commuter experience and diminish negative impacts in Downtown.

PROJECT OWNERSHIP  
Nassau County controls John Street

Town of Oyster Bay controls Wyckoff Street, Marion Place and West Barclay Street  
Town of Oyster Bay owns the parcel to be considered for the east side of the new Wyckoff Street

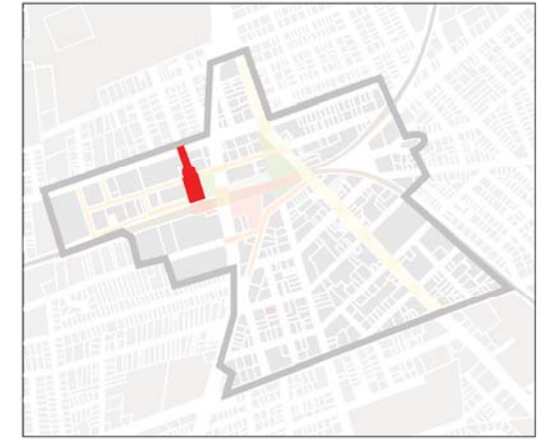
GRANTEE  
Town of Oyster Bay

POTENTIAL PARTNERS  
MTA - The redesign of the access road to the LIRR Station lobby is for the benefit of commuters using MTA. The Town should collaborate with MTA to increase MTA operational functions as well as benefits to Hicksville

CAPACITY  
Nassau County has the capability to procure engineers to design and construct the new entry drive. The Town of Oyster Bay has the capability to procure engineers to design and construction the protective canopy

REGULATORY REQUIREMENTS  
The new road be to be engineered to Nassau County standards

PERFORMANCE METRICS  
Standard construction metrics: construction to be completed in accord with stated specifications, budget and schedule



# DRAFT Project Profiles

## New Station Plaza

PROJECT TYPE  
Public Improvement

SUMMARY  
Create new public open space associated with the LIRR Station

LOCATION  
Newbridge Road & Wyckoff Street north of the LIRR rail line & south of West Barclay Street

PROJECT DESCRIPTION  
Currently, commuters in vehicles congest the area surrounding the LIRR Station to the detriment of pedestrian safety in crossing streets. There is also limited space to accommodate commuter movements in transferring from the train to a car or bus. Introducing a new public open space addresses those issues. This measure is best accomplished in tandem with the New Station Entry Drive.

- New Station Plaza (approximately 0.9 acres)
  - Relocate existing parking (70 spaces)
  - Remove asphalt
  - Vacate North Station Plaza west of Newbridge Road
  - Remove driveway on west side of Newbridge Road between North Station Drive and West Barclay Street
  - Create new public open space north of LIRR Station nearby its lobby
  - Provide wide sidewalks to accommodate pedestrian circulation

- Design space with grass lawn and trees to define areas for passive activities

PUBLIC SUPPORT  
A new public open space received strong support during Public Workshop 2 and is nominated by LPC for DRI funding

- DRI STRATEGIES
- Redesign Route 106 / Newbridge Road and Route 107 / Broadway to better balance the volume of cars and the needs of pedestrians
  - Reduce traffic impacts by establishing streets as shared public spaces that do not promote driving at the expense of pedestrian activity
  - Make design changes to decongest Downtown and encourage drivers to drive more slowly and cautiously as well as to make the road safer for pedestrians

- ANTICIPATED BENEFITS
- Enhance the dropoff experience
  - Reduce congestion by removing left turns from Newbridge at the LIRR rail line into the Station area
  - Provide large space to better manage the flow of commuters to and from the LIRR Station lobby

ESTIMATED COST  
\$3,014,000  
Landscape - \$437,000  
Hardscape - \$2,233,000  
Lighting - \$70,000  
Soft costs - \$274,000

DRI FUNDING REQUEST  
\$3,014,000

ADDITIONAL FUNDING SOURCES  
Town of Oyster Bay, MTA

TIMEFRAME FOR IMPLEMENTATION  
2018 Q3 Design & engineering  
2019 Q1 Bid negotiation  
Q2 Construction start  
Q4 Construction completed

FEASIBILITY  
The investment of \$3 million for this new station plaza contributes to the decongestion of Downtown Hicksville. Improving access to the LIRR Station would enhance the commuter experience and diminish negative impacts in Downtown.

PROJECT OWNERSHIP  
Town of Oyster Bay

GRANTEE  
Town of Oyster Bay, MTA

POTENTIAL PARTNERS  
MTA - The redesign of the access road to the LIRR Station lobby is for the benefit of commuters using MTA. The Town should collaborate with MTA to increase MTA operational functions as well as benefits to Hicksville

CAPACITY  
The Town of Oyster Bay has the capability to procure engineers to design and construct the new plaza



REGULATORY REQUIREMENTS  
Town of Oyster Bay building code

PERFORMANCE METRICS  
Standard construction metrics: construction to be completed in accord with stated specifications, budget and schedule



# DRAFT Project Profiles

## Festival Plaza

PROJECT TYPE  
Public Improvement

SUMMARY  
Create new public open space (Festival Plaza) to support seasonal and temporary activities for commuters and residents

LOCATION  
Northside of the LIRR rail line between Newbridge Road and Jerusalem Avenue

PROJECT DESCRIPTION  
The area under and to the south (Station Plaza South) of the elevated LIRR tracks currently supports taxi functions. The area directly to the north of the elevated LIRR tracks (Station Plaza North) is used for parking. All are inhospitable to pedestrians. The eastern stairs from the commuter rail platform lands at the midpoint in this area. Pedestrians often forge their way across Jerusalem Avenue where there is no crosswalk. Concrete barriers installed under the rail line at Newbridge have not deterred pedestrians from crossing. The experience of commuters can be enhanced.

- New Public Plaza (Festival Plaza) (approximately 0.9 acres)
  - Relocate taxi dropoff and parking (156 spaces)
  - Vacate Station Plaza South between Newbridge Road and Jerusalem Avenue
  - Vacate Station Plaza North between Newbridge Road and Jerusalem Avenue

- Remove the left turn pocket from southbound Newbridge Road at Station Plaza North
- Create a well-defined pedestrian walkway along the northside of the LIRR rail line from the LIRR Station lobby to Jerusalem Avenue
- Define the walkway with distinctive paving
- Install trees (i.e., London planetree, honey locust or ginkgo)
- Design distinctive benches, bollards, trash cans, lighting and wayfinding signage to define the space
- Program pop-ups, kiosks and temporary pavilions for commuters and residents

PUBLIC SUPPORT  
This concept received strong support in LPC meetings

- DRI STRATEGIES
- Create and celebrate a sense of place in Downtown
  - Design spaces for informal social interactions to help connect neighbors with each other and the larger community
  - Improve Hicksville's public spaces that have been neglected

- ANTICIPATED BENEFITS
- Establish a safe and pleasant public walkway from the LIRR Station to Broadway

ESTIMATED COST  
\$3,323,000  
Landscape - \$87,000  
Hardscape - \$2,675,000  
Pavilions - \$175,000  
Lighting - \$84,000  
Soft costs - \$302,000

DRI FUNDING REQUEST  
\$3,323,000

ADDITIONAL FUNDING SOURCES  
Town of Oyster Bay

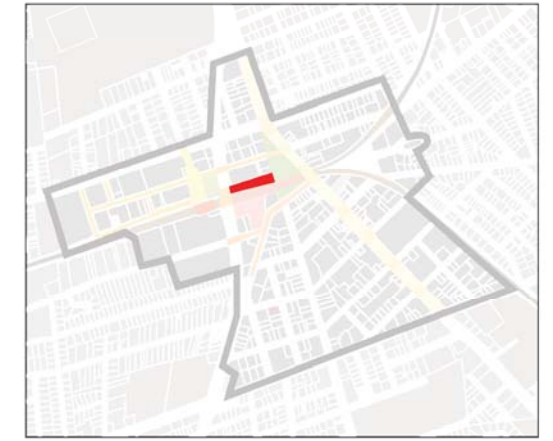
TIMEFRAME FOR IMPLEMENTATION

2018	Q4 Work with MTA to relocate parking & taxi dropoff
2019	Q2 Design & engineering of new plaza Q3 Bid negotiation Q4 Construction start
2020	Q4 Construction completed

FEASIBILITY  
The investment of \$3.3 million for this new Festival Plaza contributes to the decongestion of Downtown Hicksville and enhances the commuter experience.

PROJECT OWNERSHIP  
MTA

GRANTEE  
Town of Oyster Bay



POTENTIAL PARTNERS  
MTA - The redesign of the access road to the LIRR Station lobby is for the benefit of commuters using MTA. The Town should collaborate with MTA to increase MTA operational functions as well as benefits to Hicksville

CAPACITY  
The Town of Oyster Bay has the wherewithal to undertake the design and construction of the new Festival Plaza

REGULATORY REQUIREMENTS  
Town of Oyster Bay building code

PERFORMANCE METRICS  
Standard construction metrics: construction to be completed in accord with stated specifications, budget and schedule

# DRAFT Project Profiles

## West Barclay Street

PROJECT TYPE  
Public Improvement

SUMMARY  
Create the desired, small-scale character for mixed-use development in Downtown by redesigning West Barclay Street to support retail, office and residential uses

LOCATION  
West Barclay Street between Jerusalem Avenue and Maple Place

PROJECT DESCRIPTION  
West Barclay Street currently is a 50-foot wide passageway for surface parking lots and is bookended by unremarkable spaces: the service docks of US Postal Service facility face the western end and the narrowest segment of JFK Park is at the eastern end. East Barclay Street connects to Woodbury Road which also connects to towns within the region. The narrow street width of Barclay, minimal buildout on surrounding parcels and direct connections to regional thoroughfares can be leveraged to create a new downtown for Hicksville of the scale and character desired by its citizens.

- Redesign West Barclay Street
  - Redesign median on Newbridge Road at West Barclay Street to allow cross traffic
  - Create a new left turn pocket from Newbridge Road northbound onto West Barclay Street
  - Install traffic signal at Newbridge Road and West Barclay Street complete with crosswalks
  - Pave crosswalks using distinctive NYS DOT StreetPrint

- Design sidewalks along West Barclay Street with distinctive paving
- Install street trees (i.e., London planetree, honey locust) at regular intervals along West Barclay Street to provide shade and cover during inclement weather
- Limit curb usage on West Barclay Street to deliveries, pickups and dropoffs
- Design distinctive bollards, trash cans, lighting and wayfinding signage to denote a special place
- Feature local landmarks at the end of view corridors on West Barclay Street

- Circulation Road Network
  - Create a new road (35 feet wide) along the north side of the LIRR rail line that turns northward to connect to John Street at the western end to accommodate circulation of vehicles to future parking structures
  - Create two new roads between redefined blocks to provide access to West Barclay Street and West John Street

PUBLIC SUPPORT  
Repositioning West Barclay Street as the new downtown for Hicksville received the largest amount of support (34%) from participants at Public Workshop 2. LPC members continue to favor focusing development efforts in this district

- DRI STRATEGIES
- Create and celebrate a sense of place in Downtown
  - Design spaces for informal social interactions to help connect neighbors with each other and the larger community
  - Improve Hicksville’s public spaces that have been neglected
  - Promote and support a variety of business ventures in Downtown
  - Leverage public sector capital to encourage private sector investment

- ANTICIPATED BENEFITS
- Create a setting that encourages private sector development of properties along West Barclay Street
  - Capitalize on the street width to promote cross-traffic between retail activity
  - Well-designed parking structures will help define and contribute to the character of the place
  - Shared parking strategies will reduce the bulk and footprint of parking garages
  - Collaboration with MTA to design multiple, small parking structures for commuters will contribute to the overall development vision

ESTIMATED COST  
\$6,045,000  
Hardscape - \$3,085,000  
Streetscape - \$1,226,000  
Traffic Light - \$1,050,000  
Soft costs - \$684,000

DRI FUNDING REQUEST  
\$6,045,000

ADDITIONAL FUNDING SOURCES  
Town of Oyster Bay

TIMEFRAME FOR IMPLEMENTATION

2019 Q1 Roll out pilot program to test potential new road circulation  
Q2 Design & engineer new sidewalks, light standards, street trees (i.e., London planetree or honey locust) as well as crosswalks  
Q2 Reengineer stormwater, sanitary sewer, gas, water supply and power lines to accommodate potential future development  
Q4 Bid negotiation

2020 Q2 Construct new sidewalks, light standards and pavers for crosswalks  
Q4 Construction completed

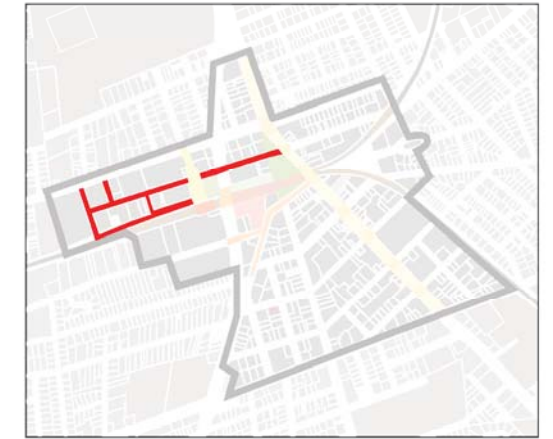
FEASIBILITY  
The investment of \$6 million in the public realm on West Barclay Street creates an appealing setting that would attract residents and commuters as well as encourage private development.

PROJECT OWNERSHIP  
Town of Oyster Bay

GRANTEE  
Town of Oyster Bay

POTENTIAL PARTNERS  
Adjacent Property Owners

The Town should collaborate with the private property owners on the design of the streetscape to gain their support and ensure that the new design supports their operations



CAPACITY  
The Town of Oyster Bay and Nassau County, working together, have the wherewithal to design and construct the new streetscape for West Barclay Street

REGULATORY REQUIREMENTS  
The Town is to create and implement zoning regulations to control land use and density for development of privately-held property. Specifically, articulate regulations to promote vertically stacked uses of retail on the street level with office and/or residential above. In addition, create and implement design guidelines to control height, massing, streetwall and storefront treatment for building designs to produce the character of the district as desired.

PERFORMANCE METRICS  
Standard construction metrics: construction to be completed in accord with stated specifications, budget and schedule



# DRAFT Project Profiles

## 99 Hicksville Station Plaza

### PROJECT TYPE

Private Development

### SUMMARY

Proposal for new mixed-use development

### LOCATION

99 Newbridge Road (between LIRR rail line and Duffy Avenue)

### PROJECT DESCRIPTION

A private developer (Mr. Harjot Singh) intends to build 220,000 square feet in three buildings on 1.7 acres. The new construction will contain 180 to 200 dwelling units (1- and 2-bedrooms) above ground level retail. The development is based on current zoning requirements for parking of 1 space per dwelling unit, therefore, the plan shows two levels of underground parking to comply with the regulations. The developer is waiting for the Town's adoption of an updated zoning regulations which may describe a lower parking requirement ratio, which may reduce, or eliminate, the need to provide underground parking and, thereby, reduce the cost and timeline to bring this product to market.

There is a 2-story commercial building on the property. All the leases are out of term as of January 2018. The developer will give a 90-day notice to vacate when the development plans are finalized and then will start construction.

The developer is seeking gap funding to off-set the cost of interest payments and property taxes over the construction period (18 to 24 months).

### PUBLIC SUPPORT

There is public support for development along Nelson Avenue as expressed in Public Workshop 2 and by LPC members

### DRI STRATEGIES

- Create and celebrate a sense of place in Downtown
- Promote and support a variety of business ventures in Downtown
- Promote and support activities that attract visitors and residents to Downtown
- Leverage private sector investment

### ANTICIPATED BENEFITS

- Establish a visually coherent district
- Create a setting that encourages private sector development of properties along Nelson Avenue / Herzog Place
- Promote cross-traffic between retail activity

### ESTIMATED COST

\$40,000,000

### DRI FUNDING REQUEST

\$1,500,000

### ADDITIONAL FUNDING SOURCES

Private Lenders, Commercial Banks

### TIMEFRAME FOR IMPLEMENTATION

- 2018 Q3 Town adoption of updated zoning regulations and design controls for CB-1 and CB-2  
 Q3 Issue 90-day notice to tenants to vacate premises  
 Q4 Finalize design to reflect parking requirements
- 2019 Q1 Bid negotiation  
 Q2 Construction start
- 2020 Q4 Construction completed

### FEASIBILITY

The \$1,500,000 will ease the cash outflow for the project prior to opening and generating revenue. The investment will help to visibly transform the precinct in the near term

### PROJECT OWNERSHIP

The developer has owned the property since 2002

### GRANTEE

Mr. Harjot Singh

### CAPACITY

The developer has successfully developed and sold an 8-story apartment building with ground level retail in Jackson Heights, NY. This will his second new construction development

### REGULATORY REQUIREMENTS

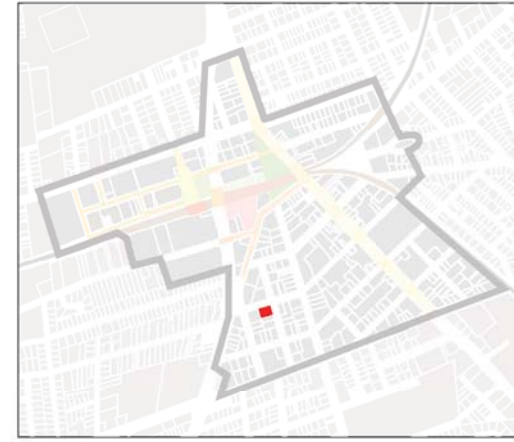
Town of Oyster Bay zoning regulations and building code

### PERFORMANCE METRICS

Standard construction metrics: construction to be completed in accord with stated specifications, budget and schedule



# DRAFT Project Profiles



## Trinity Lutheran Church & School

### PROJECT TYPE

Not-for-Profit Development

### SUMMARY

Expand existing facility to accommodate space for new infant care program

### LOCATION

97 West Nicholai Street

### PROJECT DESCRIPTION

The Church currently operates a day care center for children 3+ years old. The Church has an application pending before NYS to be certified to operate a day care facility for newborn children up to age 3 years. The Church anticipates receiving the certification by April 2018. The facility, a former private house, requires several capital improvements to comply with State regulations, notably, replacing glass windows with plexiglass, installing railings, install appropriately sized access doors as well as child-proof electrical receptacles.

Many families that use the Church day care center commute through the LIRR Hicksville Station and have stated the convenience of the proximity of the facility to the Station.

### PUBLIC SUPPORT

LPC members have expressed interest in advancing this proposal as a candidate for DRI funding consideration

### DRI STRATEGIES

- Promote a variety of businesses within Downtown

### ANTICIPATED BENEFITS

- Create a setting that encourages private sector development of properties along Nelson Avenue / Herzog Place
- Promote cross-traffic between retail activity

### ESTIMATED COST

\$75,000

### DRI FUNDING REQUEST

\$75,000

### ADDITIONAL FUNDING SOURCES

Private donors

### TIMEFRAME FOR IMPLEMENTATION

2018 Q2 Receive certification from NYS  
Q2 Capital improvements start  
Q3 Capital improvements completed

### FEASIBILITY

This small investment will ease the burden of the Church's limited funds. The monies provided by DRI funding will free up donation funds for other non-profit programs

### PROJECT OWNERSHIP

Trinity Lutheran Church and School

### GRANTEE

Trinity Lutheran Church and School

### CAPACITY

This undertaking is wholly within the capacity of the Church to accomplish

### REGULATORY REQUIREMENTS

NYS Certification for Day Care Center Operations, Town of Oyster Bay building cod

### PERFORMANCE METRICS

Standard construction metrics: construction to be completed in accord with stated specifications, budget and schedule

## Small Business Development Fund

### PROJECT TYPE

Revolving Loan and Grant Program

### SUMMARY

Establish a fund to support small businesses to location in Downtown

### LOCATION

DRI boundary area

### PROJECT DESCRIPTION

The Town will implement a Retail Capital Improvement Grant Program. This program will offer grants to targeted retail businesses for capital improvements. The grant program will be comprised of two tracks: 1) a fit-out grant program to attract new businesses and 2) a façade improvement program designed to improve the aesthetics of the Downtown.

### DRI STRATEGIES

- Promote and support a variety of business ventures in Downtown
- Promote and support activities that attract visitors and residents to Downtown
- Leverage private sector investment

### ANTICIPATED BENEFITS

- Enhance pedestrian experience in Downtown
- Increase commercial activities
- Increase in real estate values over time
- Encourage and sustain private sector investment in Downtown

### ESTIMATED COST

\$ 600,000

### DRI FUNDING REQUEST

\$600,000

### ADDITIONAL FUNDING SOURCES

Town of Oyster Bay

### TIMEFRAME FOR IMPLEMENTATION

2018 Q3 Establish organizational structure  
Q4 Publicize program  
2019 Q2 Issue call for projects

### ORGANIZATIONAL STRUCTURE

The Town will assemble a group composed of municipal staff as well as business and community leaders

### RESPONSIBLE PARTIES & POTENTIAL PARTNERS

Town of Oyster Bay

### PERFORMANCE METRICS

Number of grants made  
Number of retail businesses assisted  
Types of businesses assisted  
Capital improvement timeframes  
Design control compliance



**DRAFT**

# Proposed Projects for Possible Other State Agency Funding

PROJECTS	GOAL	DESCRIPTION	LOCATION	GRANTEE	TIMEFRAME	COST	DRI Funding Request
<b>POSSIBLE OTHER STATE AGENCY FUNDING</b>							
<b>H Newbridge Complete Street</b>	Decongest Downtown	Redesign crosswalks to improve pedestrian safety	Newbridge Road (Route 106) between James Street & Old County Road	NYS DOT	2018 start   2019 completion	\$1,310,000	-----
<b>I Broadway Complete Street</b>	Strengthen commercial activity	Strengthen Broadway as a setting for retail, office, institutional and residential uses	Broadway (Route 107) between James Street & Old County Road	NYS DOT	2018 start   2019 completion	\$3,503,000	-----
<b>J Underline</b>	Improve public open space	Redesign the environment underneath the rail line to improve the experience for pedestrians	Under the LIRR rail line from Newbridge Road to Broadway	MTA	2018 start   2020 completion	\$1,097,000	-----
<b>K Parking Garages</b>	Promote mixed-use development	Create well-designed parking garages (650,000 SF in 4 structures) lined with retail, office and residential use, in collaboration with MTA, to provide spaces for commuters, residents and other users	The precinct north of the LIRR rail line between Jerusalem Avenue and Maple Place and south of John Street	Town of Oyster Bay, MTA, Private Developers	2019 start after the New LIRR Entry Drive is completed   2023 completed	\$113,650,000	-----

# DRAFT

## Other Project Profiles

### Newbridge Complete Street

PROJECT TYPE  
Public Improvement

SUMMARY  
Install complete street elements to improve safety

LOCATION  
Newbridge Road (Route 106) between James Street and Old County Road; specifically, at the LIRR underpass

PROJECT DESCRIPTION  
Newbridge Road is designed and operated to facilitate higher-speed, vehicular traffic through the area, without deference to people crossing the street. The crosswalks at the station are not aligned with the desire lines of people walking to the station, and the traffic signals favor traffic on Newbridge Road. Other intersections have marked crosswalks and not traffic signals. To increase safety and access, the following design strategies can be employed:

- From James Street to Old County Road
  - Lower speed to 25 mph
  - Retime traffic signals to be “fixed” time on approximately 90-second cycles
  - Remove the shoulders and allow on-street parking/loading at all times
  - Install curb extensions at all corners
- At the LIRR Station
  - Provide a wide (160 feet) crosswalk and curb extensions on Newbridge under and to the north of the elevated LIRR platform to connect new Station Plaza with new Festival Plaza
  - Remove pedestrian push buttons

- Remove hurricane fence in median between the piers for the LIRR track
- Use NYS DOT StreetPrint to visually highlight the crosswalk
- Design wayfinding signage to ease navigation through the area for pedestrians
- Install artful lighting system to illuminate the pedestrian pathway

- Other locations
  - Redesign intersection and add a traffic signal at James Street where there is an existing uncontrolled crosswalk (already in process by NYS DOT)
  - Install a traffic signal and crosswalks midblock between James and West John Streets
  - Install a traffic signal and crosswalks with NYS DOT StreetPrint at West Barclay Street (see West Barclay Street profile)
  - Install StreetPrint at crosswalks at Duffy Avenue (see Herzog/Nelson/Duffy profile)
  - Install traffic signal at West Marie Street (already in process by NYS DOT)
  - Install traffic signal and crosswalk on north leg at West Nicholai Street (already in process by NYS DOT)
  - Install traffic signal and crosswalks at West Cherry Street

PUBLIC SUPPORT  
This enhanced crosswalk received strong support at Public Workshop 2

#### DRI STRATEGIES

- Redesign Route 106 / Newbridge Road and Route 107 / Broadway to better balance the volume of cars and the needs of pedestrians
- Reduce traffic impacts by establishing streets as shared public spaces that do not promote driving at the expense of pedestrian activity
- Make design changes to decongest Downtown and encourage drivers to drive more slowly and cautiously as well as to make the road safer for pedestrians

#### ANTICIPATED BENEFITS

- Establish a safe and pleasant public walkway from the LIRR Station to Broadway

#### ESTIMATED COST

\$1,310,000  
Hardscape - \$853,000  
Lighting - \$175,000  
Soft costs - \$102,000

#### DRI FUNDING REQUEST

Not considered for DRI funding at this time

#### ADDITIONAL FUNDING SOURCES

NYS DOT

#### TIMEFRAME FOR IMPLEMENTATION

2018 Q3 Engage NYS DOT in design & engineering of crosswalk  
2019 Q1 Bid negotiation  
Q2 Construction start  
Q4 Construction completed

#### FEASIBILITY

The funding level is small and this measure is well within the capability of NYS DOT to install.

#### PROJECT OWNERSHIP

NYS DOT

#### RESPONSIBLE PARTIES

NYS DOT

#### CAPACITY

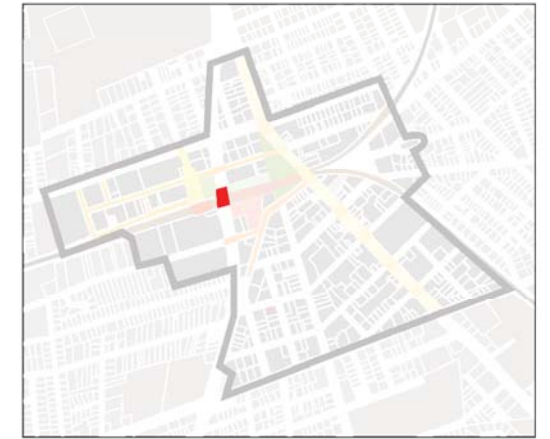
The Town of Oyster Bay should petition NYS DOT to make this project a priority

#### REGULATORY REQUIREMENTS

NYS DOT

#### PERFORMANCE METRICS

Standard construction metrics: construction to be completed in accord with stated specifications, budget and schedule





# DRAFT

## Other Project Profiles

### Broadway Complete Street

PROJECT TYPE  
Public Improvement

SUMMARY  
Strengthen Broadway as a setting for retail, office, institutional and residential uses

LOCATION  
Broadway (Route 107) between James Street and Old County Road

PROJECT DESCRIPTION  
At present, the character of Broadway is incoherent. The east side of Broadway retains some buildings that formed the commercial setting established in the early 20th century. The west side of Broadway is evidence of the demolition of parts of that commercial setting to accommodate the expansion of Route 107 in 1967. In contrast to the streetwall continuity formed by the buildings on the east side of Broadway, the buildings on the west side are set back significantly from the property lines, resulting in visual gaps between buildings.

Broadway is designed and operated to facilitate higher-speed vehicular traffic through the area. The speed limit is 40 mph, which equates to an 80 percent fatality rate for pedestrians. The distance between storefronts on either side of Broadway is 190 feet. This dimension combined with the high traffic volumes and speeds poses a significant challenge to promoting and supporting cross street commercial activity. There is no direct crossing for commuters walking under the elevated LIRR structure. Instead, people are meant to wait for the signal to cross Herzog Place then wait for the sign to cross Broadway. Other intersections have marked crosswalks but no traffic signals or no crosswalks.

The following design strategies can bring Broadway closer to the character desired by Hicksville citizens for downtown:

- From James Street to Old County Road
  - Lower speed to 25 mph
  - Retime traffic signals to be “fixed” tiem on approximately 90-second cycles
  - Allow on-street parking/loading at all times
  - Install curb extensions at all corners
  - Pave all crosswalks with StreetPrint
  - Install street trees (London planetree, honey locust) at regular intervals along Broadway to provide shade and cover during inclement weather
  - Design distinctive bollards, trash cans, lighting and wayfinding signage to denote this segment of Broadway as a special place
- At LIRR Elevated Structure
  - Install a signalized pedestrian corsswalk extending from Herzog Place to the extent fo the new Festival Plaza to the north (see Festival Plaza profile)
  - Use NYS DOT StreetPrint to visually highlight the crosswalk
  - Remove pedestiran push buttons
  - Remove ‘No Pedestrians’ signage and barriers
  - Install artful lighting system to illuminate the pedestiran pathway
- Other Locations
  - Install traffic signal and crosswalks at James Street
  - Install a traffic signal and crosswalks midblock between James and West John Streets

- Barclay Street (see West Barclay Street and JFK Park profiles)
- Install a crosswalk at the north side of Nicholai Street
- Install a traffic signal and crosswalk on the south side of Cherry Street (already in process by NYS DOT)
- Install traffic signal and crosswalks at Carl Street

PUBLIC SUPPORT  
Participants in Public Workshop 2 expressed interest in improvements to the physical environment of Broadway

- DRI STRATEGIES
- Create and celebrate a sense of place in Downtown
  - Strengthen Broadway as a location for a variety of business ventures in Downtown
  - Promote and support activities that attract visitors and residents to Downtown
  - Leverage public sector capital to encourage private sector investment

- ANTICIPATED BENEFITS
- Enhance Broadway as a location for private investment and commercial activity
  - Strengthen the identity of Broadway in Downtown
  - Increase perception of pedestrian safety in crossing Broadway
  - Improve walkability

ESTIMATED COST  
\$3,503,000  
Hardscape- \$1,855,000  
Streetscape - \$805,000  
Traffic Lights - \$525,000  
Soft costs - \$318,000

DRI FUNDING REQUEST  
Not considered for DRI funding at this time

ADDITIONAL FUNDING SOURCES  
Town of Oyster Bay, NYS DOT

TIMEFRAME FOR IMPLEMENTATION  
2018 Q3 Engage with NYS DOT to design and engineer streetscape enhancements  
Q4 Bid negotiation  
2019 Q1 Construction start  
Q4 Construction completed

FEASIBILITY  
The investment of \$3.5 million in the public realm on Broadway creates a more appealing setting that would attract residents and encourage private development.

PROJECT OWNERSHIP  
NYS DOT

RESPONSIBLE PARTIES &  
NYS DOT

POTENTIAL PARTNERS  
Town of Oyster Bay - The Town should adopt zoning regulations and design guidelines

CAPACITY  
The proposed measures are within the NYS DOT Complete Streets program. The Town of Oyster Bay needs to petition NYS DOT to make this segment of Broadway a priority for enhancement

REGULATORY REQUIREMENTS  
The Town is to create and implement zoning regulations to control land use and density for development of privately-held property. Specifically, articulate regulations to buildout to the property



line on the street frontage as well as provide for parking in the rear of the buildings. In addition, create and implement design guidelines to control height, massing, streetwall and storefront treatment for building designs to produce the character of the district as desired.

PERFORMANCE METRICS  
Standard construction metrics: construction to be completed in accord with stated specifications, budget and schedule

# DRAFT

## Other Project Profiles

### Underline

**PROJECT TYPE**  
Public Improvement

**SUMMARY**  
Redesign the environment underneath the rail line to improve the experience for pedestrians

**LOCATION**  
Under the LIRR rail line from Newbridge Road to Broadway

**PROJECT DESCRIPTION**  
The passageway underneath the LIRR rail line is utilitarian. The small column bays (27 x 17) with large (4-foot) concrete columns combined with a relative short ceiling height (15 feet) and curvature of the rail line results in short sightlines, which heighten the pedestrian's awareness of the unforeseen and diminishes the sense of personal safety. The lighting is harsh. The overall experience is dreary and can be turned around with a few design strategies.

- Underline
  - Redesign lighting system for day hours that incorporates color to transform the experience of the space
  - Redesign lighting system for night hours that is artful
  - Establish a public art program that uses the columns and ceiling as the 'canvas' for installations that change yearly

**PUBLIC SUPPORT**  
Public sentiment during the LPC meetings suggests improvement of the experience under the tracks would be welcomed

- DRI STRATEGIES**
- Create and celebrate a sense of place in Downtown
  - Improve Hicksville's public spaces that have been neglected

- ANTICIPATED BENEFITS**
- Enhanced pedestrian experience for commuters
  - Provide an attraction that changes to attract repeat visitation by residents

**ESTIMATED COST**  
\$1,097,000  
Hardscape - \$630,000  
Artful Lighting - \$367,000  
Soft costs - \$100,000

**DRI FUNDING REQUEST**  
Not considered for DRI funding at this time

**ADDITIONAL FUNDING SOURCES**  
Town of Oyster Bay, MTA Arts & Design Program

**TIMEFRAME FOR IMPLEMENTATION**

2018	Q2 Engage in conversations with MTA
	Q3 Design artful lighting system
2019	Q1 Bid negotiation
	Q3 Installation start
2020	Q2 Installation complete

**FEASIBILITY**  
The small investment in artful lighting will improve perception of the nature of the space for commuters and residents

**PROJECT OWNERSHIP**  
MTA

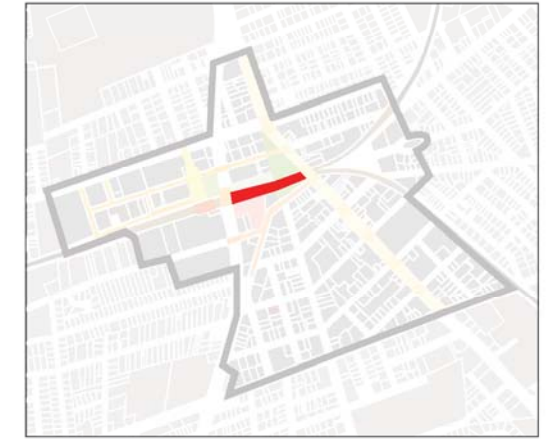
**RESPONSIBLE PARTIES**  
MTA

**POTENTIAL PARTNERS**  
Town of Oyster Bay - The Town should collaborate with the MTA Arts & Design Program to procure and curate public art installations

**CAPACITY**  
The MTA has the resources to undertake the lighting and public art installation. The Town of Oyster Bay needs to petition MTA to make this space a priority for enhancement

**REGULATORY REQUIREMENTS**  
MTA guidelines for public art installations

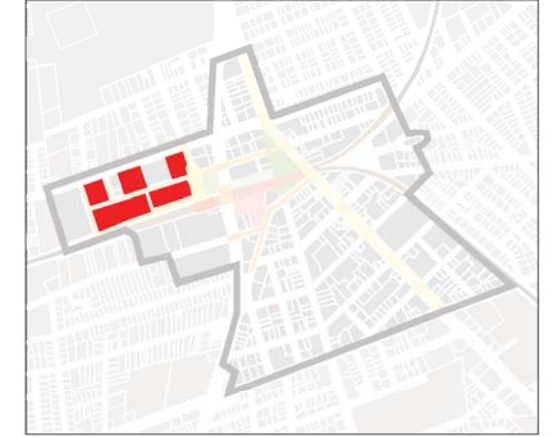
**PERFORMANCE METRICS**  
Standard construction metrics: construction to be completed in accord with stated specifications, budget and schedule





# DRAFT

# Other Project Profiles



## Parking Garages

**PROJECT TYPE**  
Public-Private Partnership

**SUMMARY**  
Create well-designed parking structures, in collaboration with MTA, to provide spaces for commuters and other users

**LOCATION**  
The precinct north of the LIRR rail line between Jerusalem Avenue and Maple Place and south of John Street

**PROJECT DESCRIPTION**  
Currently, 4,039 parking spaces are provided in 19 public parking fields within the CBD, primarily to accommodate commuters using the LIRR Hicksville Station. The MTA intends to construct a new parking facility to provide 1,100 spaces in the precinct immediately north of the rail line. The preliminary design indicates a 3-story structure with a large footprint and minimal aesthetic treatment. There is an opportunity to apply a shared parking strategy with retail, office, residential and community uses to make the structure a useful contributor to the desired character of the new development envisioned for West Barclay Street. This effort requires the Town to collaborate with the MTA on the design of the structure.

This proposal maintains 2,649 spaces in 10 existing public parking fields and intends to replace 884 spaces in surface parking lots with 2,780 spaces in parking structures, resulting in a net increase of 1,896 spaces.

- New Parking Structures (4 buildings | 2,780 spaces)
  - Design structures in a way that supports retail, office and residential uses and that contributes to the overall development vision
    - o Use architectural elements to articulate the scale of the façade, such as canopies, openings, trim lines, setbacks, brackets, cornices, etc.
    - o Ensure the West Barclay Street side of the structure is lined with retail or commercial uses
    - o Design clearly visible entrances to the parking structure

**PUBLIC SUPPORT**  
There is strong public support for focusing new development efforts on West Barclay Street. The complex nature of the collaboration between the Town, MTA and multiple private developers has not been well understood by the public yet

- DRI STRATEGIES**
- Consolidate surface parking lots into structured parking to free up land for development that can enhance, rather than detract from, the surrounding community
  - Share parking to accommodate daytime and evening parking needs without creating additional spaces and to leverage land use for people-centric activities
  - Promote and support a variety of business ventures in Downtown
  - Leverage public sector capital to encourage private sector investment

- ANTICIPATED BENEFITS**
- Well-designed parking structures will help define and contribute to the character of West Barclay Street
  - Shared parking strategies will reduce the bulk and footprint of parking garages

**ESTIMATED COST**  
\$113,650,000  
Hard costs - \$103,320,000  
Soft costs - \$10,330,000

**DRI FUNDING REQUEST**  
The scope of this project is well outside the parameters of DRI funding and should not be considered for the DRI program

**ADDITIONAL FUNDING SOURCES**  
MTA, Town of Oyster Bay, Private Developers

**TIMEFRAME FOR IMPLEMENTATION**

2018	Q3 Adopt new zoning regulations and design guidelines for mixed-use development in CB-1 and CB-2
	Q3 Issue RF1 for development on parcels controlled by the Town
2019	Q1 Engage with private developers to structure deal
	Q4 New Station Entry Drive completed
2020	Q2 Design & engineering parking structures
	Q4 Finalize design
2021	Q1 Bid negotiation
	Q2 Construction start
2023	Q3 Construction completed

**FEASIBILITY**  
This type of structured parking lined with retail and residential is a key component of potential future development in downtown. Its hybrid nature requires a willingness on the part of the development actors to collaborate on design and share parking as well as to structure a complex deal. The timeline for such a deal to be made will likely fall outside of DRI funding parameters. Once the deals are secure, the potential development could generate \$000 million in real estate value.

**PROJECT OWNERSHIP**  
Private Property Owners

**RESPONSIBLE PARTIES**  
Town of Oyster Bay, MTA

**CAPACITY**  
The Town of Oyster Bay's staff has limited experience structuring deals for this hybrid building product. It is best to work in partnership with the MTA, which has experience with transit-oriented development, to engage with private developers and secure a deal

**REGULATORY REQUIREMENTS**  
The Town is to create and implement zoning regulations to control land use and density for development of privately-held property. Specifically, articulate regulations to promote vertically stacked uses of retail on the street level with office and/or residential above. In addition, create and implement design guidelines to control height, massing, streetwall and storefront treatment for building designs to produce the character of the district as desired.

**PERFORMANCE METRICS**  
Standard construction metrics: construction to be completed in accord with stated specifications, budget and schedule

# DRAFT

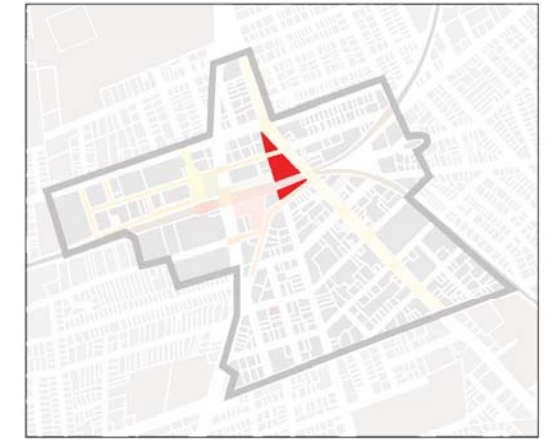
## Other Project Profiles

PROJECTS	GOAL	DESCRIPTION	LOCATION	GRANTEE	TIMEFRAME	COST	DRI Funding Request
<b>OTHER</b>							
<b>L</b> JFK Park Expansion	Create public open space	Create a useable public open space for Downtown Hicksville	John F. Kennedy Memorial Park	Town of Oyster Bay	2018 start   2021 completion	\$16,284,000	-----
<b>M</b> Herzog/Nelson/Duffy Enhancement	Promote mixed-use development	Create the desired small-scale character for mixed-use development in downtown by redesigning Nelson Avenue / Herzog Place / Duffy Avenue to support retail, office and residential uses	The precinct south of the LIRR rail line between Newbridge Road, Broadway and West Marie	Town of Oyster Bay	2018 start   2021 completion	\$1,850,000	-----
<b>N</b> Signage Program	Public Improvement	Create a design guidelines to control the aesthetics and treatment of community and street signs to promote a district identity	DRI boundary area	Town of Oyster Bay	2018 start   2019 completion	\$800,000	-----
<b>O</b> Highline Special Attraction	Public Improvement	Create an elevated community space over parking structure or an elevated walkway connecting public open spaces	North side of LIRR rail line	Town of Oyster Bay	2019 start   2021 completion	\$29,900,000	-----



# DRAFT

# Other Project Profiles



## JFK Park Expansion

PROJECT TYPE  
Public Improvement

SUMMARY  
Create a useable public open space for Downtown Hicksville

LOCATION  
John F. Kennedy Memorial Park

PROJECT DESCRIPTION  
The triangular shape of JFK Park results from the residual space of the fork between Newbridge Road and Broadway. At 0.7 acres, the park can accommodate very few activities and is perceived by residents as little more than a median between the two highways. In addition, the high traffic volume and vehicular speeds deter many pedestrians from crossing the highways to get to the park. The park can be made useable through the following design strategies:

- New JFK Memorial Park (1.7 acres)
  - Vacate southbound Jerusalem Avenue from Nelson Avenue to John Street
  - Vacate northbound Jerusalem Avenue from Nelson Avenue to Broadway
  - Remove asphalt and curbing of former Jerusalem Avenue
  - Extend West Barclay Street through Park to connect to East Barclay Street
  - Expand JFK Memorial Park beneath LIRR elevated tracks
  - New design for the Park to include green lawn, trees and plant groupings as well as hardscape for pedestrian circulation

- Continue distinctive paving used in Festival Plaza throughout JFK Park
- Install distinctive lighting to denote the Park as a special place at night
- Install public art throughout the Park
- Reset utility access panels to new datum, as needed

- JFK Memorial Park Expansion to Nelson Avenue (1.2 acres)
  - Extend JFK Memorial Park to Nelson Avenue / Herzog Place via easement or acquisition by the Town
  - Install distinctive paving used in Festival Plaza for visual continuity

PUBLIC SUPPORT  
Participants in Public Workshop 2 expressed strong support for a potential expansion of JFK Park

- DRI STRATEGIES
- Create and celebrate a sense of place in Downtown
  - Design spaces for informal social interactions to help connect neighbors with each other and the larger community
  - Improve Hicksville’s public spaces that have been neglected
  - Promote and support activities that attract visitors and residents to Downtown
  - Leverage public sector capital to encourage private sector investment

ANTICIPATED BENEFITS

- Create a public open space to accommodate large gatherings for community events and activities

- Establish the park as a hallmark for Downtown
- Host a range of events to bring residents to Downtown
- Provide a civic space to link commercial activities along Broadway, Barclay and Nelson
- Create a desirable setting for private sector investment
- Contribute to the appreciation of real estate value of adjacent properties

ESTIMATED COST  
\$16,284,000  
Landscape - \$7,172,000  
Hardscape - \$6,319,000  
Streetscape - \$1,313,000  
Soft costs - \$1,480,000

DRI FUNDING REQUEST  
Not considered for DRI funding at this time

ADDITIONAL FUNDING SOURCES  
Town of Oyster Bay

TIMEFRAME FOR IMPLEMENTATION

2018	Q2 Negotiate ownership transfer of the Park from NYS DOT to the Town of Oyster Bay
	Q3 Negotiate relocation of parking spaces with MTA
	Q3 Petition to vacate Jerusalem & East Barclay
	Q3 Negotiate acquisition of triangular block along Nelson Avenue
2019	Q1 Design & engineering with options for expansion
	Q3 Finalize design
	Q4 Bid negotiation
2020	Q1 Construction start
2021	Q4 Construction completed

FEASIBILITY  
The investment of \$16.2 million in signature public open space creates an appealing setting that would attract residents and encourage private development. Overall land value in Downtown is projected to increase as result of this significant investment

PROJECT OWNERSHIP  
NYS DOT, Town of Oyster Bay, Herzog Place LLC

RESPONSIBLE PARTIES & POTENTIAL PARTNERS  
Town of Oyster Bay, NYS DOT

CAPACITY  
The Town has the wherewithal to undertake the steps to negotiate the ownership transfer as well as procure the design and engineering services to remake JFK Park

REGULATORY REQUIREMENTS  
Town of Oyster Bay building code

PERFORMANCE METRICS  
Standard construction metrics: construction to be completed in accord with stated specifications, budget and schedule

# DRAFT

# Other Project Profiles

## Herzog/Nelson/ Duffy Enhancement

**PROJECT TYPE**  
Public Improvement

**SUMMARY**  
Create the desired small-scale character for mixed-use development in downtown by redesigning the segment of Herzog Place / Nelson Avenue / Duffy Avenue to support retail, office and residential uses

**LOCATION**  
The precinct south of the LIRR rail line between Newbridge Road, Broadway and West Marie Street

**PROJECT DESCRIPTION**  
Nelson Avenue is a narrow street (60 feet) and bends west of Jerusalem Avenue. It connects to Broadway as Herzog Place. The three blocks (6 acres) along Nelson between Newbridge Road and Jerusalem Avenue are predominately used for surface parking. More than 700 linear feet of street frontage along Nelson Avenue is exposed to parking lots. There are four 2-story commercial buildings on these blocks containing an aggregate of 45,000 square feet of retail at the ground level with office above. A fifth building, the 3-story Bank of America located at Jerusalem, adds 20,300 square feet.

The two blocks (3.9 acres) between Jerusalem and Broadway support one- and two-story commercial buildings occupied by neighborhood services, such as: barber shop, beauty salon, dog groomer, tire supplier, transmission repair, insurance, banking, restaurant, fabrics, travel agencies and funeral home. There are multiple private property owners. There is an opportunity to capitalize on the inflection and narrowness of the street to

create short sightlines that can help to remake Nelson Avenue in the small-scale character desired by Hicksville citizens for downtown.

- Redesign Herzog/Nelson/Duffy
  - Install pedestrian crosswalks using distinctive NYS DOT StreetPrint
  - Design sidewalks with distinctive paving
  - Install street trees (i.e., honey locust) at regular intervals to provide shade and cover during inclement weather
  - Limit curb usage to deliveries, pickups and dropoffs
  - Design distinctive bollards, trash cans, lighting and wayfinding signage to denote a special place
- NYS DOT Complete Street Measures
  - Pave crosswalks at Newbridge Road and Duffy Avenue using distinctive NYS DOT StreetPrint

**PUBLIC SUPPORT**  
Strong support for the repositioning of Nelson as the locus of a new Downtown for Hicksville was expressed in Public Workshop 2

- DRI STRATEGIES**
- Create and celebrate a sense of place in Downtown
  - Promote and support a variety of business ventures in Downtown
  - Promote and support activities that attract visitors and residents to Downtown
  - Leverage public sector capital to encourage private sector investment

- ANTICIPATED BENEFITS**
- Establish a visually coherent district
  - Create a setting that encourages private sector development of properties along Nelson Avenue / Herzog Place
  - Promote cross-traffic between retail activity

**ESTIMATED COST**  
\$1,850,000  
Hardscape - \$798,000  
Streetscape - \$884,000  
Soft costs - \$168,000

**DRI FUNDING REQUEST**  
Not considered for DRI funding at this time

**ADDITIONAL FUNDING SOURCES**  
Town of Oyster Bay, Nassau County

**TIMEFRAME FOR IMPLEMENTATION**

2018	Q3 Adopt new zoning regulations and design guidelines for mixed-use development in CB-1 and CB-2
	Q3 Work with Nassau County to design and engineer new streetscape
	Q3 Engage with property owners
	Q3 Engage with private developers
2019	Q1 Bid negotiation
	Q2 Construction start
2020	Q3 Construction completed

**FEASIBILITY**  
The investment of \$1.9 million in the public realm on Nelson Avenue creates an appealing setting that would attract residents and encourage private development.

**PROJECT OWNERSHIP**  
Nassau County

**RESPONSIBLE PARTIES**  
Nassau County

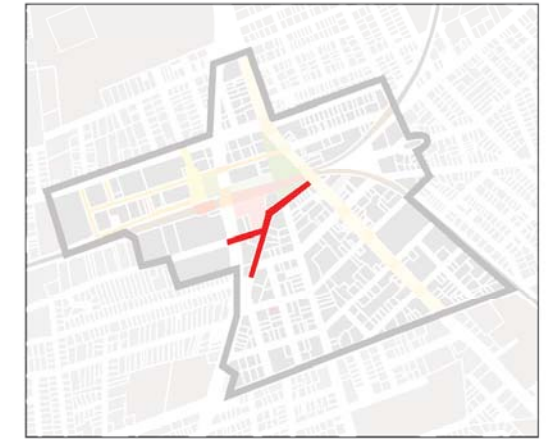
**POTENTIAL PARTNERS**  
Adjacent Property Owners

The Town should collaborate with the private property owners on the design of the streetscape to gain their support and ensure that the new design supports their operations

**CAPACITY**  
The Town of Oyster Bay and Nassau County, working together, have the wherewithal to design and construct the new streetscape for Nelson Avenue. The Town of Oyster Bay has the resources to update and adopt the zoning regulations to support mixed-use development.

**REGULATORY REQUIREMENTS**  
The Town is to create and implement zoning regulations to control land use and density for development of privately-held property. Specifically, articulate regulations to buildout to the property line on the street frontage as well as provide for parking in the rear of the buildings. In addition, create regulations to promote vertically stacked uses of retail on the street level with office and/or residential above. Further, create and implement design guidelines to control height, massing, streetwall and storefront treatment for building designs to produce the character of the district as desired.

**PERFORMANCE METRICS**  
Standard construction metrics: construction to be completed in accord with stated specifications, budget and schedule





# DRAFT

## Other Project Profiles

### Signage Program

#### PROJECT TYPE

Public Improvement

#### SUMMARY

Create design guidelines to control the aesthetics and treatment of community and street signs to promote a distinct identity

#### LOCATION

DRI boundary area

#### PROJECT DESCRIPTION

Downtown Hicksville is visually incoherent and unremarkable. There is little to distinguish this district from other areas along Broadway, for example. A thoughtful set of design controls will help establish a distinctive character. Well-designed signage contributes to the identity of a place.

#### PUBLIC SUPPORT

There is support for these design measures as expressed in the DRI application and several LPC meetings

#### DRI STRATEGIES

- Create and celebrate a sense of place in Downtown
- Improve Hicksville's public spaces
- Promote and support activities that attract visitors and residents to Downtown

#### ANTICIPATED BENEFITS

- Establish a visually coherent district
- Create a setting that encourages private sector development

#### ESTIMATED COST

\$800,000

Hard costs - \$680,000

Soft costs - \$120,000

#### DRI FUNDING REQUEST

Not considered for DRI funding at this time

#### ADDITIONAL FUNDING SOURCES

Town of Oyster Bay

#### TIMEFRAME FOR IMPLEMENTATION

- 2018 Q3 Finalize and adopt updated zoning regulations and design controls for CB-1 and CB-2  
Q3 Engage with property owners  
Q4 Engage design firm to design brand identity signage for district
- 2019 Q1 Bid negotiation  
Q2 Fabrication and installation start  
Q4 Installation completed

#### FEASIBILITY

The Town of Oyster Bay has the resources to procure design and engineering services to install a branded signage program

#### PROJECT OWNERSHIP

Town of Oyster Bay

#### RESPONSIBLE PARTIES & POTENTIAL

##### PARTNERS

Town of Oyster Bay, Private Property Owners

##### CAPACITY

The Town of Oyster Bay has the resources to organize a committee to oversee the preparation of a signage program

##### REGULATORY REQUIREMENTS

Town of Oyster Bay updated zoning regulations and design guidelines

##### PERFORMANCE METRICS

Standard construction metrics: construction to be completed in accord with stated specifications, budget and schedule

# DRAFT

## Other Project Profiles

### Highline as Special Attraction

#### PROJECT TYPE

Public Improvement

#### SUMMARY

Create an elevated walkway as a special feature in Downtown

#### LOCATION

Northside of LIRR rail line between Broadway and Wyckoff Street

#### PROJECT DESCRIPTION

Previous solutions to sort our conflicts with pedestrians and vehicles moving around the LIRR Station resulted in a concept to create an elevated walkway. The walkway would need to provide 15 feet of clearance at Routes 106 and 107 to accommodate trucks passing underneath as required by NYS DOT. The intent is to connect people to the open spaces in Downtown.

#### PUBLIC SUPPORT

6 of 390 responses in Public Workshop 2 supported advancing the Highline concept as a feature to revitalize Downtown

#### DRI STRATEGIES

- Create and celebrate a sense of place in Downtown
- Improve Hicksville's public spaces

#### ANTICIPATED BENEFITS

- Create a special feature that appeals to residents

#### ESTIMATED COST

\$29,900,000

Hard costs - \$26,000,000

Soft costs - \$3,900,000

#### DRI FUNDING REQUEST

Not considered for DRI funding at this time

#### ADDITIONAL FUNDING SOURCES

Town of Oyster Bay

#### TIMEFRAME FOR IMPLEMENTATION

2019 Q1 Design & engineering

Q3 Bid negotiation

2020 Q2 Construction start

2021 Q4 Construction completed

#### FEASIBILITY

Elevating pedestrians limits interactions with adjacent activities and, specifically, increases the distance between patron and ground level entries as well as creates a challenge for pedestrians to patronize commercial enterprises along its path. An investment in an elevated walkway is not easy to leverage for significant civic benefit

#### PROJECT OWNERSHIP

Town of Oyster Bay

#### RESPONSIBLE PARTIES

Town of Oyster Bay

#### POTENTIAL PARTNERS

NYS DOT, MTA

#### CAPACITY

The Town of Oyster Bay has the resources to procure design and engineering services to construction the highline

#### REGULATORY REQUIREMENTS

NYS DOT overpass regulations, Town of Oyster Bay building code

#### PERFORMANCE METRICS

Standard construction metrics: construction to be completed in accord with stated specifications, budget and schedule