



NYC

BUILDING THE FUTURE OF NEW YORK

TRANSIT AND LAND USE



In Collaboration with HOK

For New York to continue to be a global city and the capital of the world, the time to not only dream big, but put the shovels in the ground, is now. These proposals may seem aspirational, but New York must see itself in this vision and reshape our city if we are truly going to continue to lead the world.

Our Building the Future of New York series will springboard real conversations between stakeholders and begin to move the needle on some of the region's big picture challenges, as well as inspire policy makers and the public to return to a spirit of aspirational planning and building by proposing substantive projects and significant administrative reforms that could engender a new century of growth and success.

BUILDING THE FUTURE OF NEW YORK: TRANSIT AND LAND USE

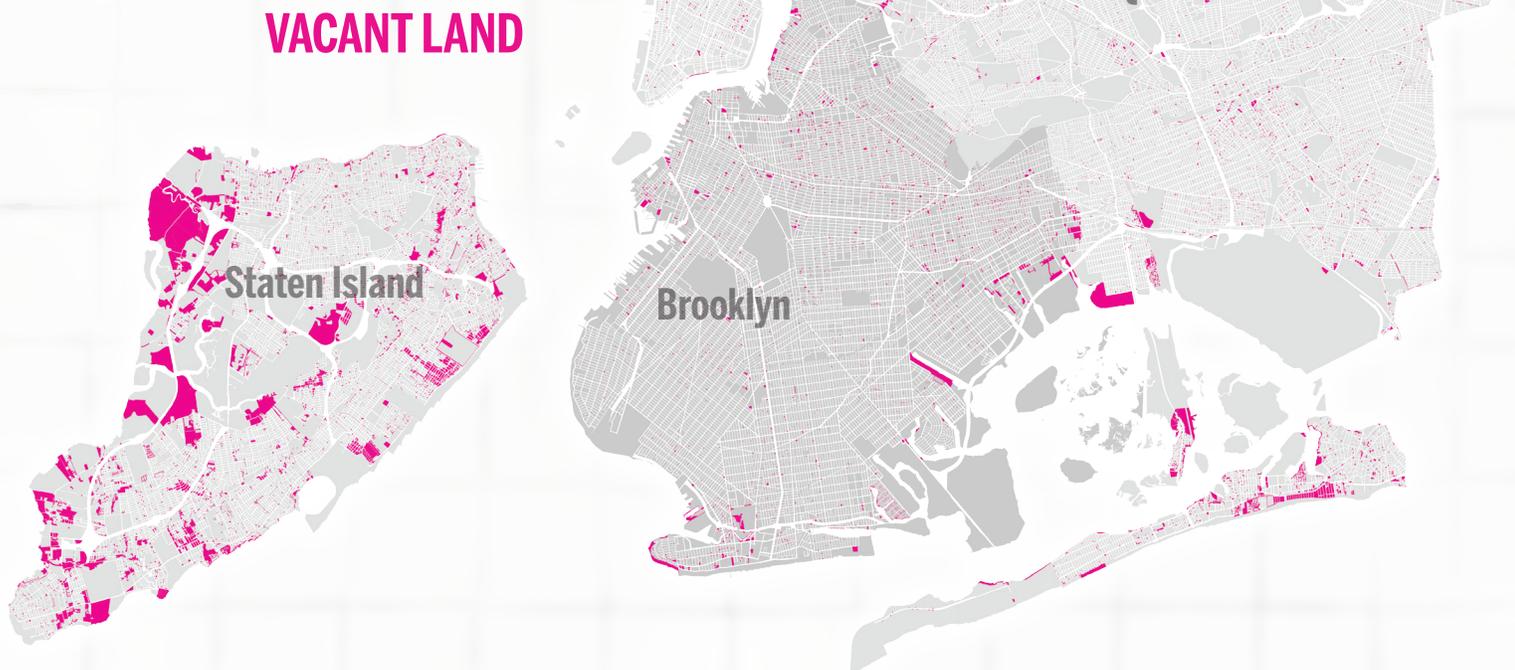
Creating a Livable City for 10 Million People Through New Transportation and Land Use Policy

More than 8.6 million people currently call New York City home. That number is expected to exceed 9 million by 2040. Given its recent historical growth rate (adding 1.5 million people since just 1980, equivalent to the current population of Philadelphia), New York will likely hit the population milestone of 10 million people soon after mid-century. For city planners, developers and existing residents, the city's sustained growth poses a challenge. How can New York continue to house and accommodate rising populations in a sustainable manner?

This report explores two possible answers in 1) making the most of the city's limited vacant and underutilized land for mixed-use residential development and 2) improving transportation to connect new development opportunities to the city's established infrastructure.

Arguments in this paper assume the following:

- In reaching a population of 10 million, New York City will add 1.4 million residents.
- 1.4 million additional residents at 2.5 people per household will require 560,000 dwelling units.
- 560,000 dwellings at 1,000 gross square feet per dwelling equals 560 million gross square feet of residential development.



Looking at Vacant Land

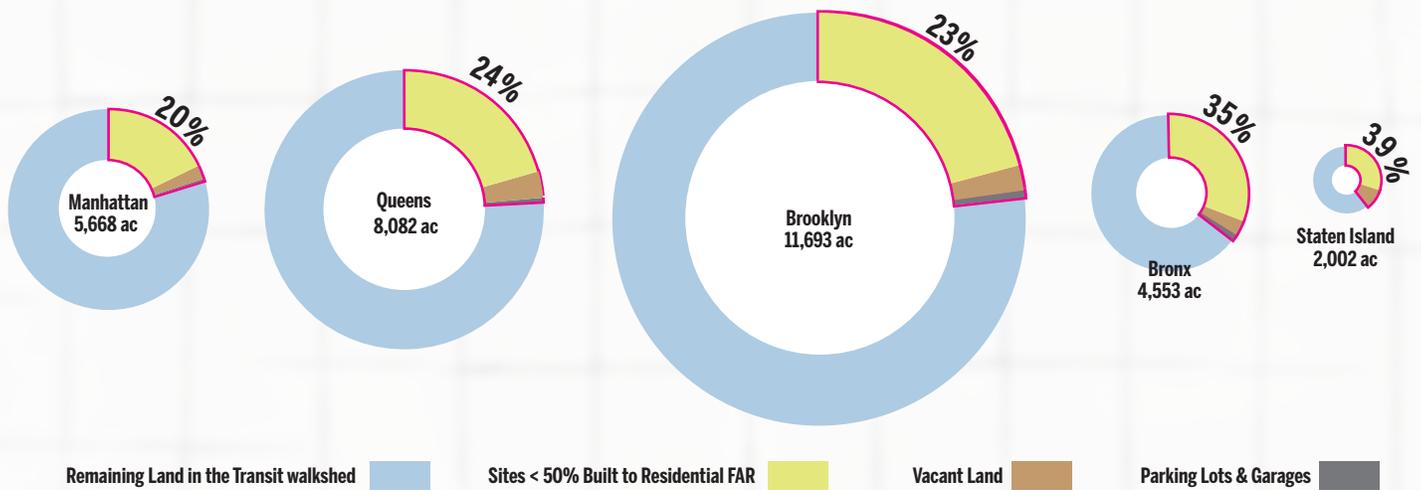
While much of New York City is developed, the city's five boroughs together still have over 7,200 acres of vacant property, equivalent to half of Manhattan. Unfortunately, much of this land is in areas with obstacles for development, particularly in terms of accessibility. Some 97 percent of vacant land lies in the outer boroughs and only around 11 percent (approximately 819 acres) can be found within walking distance of existing subway stations, a quarter mile away.

In order to satisfy the growth of the city in areas within walking distance of existing transit (a key factor for most New Yorkers), new residential developments would have to be built at a 14 FAR

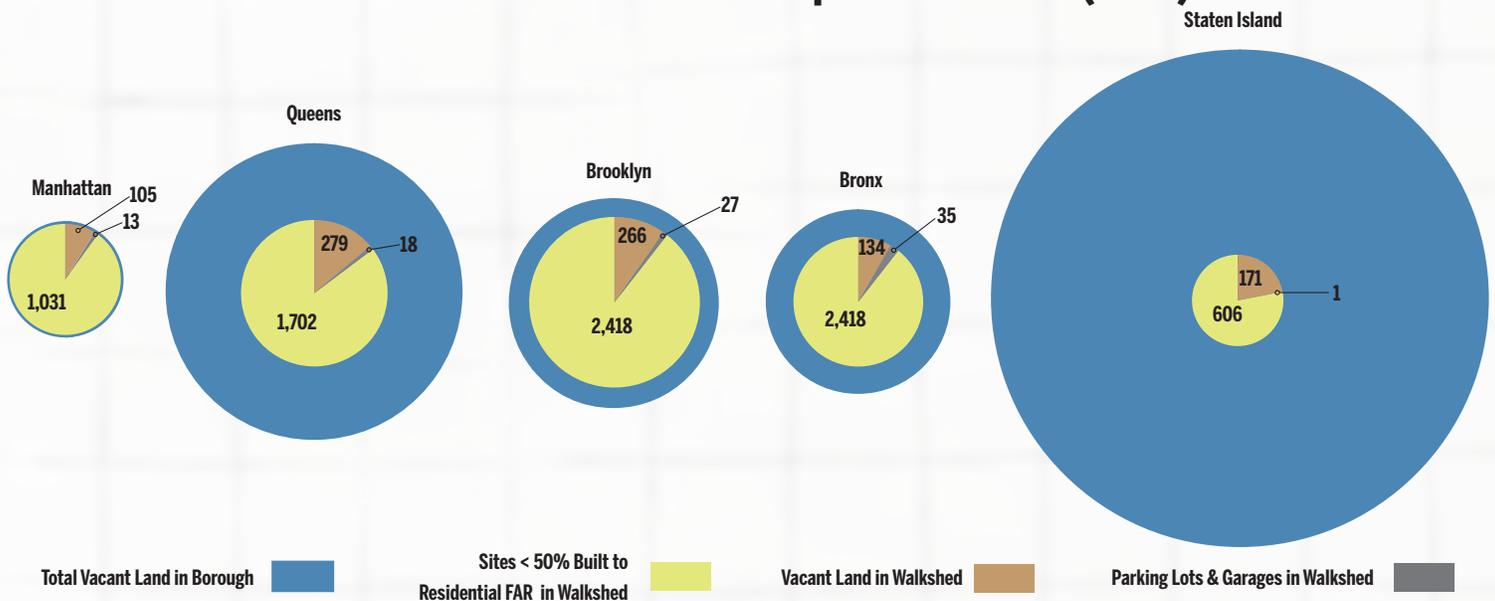
(floor area ratio). This number, while not unheard of in high density commercial development in Manhattan, exceeds the state's multiple dwelling law limits of 12 FAR. Therefore, in order to accommodate future populations New York must consider more than just vacant tracts near existing mass transit.

The report's recommendations for future transit expansion within New York could place an additional 136 acres of vacant land (for a total of 955 acres) within walking distance of mass transit. Even then, vacant land within current and future walking distance of mass transit cannot fully supply future housing needs of the city. Either the transit network needs to expand to connect more land or underutilized lands located within new and existing walksheds need to be identified.

Underutilized Land within Proposed Walksheds:



Total Vacant Land vs. Underutilized Land within Proposed Walksheds (acres)



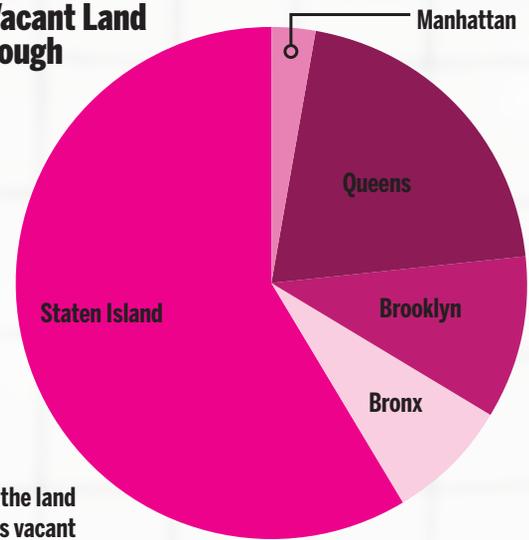
Priorities & Recommendations

Expanding Development to Underutilized Sites

Finding the highest and best use for underutilized property around transit needs to be a priority. Many cities across the United States have removed parking requirements from new construction in transit oriented developments, a move that allows for higher density pedestrian friendly neighborhoods. Currently public parking lots and garages occupy some 94 acres of land within a quarter-mile footprint of New York City's future rail network. Additionally, there are 8,403 acres of residential land within existing and proposed mass transit walksheds that are built to 50 percent or below of their permitted floor area ratio. These "soft sites" provide significant opportunity for redevelopment given their underutilization.

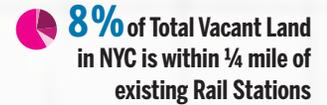
Considering these underutilized sites and factoring half the development rights on soft sites, new residential development on these properties could be built with an average of 2.2 FAR. This would allow the city to achieve the residential growth needed to reach 10 million people without considering manufacturing or commercial properties. This fact, combined with the need for mixed use and higher density opportunities where appropriate, suggests New York City can address future housing and growth needs provided it continues to broaden and develop its transit system.

Total Vacant Land by Borough



5% of all the land in NYC is vacant

VACANT IN WALKSHED



EXISTING SUBWAY AND COMMUTER RAIL TRANSIT NETWORK



PROPOSED FUTURE SUBWAY, COMMUTER AND LIGHT RAIL TRANSIT NETWORK

LEGEND

- 1 Harlem Line New Express Tunnel
- 2 Triboro Line
- 3 Astoria Line (N and W line Extension)
- 4 Airtrain to LGA
- 5 Northern Line to Flushing (both options shown)
- 6 LIRR Lower Montauk Branch
- 7 Jewel Avenue Line to Alley Pond Park (R and M line Extension)
- 8 A Line Extension
- 9 JFK Connector to LIRR
- 10 Utica Ave Line 4 Line Extension
- 11 Nostrand Ave Extension to Ave Y (2 and 5 Line Extension)
- 12 Staten Island West (Light Rail)
- 13 Verrazano-Narrows Rail Connector
- 14 Triboro Line (continued)
- 15 BQX
- 16 LIRR Extension from Brooklyn to Grand Central Station
- 17 NJ Transit Extension
- 18 7 Line Extension
- 19 Pedestrian Improvements Between Herald Square and Penn Station
- 20 2nd Ave Subway Extension (Phase II and III)
- 21 New Metro North Stations



Transform New York’s Future Transit Network

- **Expand New York City’s existing transit lines.** Cities around the country and the world are expanding their mass transit networks. Internationally, peer cities like Tokyo, Paris, Seoul, Hong Kong, Shanghai, and London have added major expansions to their rapid transit networks. Closer to home, cities like Los Angeles, Seattle and Denver are working around the clock to build-out their transit systems. In New York, comprehensive building programs have been proposed by the MTA, Port Authority, Regional Plan Association and other organizations that would fundamentally transform the region’s rapid transit network in the coming decades. A collection of these programs are shown on the proposed map (Proposed Future Subway Commuter and Light Rail Transit Network).
- **Consolidate New York’s fractured rail network.** New York is home to the nation’s three largest, and most used, commuter rail networks: New Jersey Transit, Metro-North, and the Long Island Rail Road. However, the three rail networks are completely fragmented. This severely limits the potential of our existing rail capacity. Unifying the three networks under a new, unified, regional rail authority would allow for through-running commuter rail, universal payment systems and more seamless operations. Paris has led the way, turning a system that was fragmented, into a unified hybrid suburban/rapid transit system, with frequent headways and through-running trains.
- **Develop a comprehensive lightrail plan.** Light rail is one of the most cost effective approaches to bringing high capacity transportation to lower density and undeserved sections of New York City. For instance, the Brooklyn Queens Connector would connect residents to new job centers in Downtown Brooklyn and Long Island City and the West Shore Line along Staten Island with possible connection to Hudson Bergen Light Rail via Bayonne Bridge would link the lowest density borough to the NJT network and open development opportunities that were not possible before.
- **Broaden our Bus Rapid Transit (BRT) network.** Some sections of the outer boroughs may always remain out of reach of rail and subway walksheds. In these areas expanded BRT connections could open up undeveloped tracts for housing, including 109 acres of vacant land in a section of southeast Queens that is currently served primarily by local buses and “dollar van” operators.

Spur New Residential Development Across the City

- **Explore and develop comprehensive rezoning strategies throughout the five boroughs.** Successful rezoning efforts should promote growth of livable neighborhoods, foster jobs and economic development, invest in essential services and infrastructure, create housing for all income levels and epitomize smart growth strategies by positioning mixed-used, high-density zones at the transit hubs and major thoroughfares. Future rezonings could explore density minimums near transit.
- **Reduce parking mandates for market-rate housing near transit and expand the City’s ‘transit zone.’** Bringing the parking requirements of market-rate housing in-line with the 2017 reforms for subsidized housing will allow developers to build more housing for less.
- **Discourage idle vacant land through tax policy.** Examples include adding a property tax surcharge on vacant residential property and taxing vacant residential property the same as commercial property.
- **Expand incentives for brownfield reclamation and redevelopment.** The City and State can provide more grant programs and technical assistance to spur development on brownfield sites.

Invest in Transportation

- **Create dedicated revenue streams for funding transportation.** The city needs dedicated funding sources to expand the support of core infrastructure and to protect investments during economic cycles, including congestion pricing and value-capture, among others. New revenues should be dedicated to transportation and other critical infrastructure, insulating long-term capital planning from budgetary uncertainties.
- **Fund and complete the Gateway Program.** Arguably the nation’s most important infrastructure project, the Gateway Program is the lynch-pin to the city’s economic well-being and the main entry for cross-Hudson commuters.
- **Increase efficiency throughout the development process.** Look for alternatives, such as design-build procurement, that speed up the planning and delivery of capital projects while also lowering costs.



NEW YORK
BUILDING
CONGRESS

The New York Building Congress is a member coalition of business, labor, associations, and government organizations promoting the design, construction, and real estate industry in New York City.

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