



## **Transit Oriented Development & Station Access**

- Accommodating Growth in MTA's Suburban Territory

May 20, 2019



# TOD: Supports Transit Use, Creates Housing and Property Value



Transit-Oriented Development - walkable, mixed-use development near MTA stations - will be the best means to accommodate future suburban growth. It does this in a sustainable fashion:

- Increases transit use
- Accommodates growth, minimizes sprawl
- Creates real estate value
- Benefits local communities
  - Reduces traffic on local streets
  - Meets required housing needs
  - Increases tax base
  - Improves station-area neighborhoods

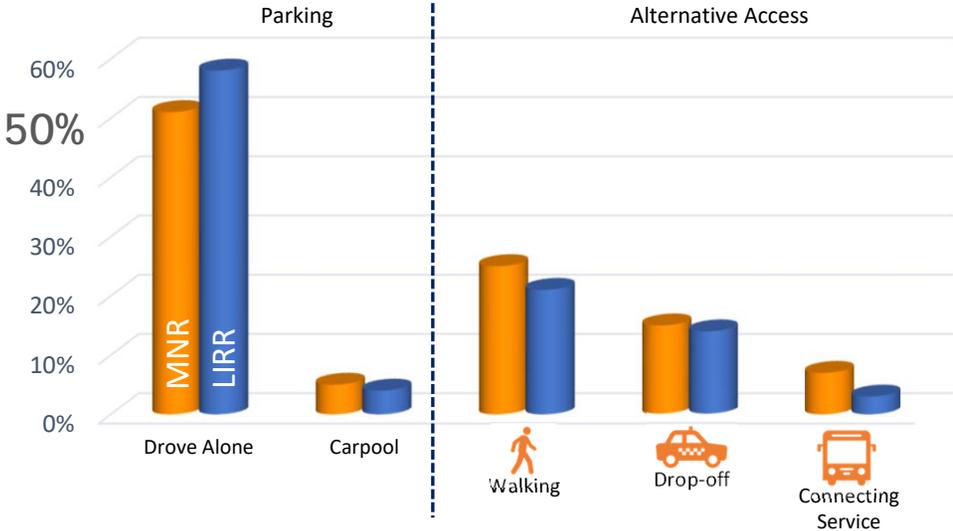


Rendering: Mineola downtown development



# Land Use Near Stations Emphasizes Parking

More than half of suburban commuters drive to station and park

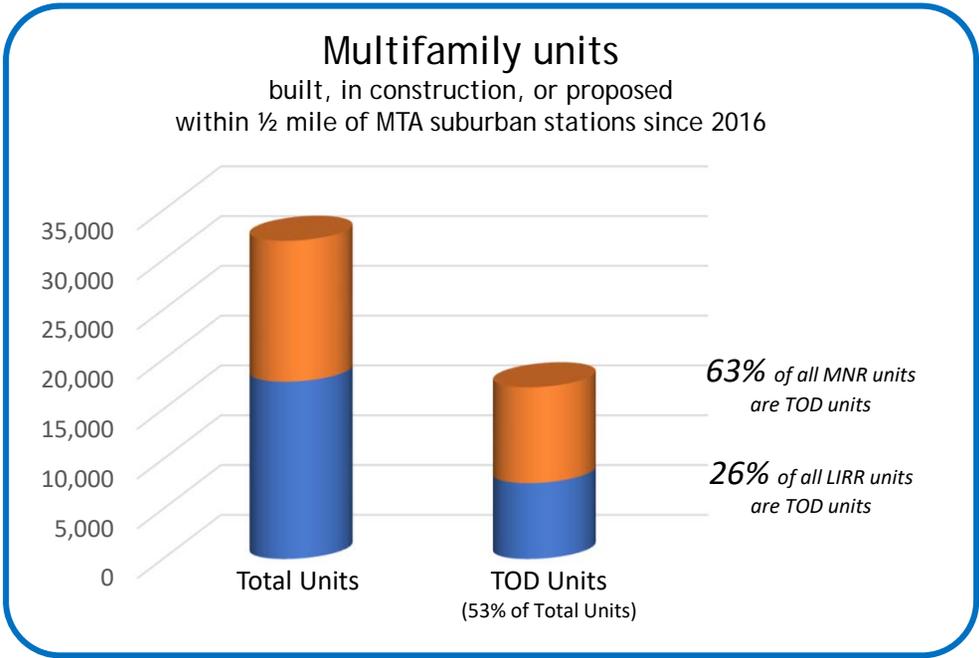


### Current\* AM Peak Access Modes

- From 2017/2018 MNR Origin and Destination study and 2014 LIRR Origin and Destination Study



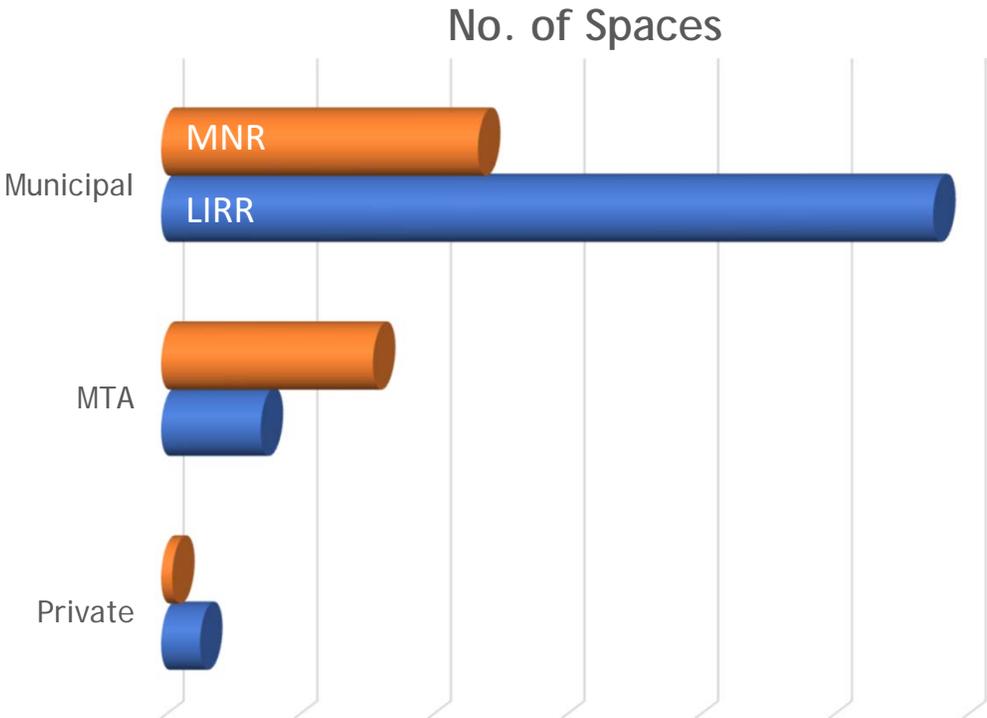
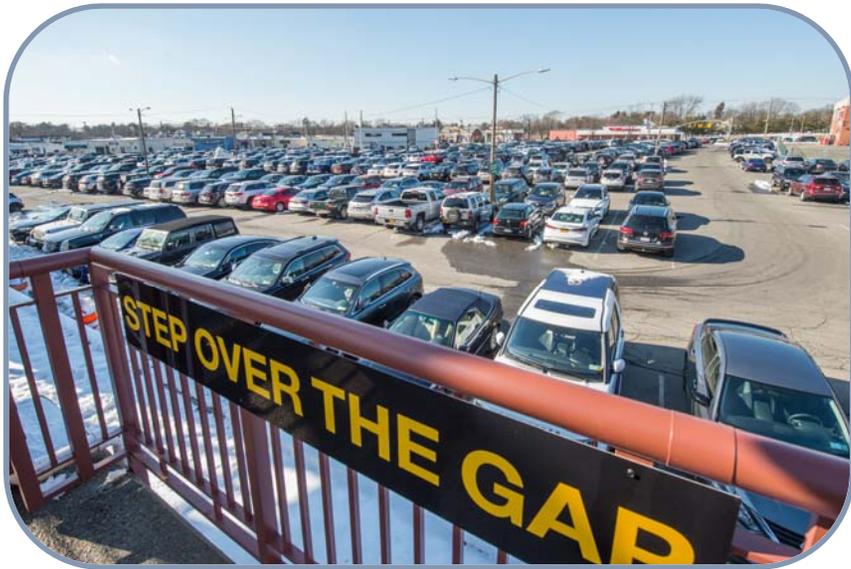
# More Sprawl Creates New Parking Demand



- Multi-family housing is now the primary form of suburban housing development
- Despite an increasing desire to live near stations, not enough TOD housing is constructed
- Risk of “high-density sprawl” which creates new demand for station parking

# Most Commuter Parking is Municipally Controlled

The majority of lots are municipally controlled.





# MTA TOD Opportunities are Limited



## MTA TOD at Harrison Station

- Harrison Station development will create apartments, retail shops and new commuter parking
  - 143 new apartments with residents who don't need dedicated station parking
  - Land value will finance additional commuter parking
  - The station area will be improved with retail shops, public space and station drop-off areas

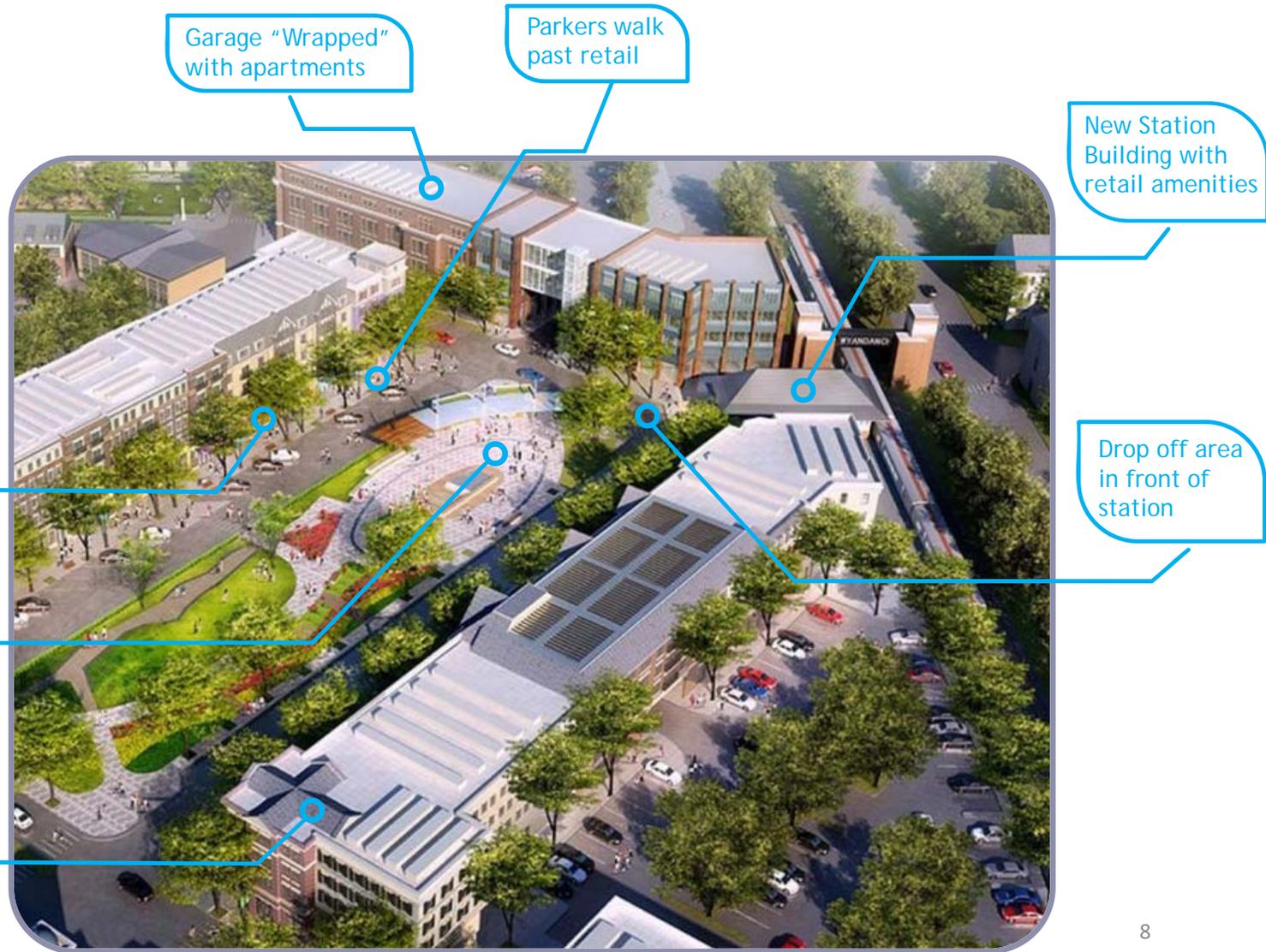


*Harrison Project: 143 new apartments, increase parking capacity, upgrade pedestrian environment*



## This is what TOD can look like

Town of Babylon replaced surface parking lots at Wyandanch station





## Regional TOD Leadership

Encourage TOD at stations where MTA does not own land, promote joint development of parking and other uses and facilitate alternative modes of station access.

### Village of Freeport:

LIRR and Freeport will relocate commuter parking to facilitate a 250 unit TOD, 63 units will be dedicated senior housing

### Bay Shore:

LIRR and Bay Shore are advancing a TOD project that will create a new retail plaza and improve platform access

### Nanuet (Town of Clarkstown):

Metro-North actively participated in the Town's TOD Plan for Nanuet station and continues to coordinate with the Town as they work towards reviewing impacts of their Draft TOD zoning

### Port Chester :

The Village supports development near the station and has facilitated discussions concerning access improvements with Metro-North and developers



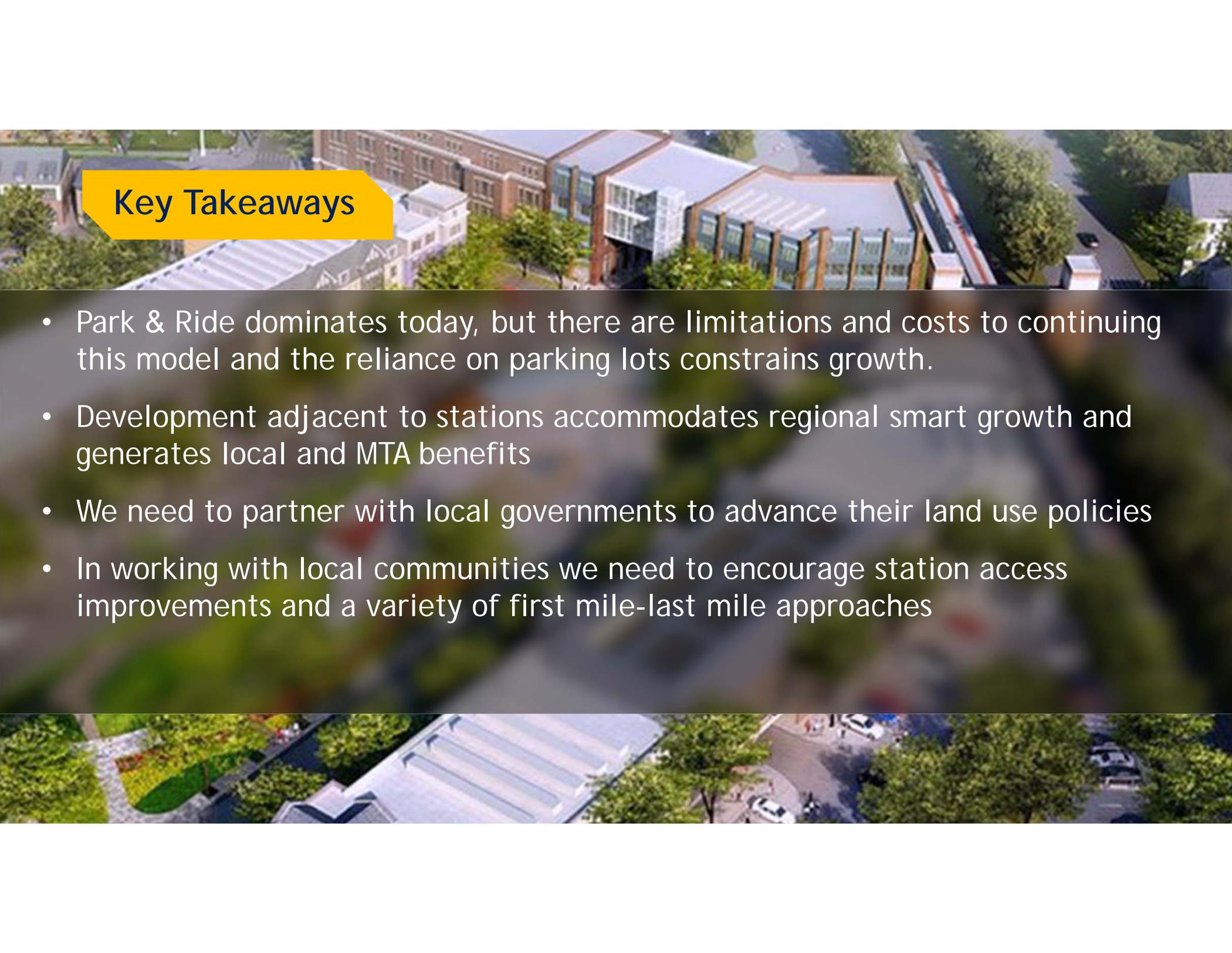
Rendering of MacQuesten's 22 S West Street development in Mount Vernon West, adjacent to station



# “First/Last Mile” Initiatives Should Complement TOD

- Physical and customer-related station area improvements should encourage drop off and connecting services
  - Ingress/egress Improvements
  - Kiss & Ride
  - Pedestrian enhancements
- Counties and municipalities can encourage first/last-mile solutions:
  - Mobility-as-a-Service
  - Enhanced bus/shuttle services
  - NYMTC grant to create toolkit; identify local pilot project communities





## Key Takeaways

- Park & Ride dominates today, but there are limitations and costs to continuing this model and the reliance on parking lots constrains growth.
- Development adjacent to stations accommodates regional smart growth and generates local and MTA benefits
- We need to partner with local governments to advance their land use policies
- In working with local communities we need to encourage station access improvements and a variety of first mile-last mile approaches