



# 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

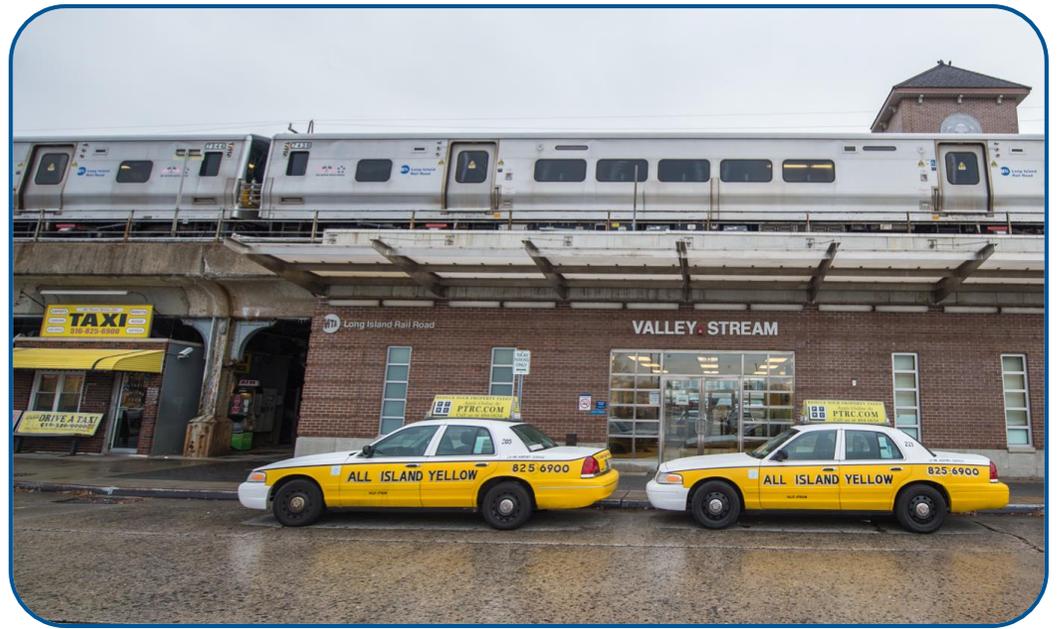
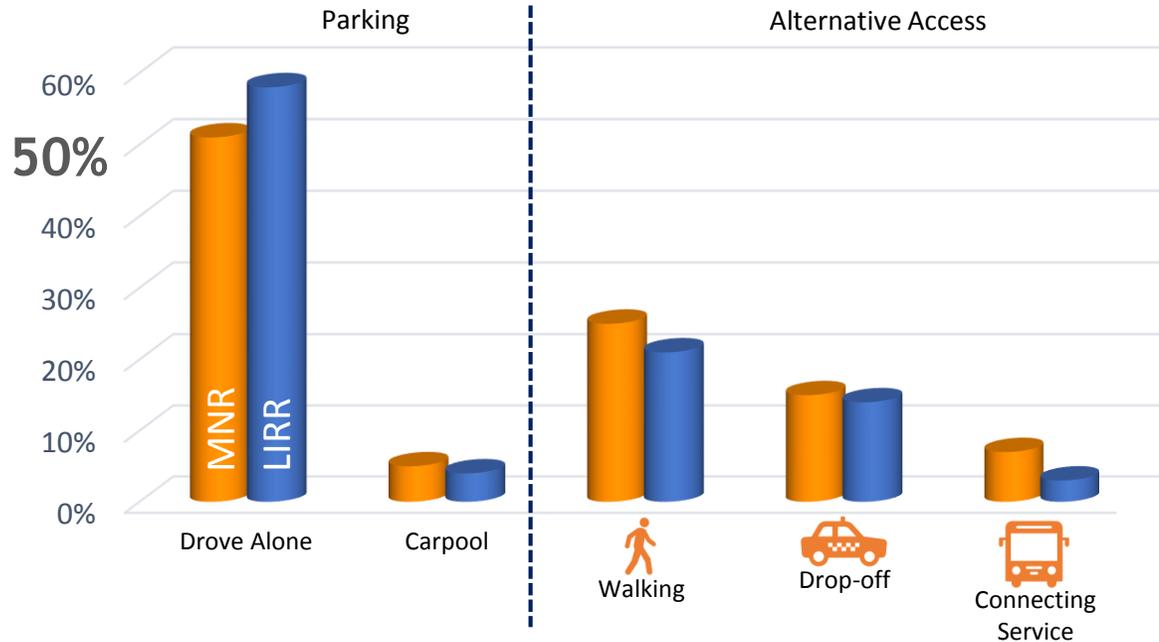


*Rendering: Mineola downtown development*



# Current Land Use Near Stations Emphasizes Parking

More than half of suburban commuters drive to station and park

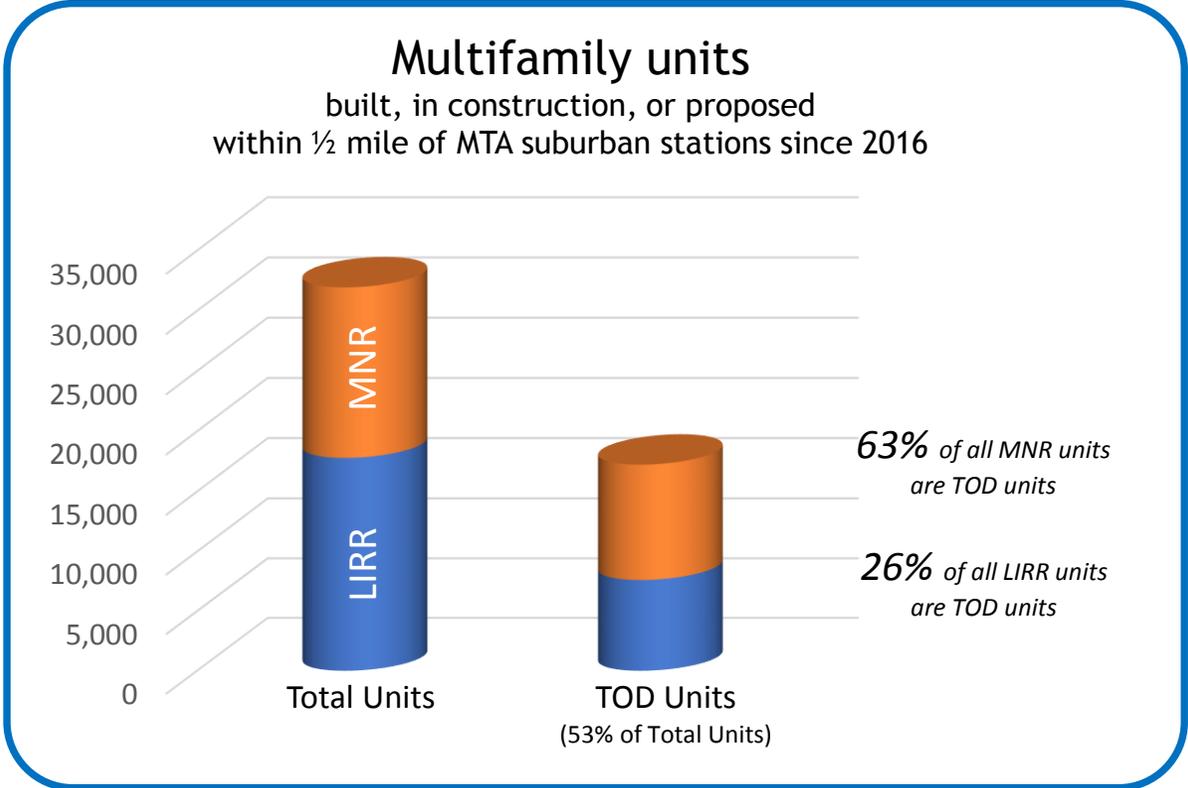


### Current\* AM Peak Access Modes

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



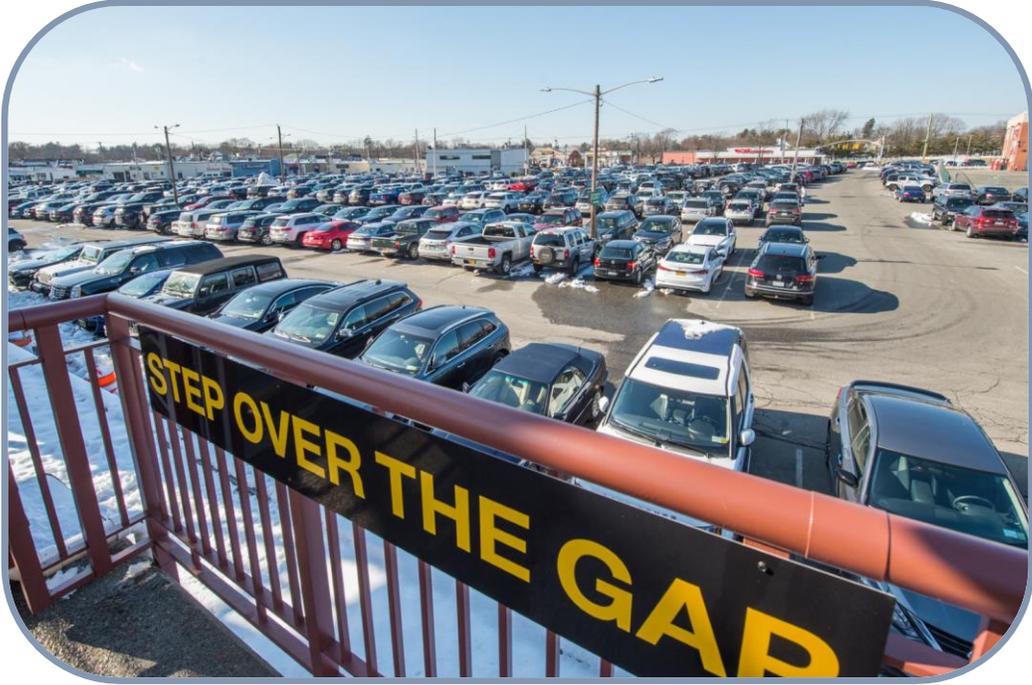
# More Sprawl Creates New Parking Demand



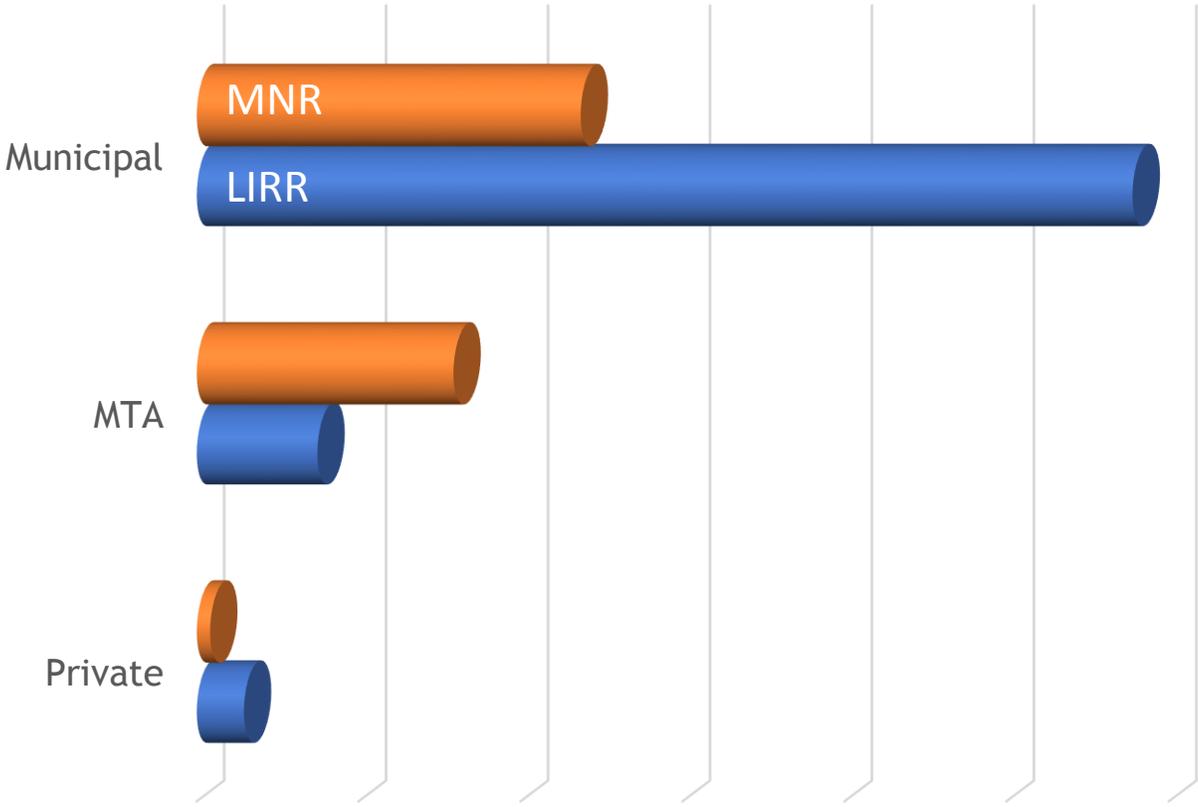
- Multi-family housing is now the primary form of suburban housing development
- Despite an increasing desire to live near stations, not enough TOD housing is constructed
- Risk of “high-density sprawl” which creates new demand for station parking

# Most Commuter Parking is Municipally Controlled

The majority of lots are municipally controlled.



Parking Spaces





# 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

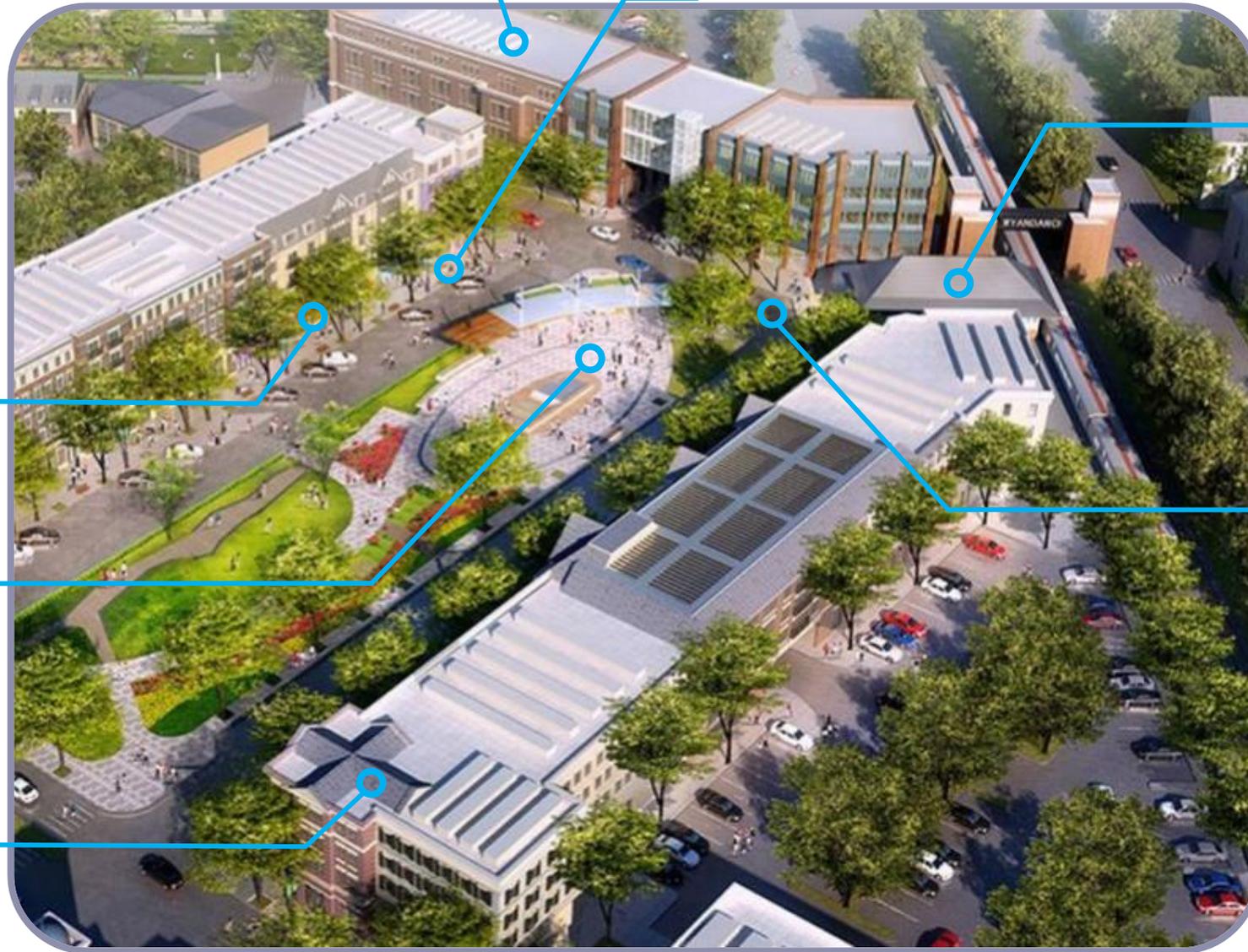


*Harrison Project: 143 new apartments, increase parking capacity, upgrade pedestrian environment*



# This is what TOD can look like

Town of Babylon replaced surface parking lots at Wyandanch station



Garage "Wrapped" with apartments

Parkers walk past retail

New Station Building with retail amenities

Drop off area in front of station

Retail street

Public open space is focal point

Residential with mix of incomes



**Wyandanch/Double Track Ribbon Cutting**

# Regional TOD Leadership



*140 Old Country Rd, Mineola, a 275-unit development near station.*

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.

## Mineola:

Mineola has advanced several large, multifamily developments in close proximity to Mineola Station.

## Farmingdale:

Farmingdale has encouraged a large-scale redevelopment of the area around Farmingdale Station to facilitate a more walkable downtown.

## Village of Freeport:

LIRR and Freeport will relocate commuter parking for a 250 unit TOD with 63 units of dedicated senior housing

## 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



# “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



An aerial photograph of a modern building complex with a glass facade and a large parking lot. The building has a prominent glass section with a wooden frame. The parking lot is filled with cars, and there are trees and greenery around the building. A yellow banner with the text "Key Takeaways" is overlaid on the top left of the image.

## 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