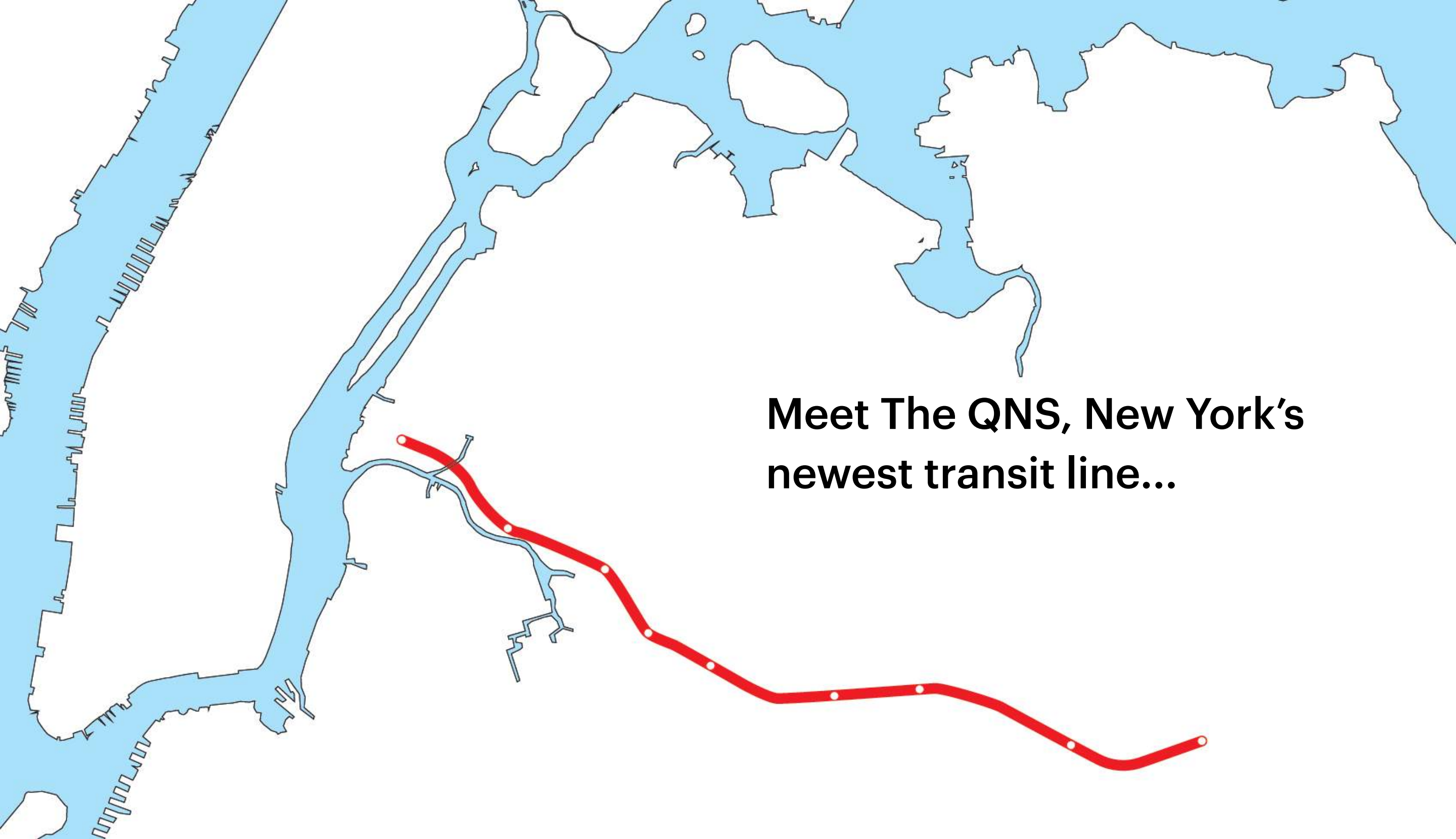


The QNS





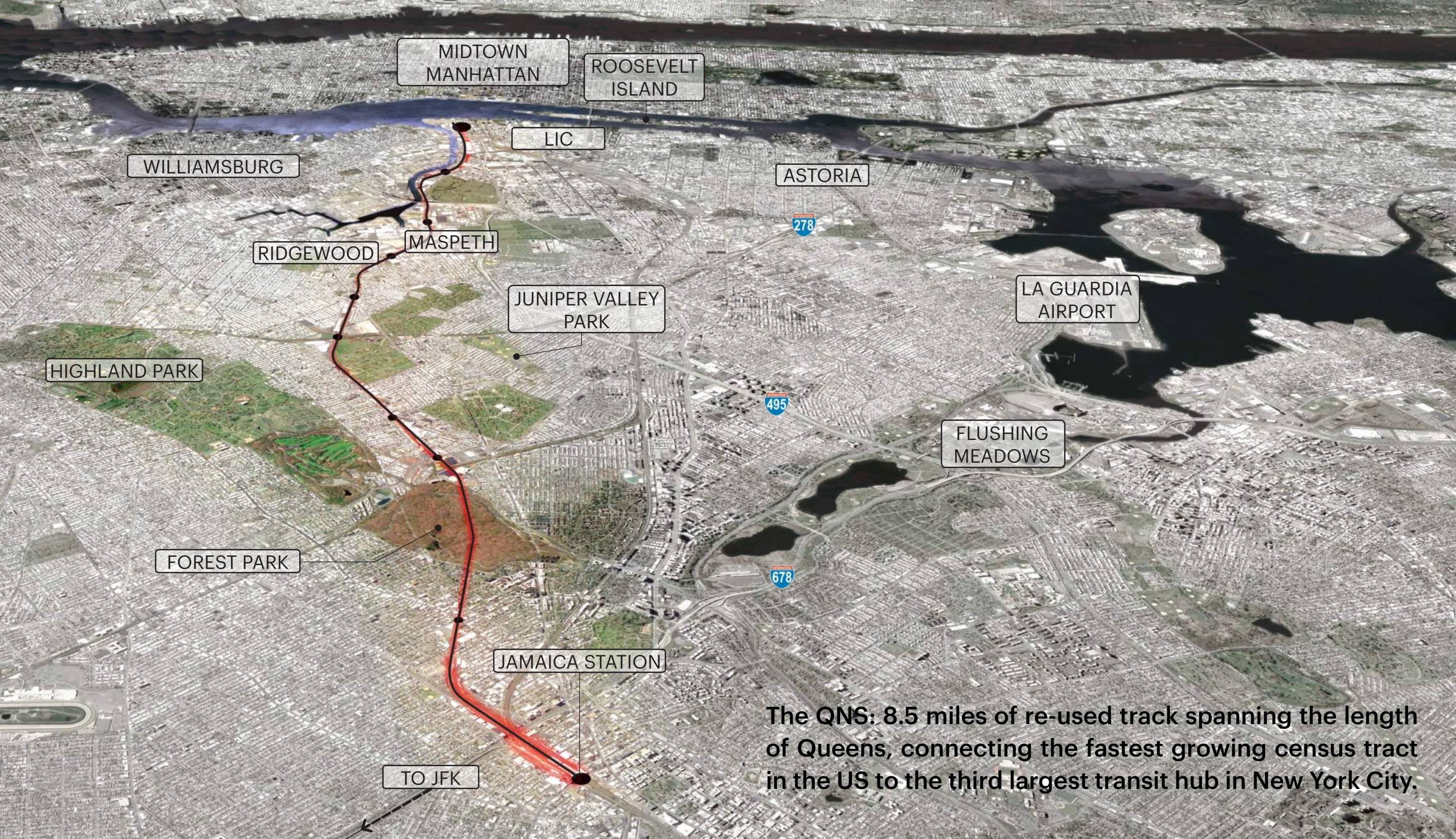
**Meet The QNS, New York's
newest transit line...**

The Park



A New Town Center





MIDTOWN
MANHATTAN

ROOSEVELT
ISLAND

WILLIAMSBURG

LIC

ASTORIA

RIDGEWOOD

MASPETH

JUNIPER VALLEY
PARK

LA GUARDIA
AIRPORT

HIGHLAND PARK

FLUSHING
MEADOWS

FOREST PARK

JAMAICA STATION

TO JFK

The QNS: 8.5 miles of re-used track spanning the length of Queens, connecting the fastest growing census tract in the US to the third largest transit hub in New York City.

95,000 existing jobs and three of NYC's most important industrial zones lie within 1/2 mile of the QNS

Jobs

Economic Development

Connects 129 million unused ft² of existing development rights and fastest growing census tract in US

180,000 residents and 72.7 million ft² of extant residential development lie within 1/2 mile of the QNS

Housing

Affordability

Average monthly housing costs along the line are less than 60% of NYC average

Relieves pressure on Queens Boulevard (E, F, G, R), L, M, J/Z subways and LIRR main lines

Resiliency

Access

Adds 9 square miles of transit coverage to areas of Brooklyn and Queens under served by transit

The QNS takes advantage of currently operating tracks and rights-of-way owned by the MTA

Repurpose

Achievability

90% less expensive per mile than the 2nd Avenue Subway

Jobs

95,000 existing jobs and three of New York's most productive Industrial Business Zones (IBZs) lie within 1/2 mile of the QNS.

The Court Square and Jamaica Center CBDs anchor either end of the QNS.



41% of Queens residents work elsewhere in Queens



Economic Development



There are over 129 million ft² of unused development rights, available within 1/2 mile of the QNS. Of these, 108 million ft² lie in just 5,679 (~20%) lots that are underbuilt by more than 50%.

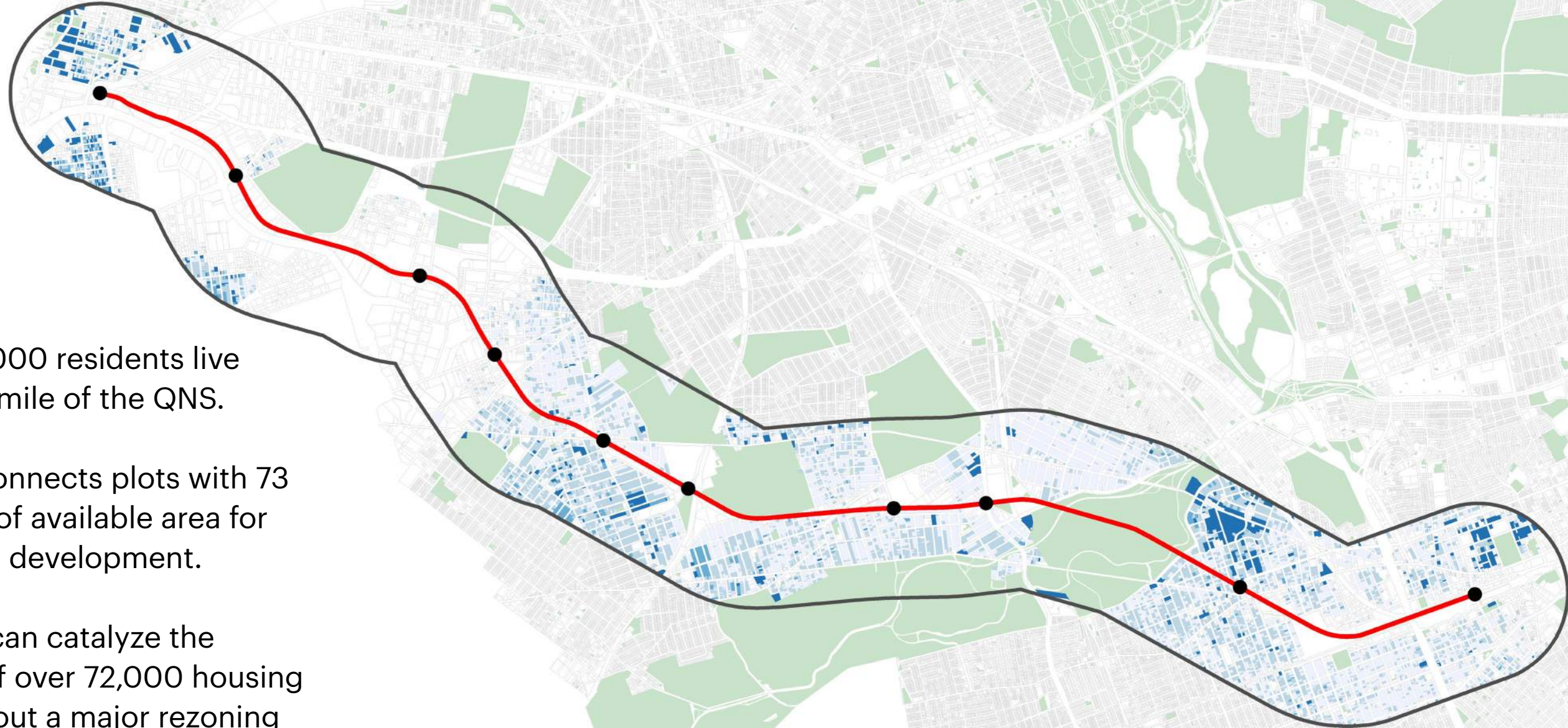
The new line can stimulate development without a major rezoning or change in land-use.



A New Hub



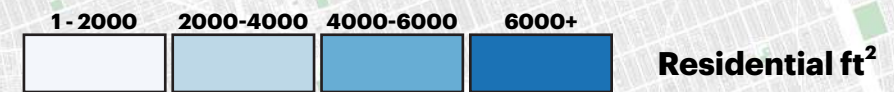
Housing



Over 180,000 residents live within 1/2 mile of the QNS.

The line connects plots with 73 million ft² of available area for residential development.

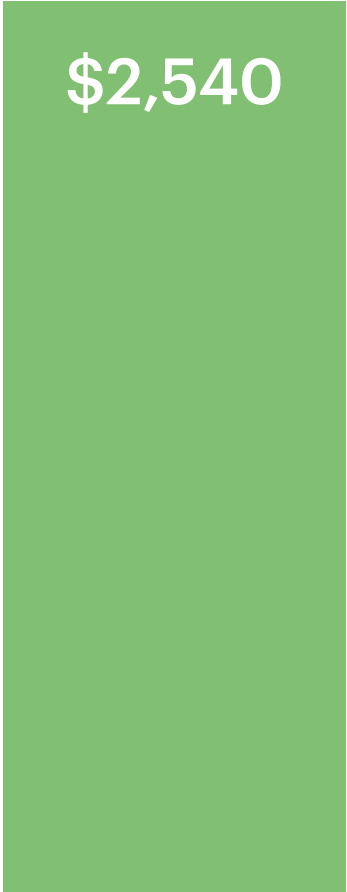
The QNS can catalyze the building of over 72,000 housing units without a major rezoning or change in land-use - while preserving the character of existing low-scale communities.



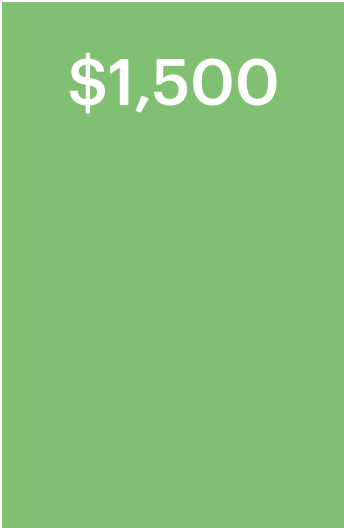
Affordability



The QNS is transit for working and middle class New Yorkers - monthly housing costs along the line are 60% of NYC averages.

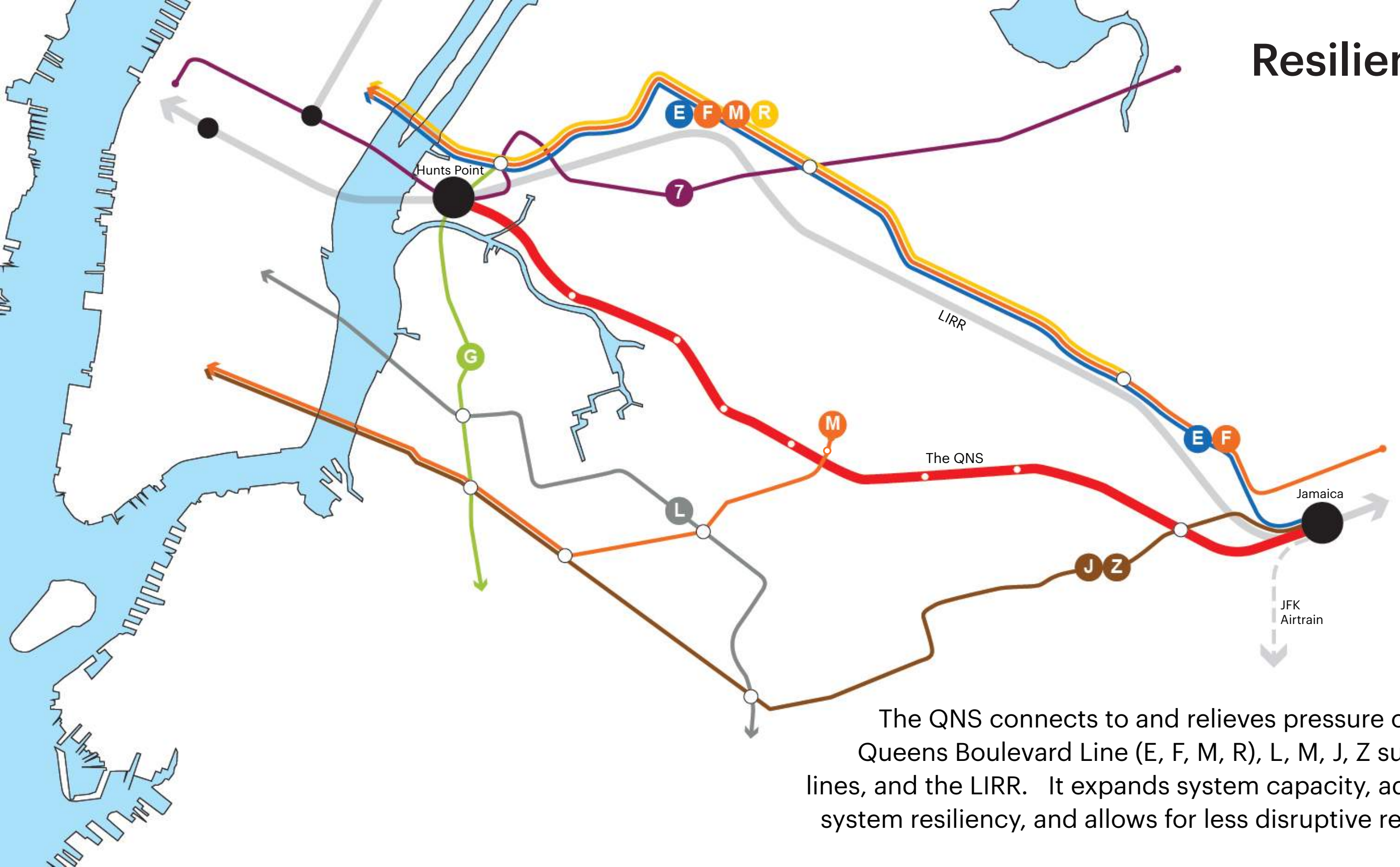


AVERAGE MONTHLY HOUSING COST FOR NYC



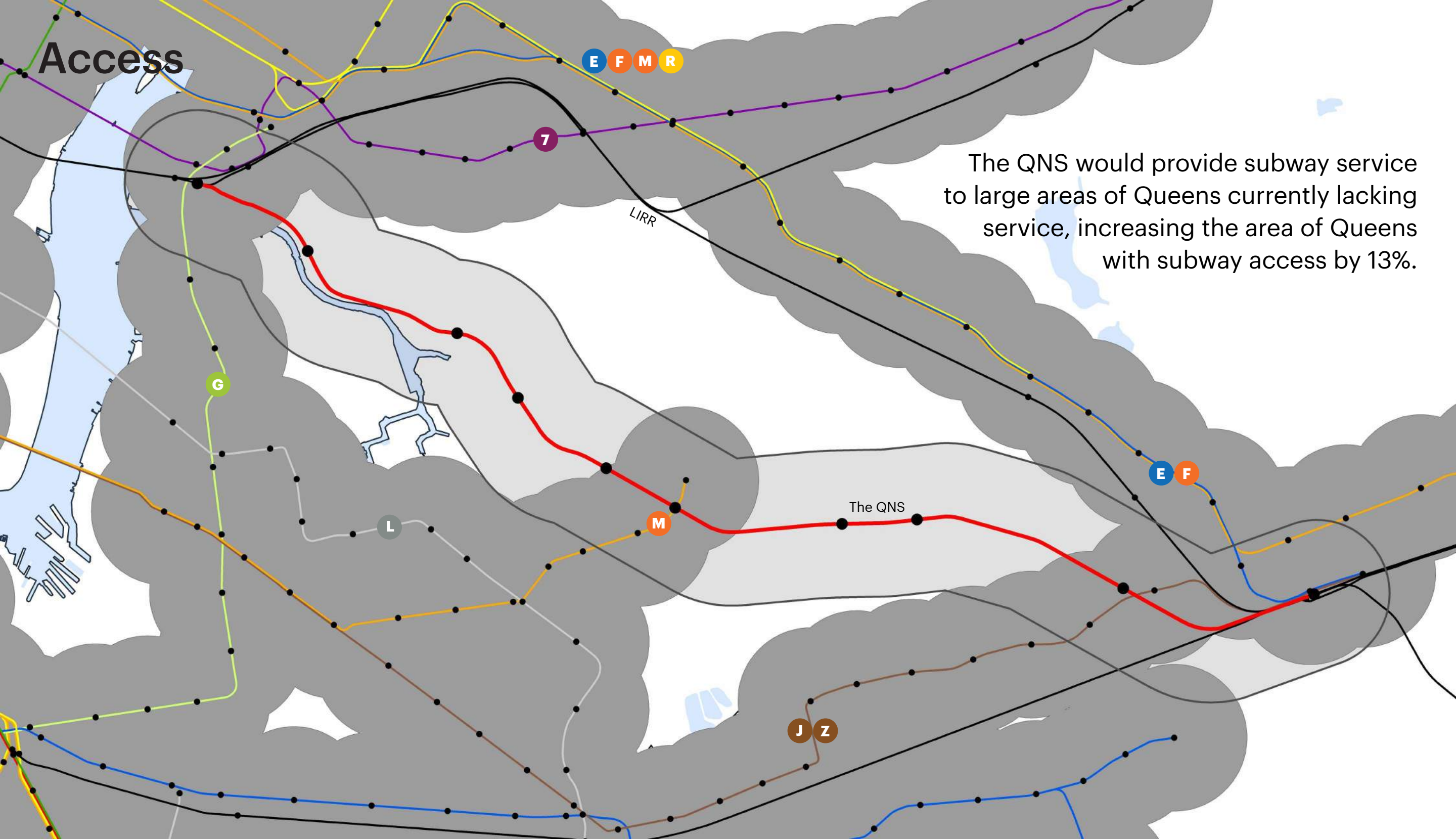
AVERAGE MONTHLY HOUSING COST WITHIN 1/2 MILE OF QNS

Resiliency



The QNS connects to and relieves pressure on the Queens Boulevard Line (E, F, M, R), L, M, J, Z subway lines, and the LIRR. It expands system capacity, adds to system resiliency, and allows for less disruptive repairs.

Access



The QNS would provide subway service to large areas of Queens currently lacking service, increasing the area of Queens with subway access by 13%.

Repurpose

QNS Trains would run on existing MTA-owned rights of way: the line could be improved immediately, without eminent domain. The tracks are used for freight, and freight use could continue alongside passenger service.



Achievability



Cost

\$4.5 Billion

Length

1.8 miles

2nd Avenue Subway: Phase 1

- \$2.5 billion / mile
- 3 Stations

Cost

\$2.2 Billion

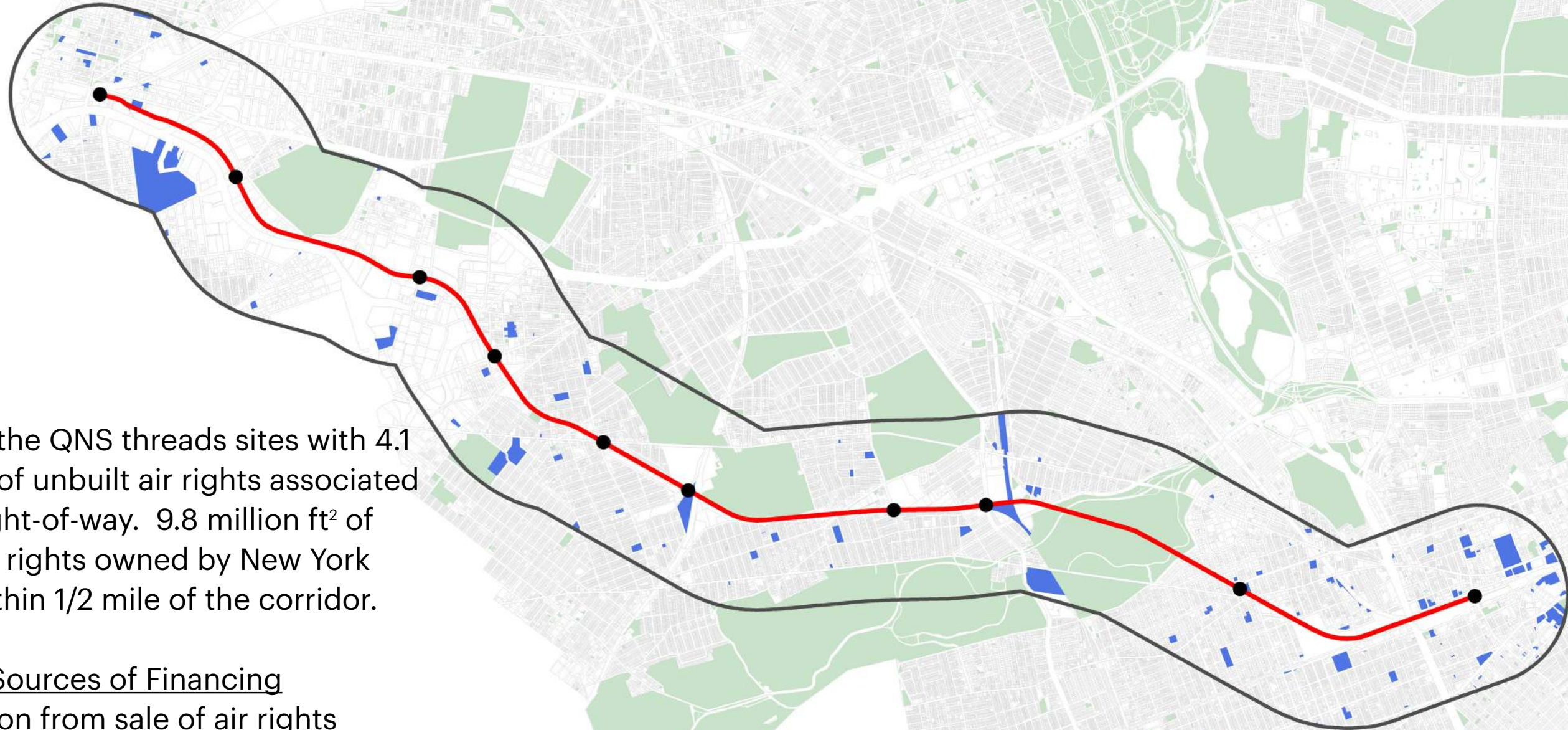
Length

8.5 miles

QNS: Full Build Out

- \$0.26 billion / mile
- 10 Stations

Achievability



Currently the QNS threads sites with 4.1 million ft² of unbuilt air rights associated with its right-of-way. 9.8 million ft² of unbuilt air rights owned by New York City lie within 1/2 mile of the corridor.

Potential Sources of Financing

- \$480 Million from sale of air rights
- \$309 Million from TIF
- \$100 Million from TOD
- \$15 Million in fare revenue (est.)

 NYC Owned Property

The QNS

Notes:

All data and statistics contained herein are from the "Lower Montauk Branch Rail Study" completed for the NYC Department of Transportation (NYC DOT) by AECOM and KPF UI analysis of the NYC Department of City Planning's (NYC DCP) MapPLUTO and COLP datasets.

Thank You to:

Elizabeth Crowley - Former Councilwoman, Queens 30th District
Thomas Grech - President and Chief Executive Officer, Queens Chamber of Commerce
Melinda Katz - President, Borough of Queens, New York City

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PEDAL WORKS
Richmond Hill Bike Store

FRIDAY JAZZ SPECIAL
VINCENT HERRING'S STORY OF JAZZ WITH JON FADDIS
JERRY PELT, ROBIN EUBANKS, PLOMPROZES, AND MORE

I'VE HEARD THAT SONG BEFORE

RICHMOND H

KPF