Regionally Appropriate
Towns and Rural Areas
Empire State Future

• A coalition of 69 businesses, civic and environmental organizations

Mission:

• Dedicated to the revitalization of New York’s main streets, town centers and urban areas
Steering Committee

CEO
CENTERSTATE CORPORATION FOR ECONOMIC OPPORTUNITY

NYLCV
NEW YORK LEAGUE OF CONSERVATION VOTERS

Regional Plan Association

VISION
LONG ISLAND
Creating Smart Growth Communities

Adirondack Council
Defending the East's Greatest Wilderness

Partners for a Livable Western New York

Scenic Hudson

Environmental Advocates of New York
YOUR GOVERNMENT WATCHDOG
ESF Principles

• Use Limited Public Resources Wisely: Reinvest in Existing Population Centers
• Public Transit, Walking, Biking
• Affordable, Accessible Housing
• Discourage Low–density Automobile–based Development
ESF Principles...

• Greenhouse Gas Emission Reductions
• Equitable, Sustainable Growth
• Energy Demand Reduction
• Rural Economic Opportunity/Farmland Protection
Education/Awareness
2012: 52 Presentations
Smart Growth Policy in NYS
Historic Preservation Tax Credit (2009)
THE SMART GROWTH LAW (2010)
Complete Streets (2011)
The Land Banks Act (2011)
Regional Economic Development Councils
New York State’s Unique Regions

1. Upstate Urban
2. Upstate Suburbs
3. Upstate Rural/Remote
4. NYC
5. Fast Growing Downstate Suburbs
6. Slow Growing Downstate Suburbs
Past Trends
Erie-Niagara: Population declines, developed area doubles

Image from WNYREDC: A Strategy for Prosperity, 2011
1960-2000 Central NY: Population increases 8%, urbanized area doubles
Downstate Suburban areas grow and congestion increases
New York City: Populations grows and expects 600,000 more
Families will look and act differently

BY 2025: 27M additional U.S. Households*
• 14M HH w/out children
• 9.5M single HH
• 2.6M w/children
• .8 non-relatives

By 2025: only 28% of Households will have even 1 Child.

Sprawl has become more expensive
Gasoline for an “average” family has increased $3,700 since 2005*

*Cost per gallon- 2000- $1.60, 2005- $2.24, 2012 -$3.85 (NYSERDA)
Assumes: 12 mpg “truck” - 20,000 mi/year
Second car - 20 mpg, 12,000 mi/year
Energy cost has outpaced income

* NYS Upstate Average- 1999-2009, Data from NYSERDA
Public Health epidemic
Health costs crowd out other public investments

- 1 New Yorker out of 4 is obese and 1 NY child out of 3 is obese/over-weight (NYSDOH)
- The number of NYS adults with diabetes has doubled since 1994, will again by 2050, significantly increasing the annual cost.
- In 2011, NYS spent an estimated $11.8 billion in obesity related health care costs. (NYS Comptroller)
Aging Demographics
### Growth in seniors outpaces growth in working age group

<table>
<thead>
<tr>
<th>Location</th>
<th>2010: 4.01/1</th>
<th>2025: 2.79/1</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York State:</td>
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<td>New York City:</td>
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<td>3.57/1</td>
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<tr>
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<td>Hamilton County:</td>
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** (PAD, 2011)
People want smart growth
Annual rate of growth in American cities and surrounding urban areas has now surpassed that of exurbs for the first time in at least 20 years (Census 2010)
Demand for Homes in Livable, Walkable Communities

- 2012 multi-family starts roughly 30%
- YTD 2012 multi-family starts roughly 30%

DEMAND FOR SMART GROWTH HOUSING CHARACTERISTICS

- Neighborhoods over the size of the home (NAR, 2011)
- Smaller houses or apartments and driving less (AIA, 2010)
- 24hr neighborhoods (empty-nest baby boomers, Gen Y) (AIA, 2010)
- Front porches and green energy home features (ULI, 2011)
Smart Growth = Lower Energy Bill
### Comparing Households

<table>
<thead>
<tr>
<th></th>
<th>Buildings</th>
<th>Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Typical subdivision</td>
<td>237</td>
<td>162</td>
</tr>
<tr>
<td>Single-family home</td>
<td>237</td>
<td>162</td>
</tr>
<tr>
<td>with three cars</td>
<td>237</td>
<td>162</td>
</tr>
<tr>
<td>Averaging 30 MPG</td>
<td>237</td>
<td>162</td>
</tr>
<tr>
<td>Driving 10,000 miles</td>
<td>237</td>
<td>162</td>
</tr>
</tbody>
</table>

**Suburban**

- 30 percent more energy-efficient single-family home with three cars averaging 30 MPG.
- GREEN SUBURBAN

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Compact</td>
<td>119</td>
<td>126</td>
</tr>
<tr>
<td>Energy-efficient</td>
<td>119</td>
<td>126</td>
</tr>
<tr>
<td>Townhome with two</td>
<td>119</td>
<td>126</td>
</tr>
<tr>
<td>cars driving 15,500</td>
<td>119</td>
<td>126</td>
</tr>
<tr>
<td>Vehicle Miles Traveled (VMT)/year</td>
<td></td>
<td></td>
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- COMPACT

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<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Condo with one car</td>
<td>71</td>
<td>80</td>
</tr>
<tr>
<td>Averaging 20 MPG</td>
<td>71</td>
<td>80</td>
</tr>
<tr>
<td>Driving 10,000 miles</td>
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<td>80</td>
</tr>
</tbody>
</table>

**Urban**

- Energy-efficient condo with one car averaging 20 MPG.
- GREEN URBAN

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<tr>
<td></td>
<td>47</td>
<td>56</td>
</tr>
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</table>

- In Million British Thermal Units (MBTU)/year.

- Transportation carbon includes oil refining as well as vehicle consumption.

- The household building energy numbers account for source (or input) energy. All figures represent national averages.

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*Empire State Future*

*A Project of the Tides Center*
Young people are choosing alternative transportation

Licensed Drivers as a % of their Age Group Population

*The University of Michigan Transportation Research Institute, 2011
** FHA, National Household Travel Survey, 2009
Bicycle and Pedestrian Infrastructure supports small businesses
Smart Growth
NY Metro Region
MPO Planning for Smart Growth

- Equitable Transit-Oriented Development
- Livability initiatives: Bike, Ped, Parks, Waterfront Access
- Multimodal freight: NYC markets for upstate farms
- Expanding and improving transit infrastructure
- Innovative financing and tolling for fiscally and environmentally sustainable infrastructure
• Housing opportunities for all New Yorkers
Bridging opportunities for all New Yorkers with livability projects
Paving opportunities for all New Yorkers
Growing opportunities for all New Yorkers with access to NYS produce.
Digging opportunities for all New Yorkers by expanding transit.
Rebuilding for more frequent “100 year storms”
ESF 2013: Fiscally and Environmentally Sustainable Infrastructure

1. Equitable Transit-Oriented Development
2. Harbor Model
3. Location Efficiency and Smart Growth in the Regional Economic Development Councils
4. PIPA Implementation
5. Historic Preservation Tax Credit Extension
6. Complete Streets Implementation and Traffic Monitoring tools (speed cameras)
EQUITABLE TRANSIT-ORIENTED DEVELOPMENT (SUBURBS, URBAN CORE)

1. State set-aside to support TOD Development: (GAP Financing, infrastructure)
2. State assistance for parking, zoning regulation updates
3. Meaningful inclusion of fair and affordable housing.
HARBOR MODEL FOR THE NEW YORK COAST
LEED-ING NY TO A BETTER FUTURE

Incorporate “Location Efficiency” as a metric in the REDC and Cleaner Greener Communities funding opportunities
IMPLEMENTING THE SMART GROWTH LAW

1. Directive from Governor
2. More Education from Department of State
3. Incentives/Disincentives
4. Additional Legislation
5. Include the Regional Economic Development Councils

ESF will convene state agencies and authorities to discuss best practices
New York Metro Progress
Long Island Progress
Capital Region Progress
Questions?

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