# Annotated Bibliography

## Topic: An Amazon Headquarter Coming to Long Island City

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Other Group Members: Kelly Lew, Kevin Brito, and Tanner Lee

**Focus:** Both gentrification and the increase of train crowds/traffic with the arrival of Amazon into Long Island City.

**Sources:**

Fitzsimmons, Emma G. "Amazon Is Coming. Can New York's Transit System Handle It?" *The New York Times*, The New York Times, 20 Nov. 2018, www.nytimes.com/2018/11/20/nyregion/amazon-new-york-subway-queens.html.

    Fitzsimmons shares that at Court Square, a busy station in Long Island City, the E, G, M and 7 lines run. Here, the number of weekday riders grew since 2012's 18,600 to last year's approximate 23,600 riders. The Vernon Boulevard-Jackson Avenue station grew from 11,500 riders in 2012 to 15,700 last year. These two stops are the closest ones to Amazon's desired location. Andy Byford, the New York City subway leader, suggested that a large reason that "Amazon was attracted to Long Island City… [was because] it already has a rich transport-transit offer." The trains around there are already "crowded and miserable" though, and Amazon's arrival would only make the problem worse with its potential influx of 25,000 workers. This is why this source relates to the topic. It relates to the other sources because the focus was on things pertaining to how the new Amazon headquarter would affect the nearby train (services) and/or gentrification.

Kahn, Matthew E. "Gentrification Trends in New Transit-Oriented Communities: Evidence from 14 Cities That Expanded and Built Rail Transit Systems." *Real Estate Economics*, vol. 35, no. 2, Summer 2007, pp. 155–182. *EBSCOhost*, doi:10.1111/j.1540-6229.2007.00186.x.

    In this source, Kahn discusses the link between gentrification and transit and expands on that. According to the 14-city study that was done on the expansion and building of rail transit systems, cities such as Boston and Washington, DC, have experienced gentrification in communities with access to "Walk and Ride" stations which are stations within 1 mile of your location. Having access to "Walk and Ride" stations increases the

amount of transit-oriented communities where people can work, live, commute, and shop while using their cars less and less or not at all. Gentrification near trains leads to people relying more on trains on a day to day basis and causes an increase on the number of train riders in such areas. Amazon building a headquarters in Long Island City will increase its nearby trains' daily riders. This is why this source relates to the topic. Again, it relates to the other sources because the focus was on things pertaining to how the new Amazon headquarter would affect the nearby train (services) and/or gentrification.

**Other Honorable Mentions:**

Barone, Vincent. "LIC's Transit Woes Creak under HQ2's Impending Weight." *Am New York*, Am New York, 14 Nov. 2018, www.amny.com/transit/long-island-city-amazon-transit-1.23379766.

This source talks about how subways, which are controlled by the state, could miss out from the benefits that a mechanism known as Payment in Lieu of Taxes, or PILOT, will have on the community. Even though the government said that "That money is not going to the Amazon site, this is going broadly to the community," the money will most likely go to the city for things such as street upgrades and ferry services. Plus, even though the MTA plans to upgrade its services on several Queens lines, this has nothing to do with Amazon coming to the neighborhood. According to Barone, "The 7, G, and M trains will all boost service to accommodate the hundred of thousands of displaced subway riders during the L train shutdown beginning next April." The trains aren't being fixed to accommodate the Amazon newcomers. This is why this source relates to the topic. Again, it relates to the other sources because the focus was on things pertaining to how the new Amazon headquarter would affect the nearby train (services) and/or gentrification.

Rapier, Graham. "Photos Show What a Nightmare It Already Is to Get around Long Island City, Amazon's New HQ2 Headquarters." *Business Insider*, Business Insider, 19 Nov. 2018, www.businessinsider.com/amazon-hq2-transit-long-island-city-queens-terrible-pictures-2018-11?r=UK&IR=T#the-shutdown-is-necessary-to-fix-damage-from-hurricane-sandy-w Hich-in-2012-devastated-the-canarsie-tubes-with-millions-of-gallons-of-saltwater-45.

Rapier explains in this source how starting April 2019, the 7 train will be put to the test when the L train shuts down between Manhattan and Brooklyn for 15 months. Those 15 months might even turn to years. All 400,000 daily riders that depend on the L train will have to find other ways into the city, and one of their choices will be the 7 train. The 7

train is dealing with its own signal problems, so until the L train shutdown is complete, and the 7 train fixes their signal problems, Amazon employees will have to deal with crowded trains and will probably have to let a few trains go by before they can make it onto one. This is why this source relates to the topic. Again, it relates to the other sources because the focus was on things pertaining to how the new Amazon headquarter would affect the nearby train (services) and/or gentrification.

Staub, Alexandra. "Amazon's Move Will Gentrify Neighborhoods – at What Social Cost?" *The Conversation*, The Conversation, 21 Nov. 2018, theconversation.com/amazons-move-will-gentrify-neighborhoods-at-what-social-cost-107264.

In this source, Staub shares that Amazon moving to New York will result in gentrification because that's what happens "when large companies with an upscale and specialized workforce move into an area." When large companies move into an area, politicians think about how the new business will create jobs, increase tax revenues, and therefore lead to economic growth, but forget about the people that already live in the area. They don't take into consideration how it's going to disturb their daily life. For example, Amazon locating offices in Long Island City and employing 25,000 people would really fill up the already congested nearby trains and thus make the travel time of the residents that had been living there prior to Amazon moving in, much longer. This is, of course, if the forcing poorer residents out of their homes and being replaced by wealthier ones because the prices of real estate goes up, part of gentrification doesn't knock on their door. This is why this source relates to the topic. Again, it relates to the other sources because the focus was on things pertaining to how the new Amazon headquarter would affect the nearby train (services) and/or gentrification.