



Zoning for Accessibility 2022-2023

Towards a
More Accessible
New York City

Annual Report
October 2023



Dear Chair Garodnick,

The Metropolitan Transportation Authority (MTA) is proud to issue the second annual report summarizing the private easements and station improvements obtained through “Elevate Transit: Zoning for Accessibility (ZFA)”. MTA has wrapped up a second year of continuing to partner with the New York City Department of City Planning (DCP), other City agencies, private developers, and non-profit stakeholders to utilize ZFA to bring accessibility more quickly and cheaply to the largest transit system in the country.

In just its second year, ZFA has accelerated accessibility at multiple stations, with two projects under construction at the **Queensboro Plaza Station**     in Queens and the **57 Street Station**  in Manhattan. Both projects are privately funded and constructed, with an estimated completion in mid-2025.

As a program built on public-private partnerships, the success of ZFA largely depends on the same market forces that impact real estate development in New York City. Rising interest rates and the tightening of capital markets have contributed to a slowdown in the pace of real estate development in the city. The expiration of Affordable New York (formerly known as 421-a), the New York State property tax exemption program, on June 15, 2022 has also significantly contributed to the reduction of development projects throughout New York City. This slowdown in new construction directly impacts the pipeline of prospective and completed ZFA projects as developers and property owners reassess their development projects.

Nonetheless, MTA continues to make strides towards advancing accessibility by both working with property owners and developers to advance more than 15 ZFA projects forward, as well committing its own funds to complete accessibility projects as part of our Capital Program.

In MTA’s current 2020-2024 Capital Program, MTA has committed over \$5 billion towards accessibility improvements at 70 stations, representing the largest financial contribution the agency has made to date. Using those funds, MTA has made the following six (6) stations fully accessible under the Capital Program in the past year alone. A seventh station was made partially accessible by the property owner.

1. 8 Avenue , Brooklyn – now fully accessible with a new elevator to the southbound platform
2. Court Square , Queens – fully accessible
3. Dyckman Street , Manhattan – now fully accessible with a new elevator to the northbound platform
4. East 149 Street , The Bronx – fully accessible
5. Grand Street , Brooklyn – fully accessible
6. Hoyt St, Brooklyn   – partially accessible, new elevator to the southbound platform only (funded and constructed by Macy’s)
7. New Dorp, Staten Island (SIR) – fully accessible

MTA is grateful to its partners from the City agencies, private sector, and the advocacy community in reaching this point and looks forward to continued collaborations in bringing an accessible subway system to New York City.



Robert Paley

Senior Director, MTA Transit Oriented Development

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Zoning For Accessibility

Annual Report, 2022-2023

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CONSTRUCTION & DEVELOPMENT

ZFA Projects to Date

Zoning for Accessibility (ZFA) is a New York City-wide zoning initiative adopted in October 2021 that leverages public-public partnerships to make subway and railroad stations in New York City accessible. ZFA, in tandem with the MTA's planned capital construction projects, helps accelerate upgrades to our more-than-a-century old transit system and deliver accessibility quicker and with fewer costs to taxpayers. As a requirement of the program (Section 66-43 of the New York City Zoning Resolution), MTA submits this report annually to the Chairperson of the City Planning Commission and the City Council to provide updates on the progress ZFA has made to date.

ZFA consists of two components: an easement provision and a zoning bonus. The easement provision requires property owners constructing most new developments on large sites within 50 feet of stations to set aside space within the property if MTA determines an easement is needed to facilitate future accessibility and circulation improvements such as elevators and stairs. The zoning bonus allows property owners in the densest areas of the city to receive a zoning floor area bonus in exchange for funding and constructing accessibility and circulation improvements in nearby stations (for more information, See Appendix A: How does ZFA work?).

Since October 2022, MTA has notified developers that it requires easements on 10 properties. Of the 10 properties: one (1) easement has been secured for the Beach 36 Street Station ; four (4) have easement agreements that are being finalized; three (3) are in early design stages to determine the size of the easement; and two (2) are on hold as property owners reassess their development options.

In the past year, MTA has also engaged with developers on six (6) potential bonus projects; all are in various stages of conceptual design development as MTA negotiates the scope of work for the transit improvements.

Since ZFA's adoption in October 2021, five (5) total ZFA projects have been approved:

- **Beach 36 Street Station**  in Queens – MTA secured an easement that will facilitate the construction of an elevator to the Manhattan-bound platform.
- **Queensboro Plaza Station**     in Queens – An easement and zoning bonus were approved at 25-01 Queens Plaza North for a future elevator and stair connecting the street to the station's mezzanine level. Construction of these improvements are in construction with completion estimated by mid-2025.
- **57 Street Station**  in Manhattan – The owners of 41 W 57th Street received a zoning bonus for providing street and platform elevators at the station. This project is currently under construction with completion estimated by mid-2025.
- **5 Avenue – 53 Street Station**   in Manhattan – MTA secured an easement at 665 Fifth Avenue for a future elevator connecting the street to the northbound and southbound platforms. Construction of the elevator shaft is currently underway.
- **Union Street Station**  in Brooklyn – MTA secured an easement at 204 4th Avenue for a future elevator and stairway connecting the street to the southbound platform.

The map and table on the following pages reflect the ZFA projects that have been executed and recorded to date.

In the next year, MTA, working with its private development partners, looks forward to both finalizing existing ZFA projects and beginning new ones to bring accessibility to more stations throughout the transit system.

Where ZFA is Working



5 stations

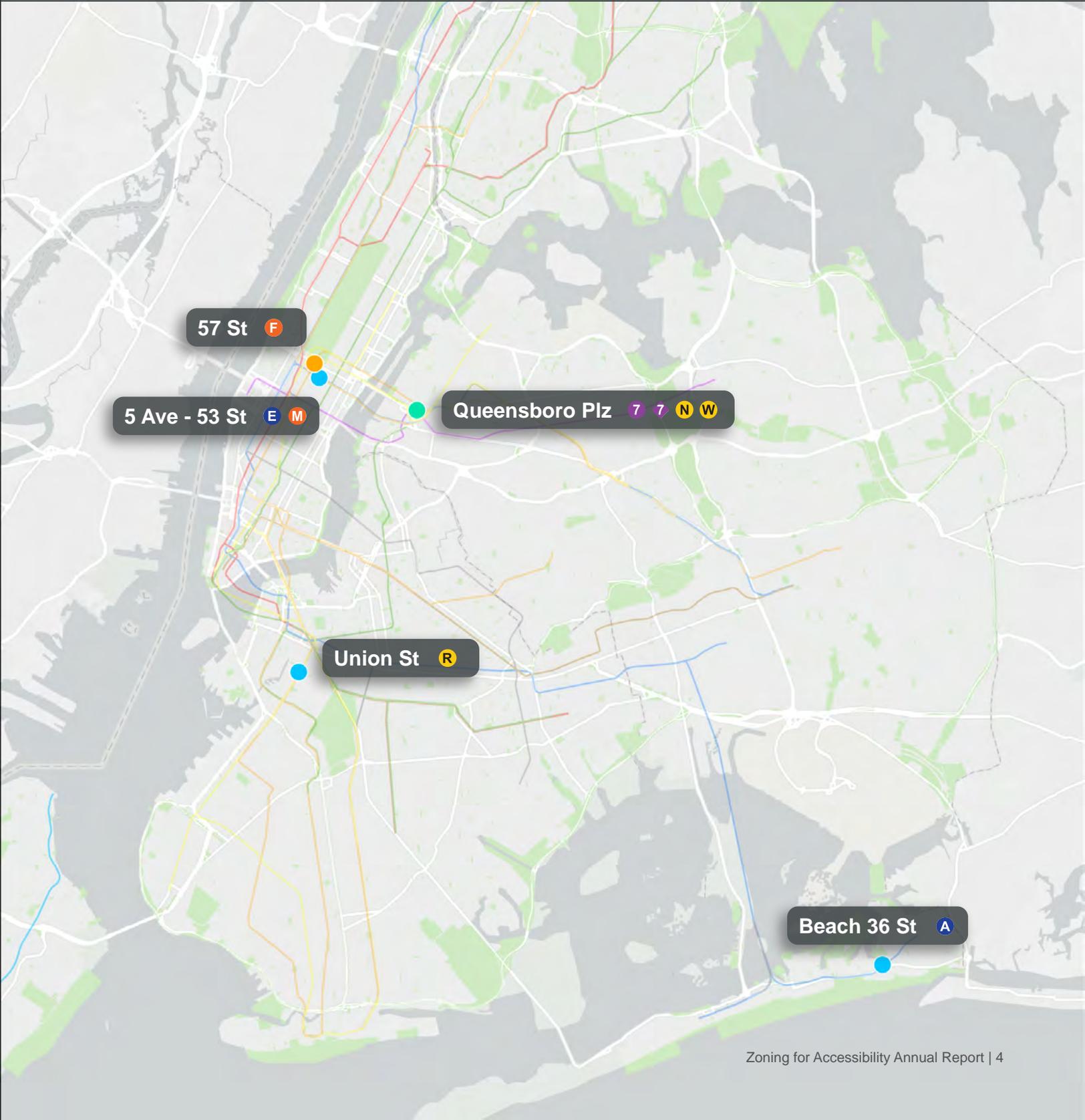
servicing more than 40,000 daily riders* will have accessibility improvements accelerated by ZFA

2 bonus projects

will bring accessibility more quickly and with less cost to taxpayers

LEGEND ● Easement ● Easement & Bonus ● Bonus

*Average weekday ridership, July 2023



Inventory of ZFA Projects

Station	Type of ZFA Project	Date Easement Secured/Bonus Approved	Property Address	Boro	BBLs	Future Improvement	Status of Future Improvement
Beach 36 Street (A)*	Easement	12/1/2022	331 Beach 35 th Street	QN	4158250007	Elevator and Ramp, connecting street to Manhattan-bound platform	Under consideration for future MTA Capital Program
Queensboro Plaza (7– N – W)	Easement & Bonus	9/7/2022	25-01 Queens Plaza North	QN	400415004	Street to Mezzanine Elevator, New Stairs	In construction by developer*
Union Street (R)	Easement	4/20/2022	204 4 th Avenue	BK	3004340035	Street to Platform Elevator, New Stairs	Under consideration for future MTA Capital Program
5 Ave – 53 Street (E-M)	Easement	4/18/2022	665 Fifth Avenue	MN	1012880069	Street to Platform Elevator	Elevator shaft under construction. Elevator completion under consideration for potential bonus at nearby development*
57 Street (F)	Bonus	12/1/2021	41 W 57 th Street	MN	1012730010; 1012730007; 1012730065; 1012730009	Street to Mezzanine Elevator, Street to Platform Elevator, New Fare Control	In construction by developer*

* Indicates change since previous [ZFA Annual Report \(October 2022\)](#)

Grand Street Subway Station Manhattan



EL785

ELEVATOR EMERGENCY POWER

FOR FIRE DEPARTMENT
USE ONLY

Alternate Accessible Travel Information

- If this elevator is out of service:
- Cross Bushwick Av and use elevator EL-786 to take a Canarsie-bound @ to Myrtle-Wyckoff Avs. Then, transfer across the platform for a Manhattan-bound @.
 - Or, take a Williamsburg-bound 059 bus (Grand St.)

Appendix A: How does ZFA work?

ZFA's first provision is related to **transit easements**. When property owners wish to build within 50 feet of mass transit stations, they are now required to ask the MTA if they should set aside space on their property for future accessibility or circulation improvements. These spaces can enable the MTA to design stations with better accessible routes, avoid the high costs of relocating utilities and other infrastructure for elevators, and prevent sidewalk crowding so stations fit better in our neighborhoods.

At 665 Fifth Avenue, pictured below, the MTA secured its first ZFA easement for a future elevator to the 5 Avenue – 53 Street Station - .

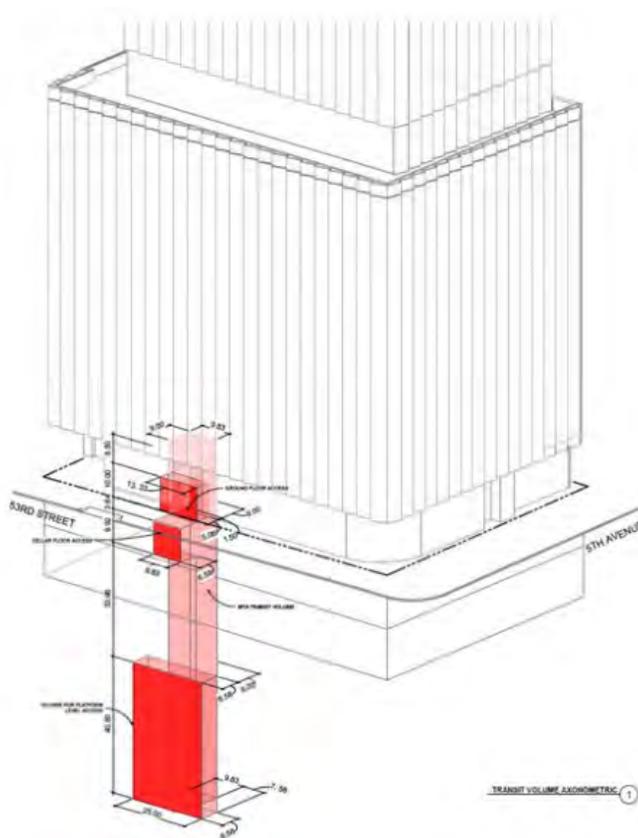


Figure 1: Diagram of Easement Volume Secured for Elevator at 665 Fifth Avenue, Courtesy of AAI Architects, P.C.

The second provision of ZFA relates to a **transit improvement bonus**. This zoning bonus gives certain property owners in the highest density areas of the city the option to construct a building larger than what zoning currently allows in exchange for privately funding and constructing station improvements, like new elevators and stairs.

These improvements prioritize accessibility and are subject to the approval of the MTA, City Planning Commission, and in some cases, City Council.

The image below shows an illustrative rendering of a zoning bonus that was granted in Queens in exchange for a new fully accessible entrance, with stairs and an elevator, at the Queensboro Plaza Station -   .

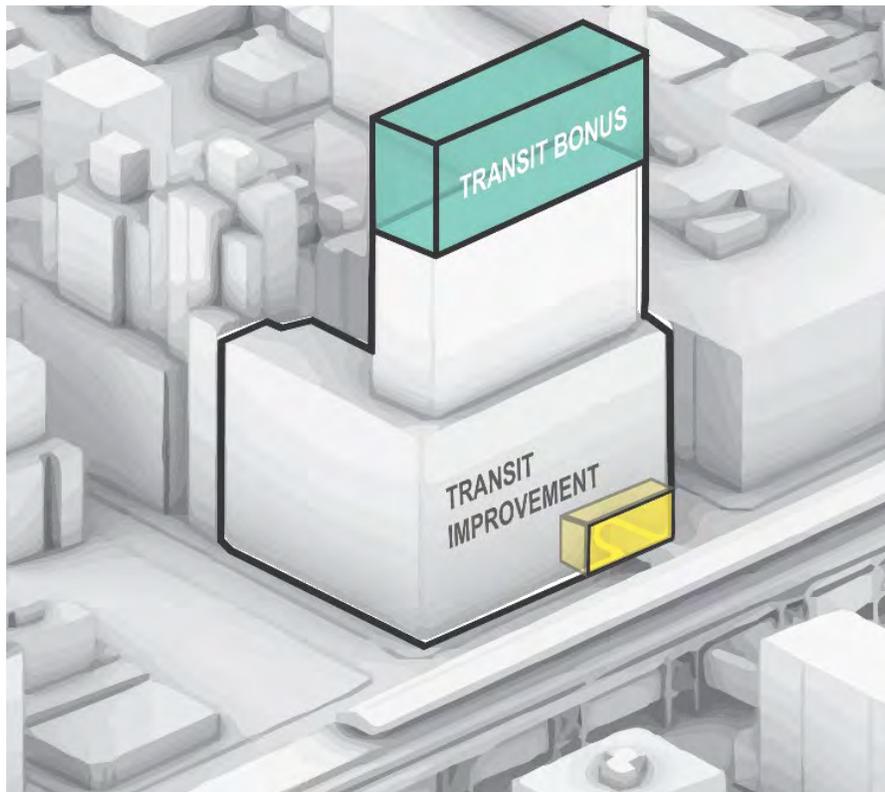


Figure 2: Illustrative Rendering of Zoning Floor Area Bonus for Transit Improvements, Base Rendering Courtesy of Handel Architects

Appendix B: List of ADA Accessible NYCT and SIR Stations

Bolded, Italicized Stations indicate change since previous ZFA Annual Report.

Stations that went from partial to full accessibility are marked as follows: **Partial** → **Full**. Examples of these stations include Dyckman Street **1** which previously was only accessible to the southbound platform but is now accessible to both the northbound and southbound platforms.

#	Station Name	Line(s)	Accessibility
1	1 Av	L	Full
2	125 St	A-B-C-D	Full
3	125 St	4-5-6	Full
4	135 St	2-3	Full
5	14 St	A-C-E	Full
6	14 St-Union Sq	N-Q-R-W	Full
7	14 St-Union Sq	L	Full
8	161 St-Yankee Stadium	B-D	Full
9	161 St-Yankee Stadium	4	Full
10	168 St	A-C	Full
11	170 St	4	Full
12	175 St	A	Full
13	21 St-Queensbridge	F	Full
14	23 St	6	Full
15	231 St	1	Full
16	233 St	2-5	Full
17	28 St	6	Partial
18	3 Av-149 St	2-5	Full
19	34 St-Herald Sq	N-Q-R-W	Full
20	34 St-Herald Sq	B-D-F-M	Full
21	34 St-Hudson Yards	7	Full
22	34 St-Penn Station	A-C-E	Full
23	34 St-Penn Station	1-2-3	Full
24	42 St/Port Authority Bus Terminal	A-C-E	Full
25	47-50 Sts-Rockefeller Ctr	B-D-F-M	Full
26	49 St	N-R-W	Partial
27	50 St	C-E	Partial
28	51 St	6	Full
29	57 St-7 Av	N-Q-R-W	Full
30	59 St	N-R	Full
31	59 St-Columbus Circle	A-B-C-D	Full

32	59 St-Columbus Circle	1	Full
33	61 St-Woodside	7	Full
34	62 St	D	Full
35	66 St-Lincoln Center	1	Full
36	72 St	1-2-3	Full
37	72 St	Q	Full
38	74 St-Broadway	7	Full
39	8 Av	L	Full
40	8 Av	N	Partial → Full
41	86 St	R	Full
42	86 St	Q	Full
43	86 St	4-5-6	Partial
44	96 St	1-2-3	Full
45	96 St	Q	Full
46	Aqueduct Racetrack	A	Full
47	Arthur Kill	SIR	Full
48	Astoria Blvd	N-W	Full
49	Atlantic Av-Barclays Ctr	D-N-R	Full
50	Atlantic Av-Barclays Ctr	B-Q	Full
51	Atlantic Av-Barclays Ctr	2-3-4-5	Full
52	Avenue H	Q	Full
53	Bay Pkwy	D	Full
54	Bedford Av	L	Full
55	Bedford Pk Blvd	B-D	Full
56	Bleecker St	6	Full
57	Borough Hall	2-3	Full
58	Borough Hall	4-5	Partial
59	Bowling Green	4-5	Full
60	Brooklyn Bridge-City Hall	4-5-6	Full
61	Broadway-Lafayette St	B-D-F-M	Full
62	Canal St	6	Full
63	Canarsie-Rockaway Pkwy	L	Full
64	Chambers St	J-Z	Full
65	Chambers St	1-2-3	Full
66	Church Av	F-G	Full
67	Church Av	2-5	Full
68	Coney Island-Stillwell Av	D-F-N-Q	Full
69	Cortlandt St	R-W	Full
70	Cortlandt St	1	Full
71	Court Sq	7	Full
72	Court Sq	G	Full
73	Court Sq-23 St	E-M	Partial
74	Crown Heights-Utica Av	3-4	Full

75	DeKalb Av	B-Q-R	Full
76	Dongan Hills	SIR	Full
77	<i>Dyckman St</i>	1	<i>Partial → Full</i>
78	<i>E 149 St</i>	6	<i>Full</i>
79	E 180 St	2-5	Full
80	Eastern Pkwy-Brooklyn Museum	2-3	Full
81	Euclid Av	A-C	Full
82	Far Rockaway-Mott Av	A	Full
83	Flatbush Av-Brooklyn College	2-5	Full
84	Flushing Av	J-M	Full
85	Flushing-Main St	7	Full
86	Fordham Rd	4	Full
87	Forest Hills-71 Av	E-F-M-R	Full
88	Franklin Av	S	Full
89	Franklin Av	C	Full
90	Fulton St	J-Z	Full
91	Fulton St	A-C	Full
92	Fulton St	2-3	Full
93	Fulton St	4-5	Full
94	<i>Grand St</i>	L	<i>Full</i>
95	Grand Central-42 St	4-5-6	Full
96	Grand Central-42 St	7	Full
97	Grand Central-42 St	S	Full
98	Great Kills	SIR	Full
99	Greenpoint Av	G	Full
100	Gun Hill Rd	2-5	Full
101	Gun Hill Road	5	Full
102	Howard Beach-JFK Airport	A	Full
103	<i>Hoyt St</i>	2-3	<i>Partial</i>
104	Hunts Point Av	6	Full
105	Inwood-207 St	A	Full
106	Jackson Heights-Roosevelt Av	E-F-M-R	Full
107	Jamaica Center-Parsons/Archer	E-J-Z	Full
108	Jamaica-179 St	F	Full
109	Jamaica-Van Wyck	E	Full
110	Jay St-MetroTech	R	Full
111	Jay St-MetroTech	A-C-F	Full
112	Junction Blvd	7	Full
113	Kew Gardens-Union Tpke	E-F	Full
114	Kings Hwy	B-Q	Full
115	Kingsbridge Rd	B-D	Full
116	Lexington Av/53 St	E-M	Full
117	Lexington Av/63 St	F-Q	Full

118	Livonia Av	L	Full
119	Marcy Av	J-M-Z	Full
120	Middle Village-Metropolitan Av	M	Full
121	Myrtle-Wyckoff Avs	M	Full
122	Myrtle-Wyckoff Avs	L	Full
123	New Dorp	SIR	Full
124	New Utrecht Av	N	Full
125	Ozone Park-Lefferts Blvd	A	Full
126	Park Pl	S	Full
127	Pelham Bay Park	6	Full
128	Pelham Pkwy	2-5	Full
129	Prospect Park	B-Q-S	Full
130	Queens Plaza	E-M-R	Full
131	Rockaway Park-Beach 116 St	A-S	Full
132	Roosevelt Island	F	Full
133	Simpson St	2-5	Full
134	South Ferry	1	Full
135	St. George	SIR	Full
136	Sutphin Blvd-Archer Av-JFK Airport	E-J-Z	Full
137	Times Sq-42 St	N-Q-R-W	Full
138	Times Sq-42 St	1-2-3	Full
139	Times Sq-42 St	7	Full
140	Times Sq-42 St	S	Full
141	Tottenville	SIR	Full
142	Utica Av	A-C	Full
143	W 4 St-Wash Sq	A-B-C-D-E-F-M	Full
144	Wilson Av	L	Partial
145	World Trade Center	E	Full

For more information about this report, or general questions about Zoning for Accessibility, please email:

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