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Livonia Av & Manhattan L

Zoning for Accessibility 2021-2022

Towards a
More Accessible
New York City

Annual Report
October 2022



Dear New York,

The Metropolitan Transportation Authority (MTA) is proud to issue the first annual report summarizing the private easements and station improvements obtained in the first year of “Elevate Transit: Zoning for Accessibility (ZFA)”. ZFA is a groundbreaking citywide text amendment to the New York City Zoning Resolution which leverages private developments to help make more stations accessible.

MTA partnered with the New York City Department of City Planning (DCP) and Mayor’s Office for People with Disabilities to craft ZFA, including how it would be implemented across a city with dozens of zoning districts, 59 community districts, and 493 subway stations that are above grade, at grade, and below grade. MTA and DCP consulted with the community with mobility disabilities, real estate community, and City agencies in drafting the complex zoning text that was responsive to all these diverse conditions. The adoption of ZFA by the City Council in October 2021 was a significant achievement and a commitment to helping make the largest transit system in the country accessible more quickly, efficiently, and cheaply.

This report is being submitted to the Chairperson of the City Planning Commission and the City Council pursuant to Section 66-43 of the New York City Zoning Resolution. Readers will see the achievements being borne out of the first year already of ZFA. MTA will issue an annual report every year with an inventory of the easements and other projects from ZFA, and based on early projects in the pipeline, we expect more projects to announce in the coming year.

MTA is grateful to its partners from the City agencies, private sector, and the advocacy community in getting to 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



57 Street Subway Station
N Q R W ♿

57 Street Station
N Q R W ♿

57 Street Station
N Q R W ♿

Table of Contents

Introduction.....	4
Why is ZFA needed?	6
How does ZFA work?	8
ZFA in Practice.....	10
Summary	12
Appendix A: List of ZFA Projects.....	13
Appendix B: List of Existing ADA Accessible Stations.....	14
Appendix C: Stations Funded for ADA Improvements in the Capital Program 2020-2024.....	21
Acknowledgements.....	25



CONSTRUCTION &
DEVELOPMENT

October 2022

Introduction

Zoning for Accessibility (ZFA) is a citywide zoning initiative that will help make more subway and railroad stations in New York City accessible.

ZFA will leverage public-private partnerships in tandem with the MTA's planned capital construction projects to upgrade our more-than-a-century old transit system and deliver accessibility more quickly and with fewer costs to taxpayers.

Passed into law by the New York City Council in October 2021, ZFA is a new set of zoning rules that was created by a partnership between the Metropolitan Transportation Authority (MTA), the New York City Department of City Planning (DCP), and the NYC Mayor's Office for People with Disabilities (MOPD). These rules are intended to benefit riders with mobility disabilities, seniors, families with young children, and all other transit riders that benefit from improved station accessibility when traveling on the system.

Just one year since its adoption, ZFA is already paying dividends. The MTA has already secured space on three private properties in Brooklyn, Manhattan, and Queens reserved for future transit improvements that will make the adjacent stations accessible. The agency has also partnered with private developers to build elevators at two stations, making them ADA accessible at no cost to the MTA or taxpayers.

This report summarizes the ZFA program and projects to date.

Accessibility in the Current System

**140
stations**

out of 493 are accessible, serving nearly 50% of riders.

legend

- Accessible Station
- Partially Accessible Station
- Inaccessible Station



Atlantic Ocean

Why is ZFA needed?

Currently, only 28% of subway and Staten Island Railway stations are accessible (see Appendix B). In 2022, the MTA made a commitment to making 95% of subway stations accessible by 2055, and the MTA has committed to an historic investment of over \$5 billion to fund accessibility projects at 70 subway and Staten Island Railway stations (see Appendix C) in the MTA's 2020-2024 Capital Program. While this is the largest financial commitment the MTA has made towards accessibility in one capital plan, this only represents one fifth of the stations that need to be made accessible. To reach a fully accessible system as quickly as possible, we need to use every possible strategy.

In addition to capital plan improvements, the MTA can now utilize ZFA's new zoning rules to harness opportunities within private developments that are adjacent to stations. By working with developers, the MTA can secure the space it needs on private property to construct future accessibility improvements. The MTA can also coordinate with developers in the highest density parts of the city seeking a zoning bonus in exchange for private investments at transit stations.

By giving the MTA the option to secure space on private property for improvements, and leveraging private funding for stations improvements, New York can provide transit access to all more quickly and efficiently.

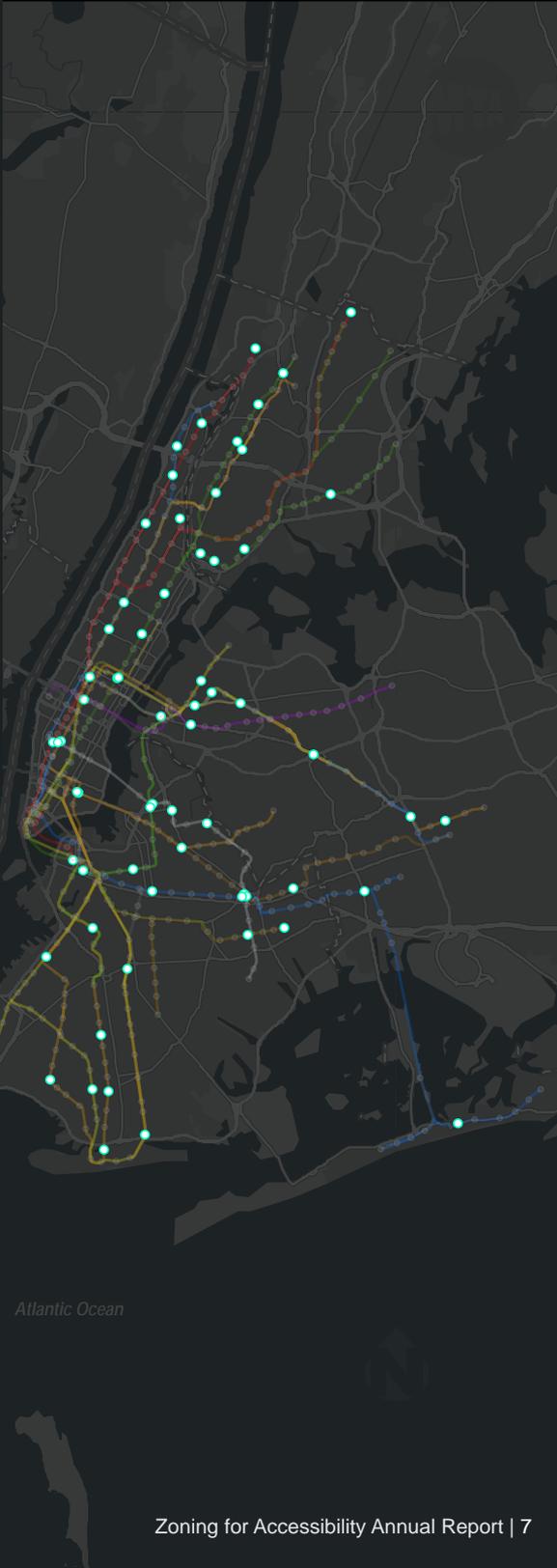
Stations Funded for ADA Improvements 2020-2024

\$5.2b investment

to make 70 stations ADA accessible

legend

- Station in Capital Program
- Other Station



Atlantic Ocean

How does ZFA work?

There are two components of ZFA.

The first 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 - .

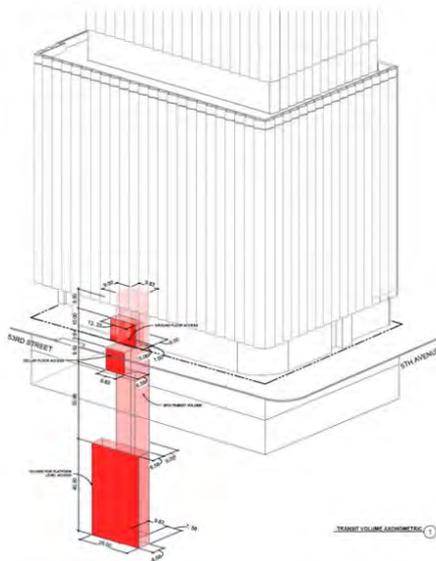


Figure 1: Diagram of Easement Volume Secured for Elevator at 665 Fifth Avenue, Courtesy of AAI Architects, P.C.

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 - 7    .

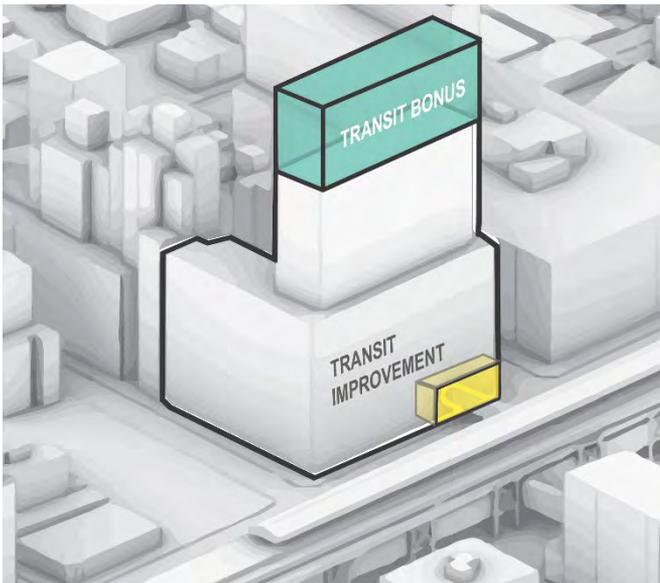


Figure 2: Illustrative Rendering of Zoning Floor Area Bonus for Transit Improvements, Base Rendering Courtesy of Handel Architects

ZFA in Practice

Since ZFA was adopted in October 2021, the MTA has secured easements on three properties for future accessibility improvements: one in Brooklyn, one in Queens, and one in Manhattan. Two developers have also been approved to receive a zoning bonus after constructing transit improvements.

In Brooklyn, the MTA secured an easement at 204 4th Avenue for a future elevator and stairway connecting the street to the southbound platform of the **Union Street Station** .

In Queens, the MTA secured an easement at 25-01 Queens Plaza North for a future elevator and staircase connecting the street to the mezzanine of the **Queensboro Plaza Station** -    . The developer at this site will also utilize ZFA's transit improvement bonus program to finance and construct these improvements, saving the MTA millions of dollars in construction costs.

In Manhattan, the MTA secured an easement at 665 Fifth Avenue for a future elevator connecting the street to the northbound and southbound platforms of the **5 Ave – 53 Street Station** -  .

Also in Manhattan, the owners of 41 W 57th Street will receive a bonus for making the **57 Street Station** -  fully ADA accessible by providing two new elevators along with a new fare control area.

See the map below and Appendix A for a summary and status of these projects.

Where ZFA Is Working

4 stations

serving nearly 35,000 daily riders*
will have ADA accessibility
improvements accelerated by ZFA

*August 2022

2 bonus projects

will bring accessibility more quickly
and with less cost to taxpayers

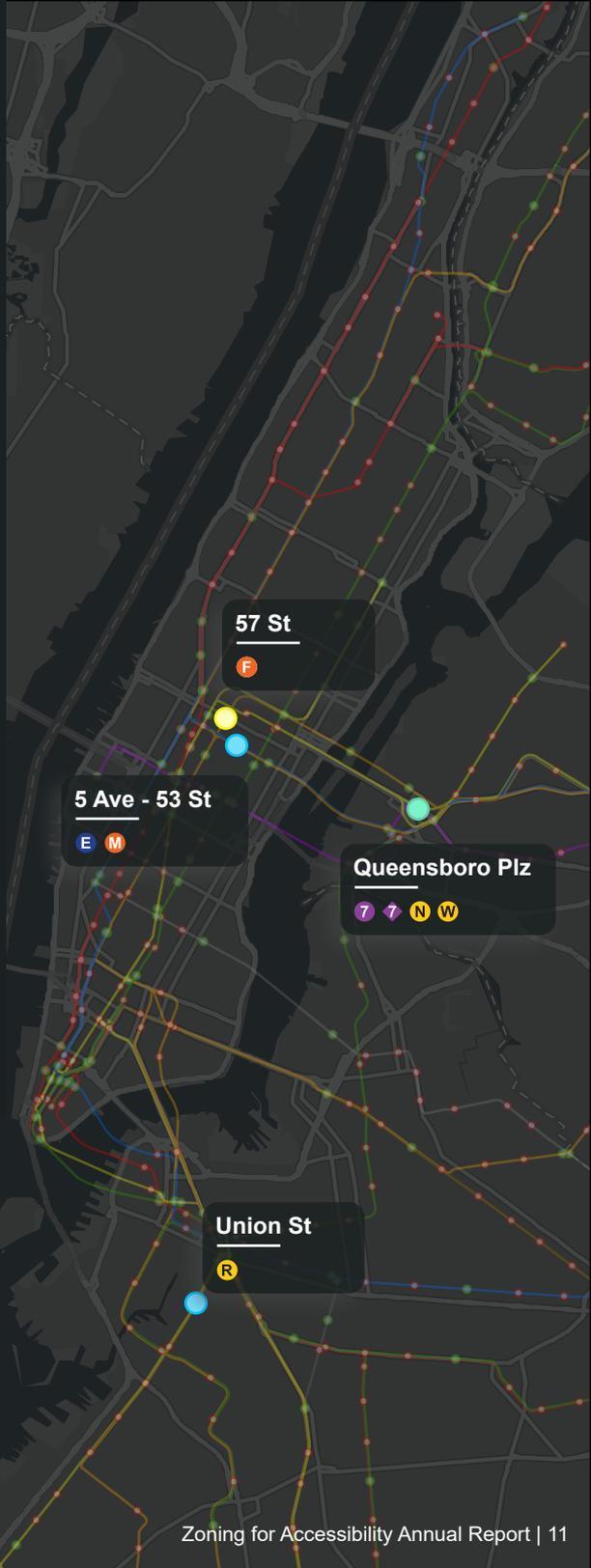
legend

ZFA PROJECTS

- Easement
- Bonus
- Easement & Bonus

STATION ACCESSIBILITY

- Accessible Station
- Partially Accessible Station
- Inaccessible Station



Summary

On the one-year anniversary of its passage, ZFA has already started laying the groundwork to create a more inclusive transit system in New York City. While three easements have already been secured for future accessibility improvements, and two bonuses have been approved for privately funded improvements to subway stations, the MTA continues to work with private developers to make more stations accessible throughout the system. Through the combination of ZFA and MTA's Capital program, the MTA is continuing to make strides towards a more accessible New York City.

Appendix A: List of ZFA Projects

Type of ZFA Project	Date Easement Secured/Bonus Approved	Address	Boro	BBLs	Station	Future Improvement	Status of Future Improvement
Easement & Bonus	9/7/2022	25-01 Queens Plaza North	QN	400415004	Queensboro Plaza (7- N – W)	Street to Mezzanine Elevator, New Stairs	Final design under review
Easement	4/20/2022	204 4 th Avenue	BK	3004340035	Union Street (R)	Street to Platform Elevator, New Stairs	Under consideration for future MTA Capital Program
Easement	4/18/2022	665 Fifth Avenue	MN	1012880069	5 Ave – 53 Street (E-M)	Street to Platform levels Elevator	Build out under consideration for potential bonus at nearby development
Bonus	12/1/2021	41 W 57 th Street	MN	1012730010; 1012730007; 1012730065; 1012730009	57 Street (F)	Street to Mezzanine Elevator, Street to Platform Elevator, New Fare Control	Final design under review

Appendix B: ADA Accessible Stations

#	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

#	Station Name	Line(s)	Accessibility
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

#	Station Name	Line(s)	Accessibility
40	8 Av	N	Partial
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

#	Station Name	Line(s)	Accessibility
61	B'way-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-23 St	E-M	Partial
73	Crown Hts-Utica Av	3-4	Full
74	DeKalb Av	B-Q-R	Full
75	Dongan Hills	SIR	Full
76	Dyckman St	1	Partial
77	E 180 St	2-5	Full
78	Eastern Pkwy-Brooklyn Museum	2-3	Full
79	Euclid Av	A-C	Full
80	Far Rockaway-Mott Av	A	Full

#	Station Name	Line(s)	Accessibility
81	Flatbush Av-Brooklyn College	2-5	Full
82	Flushing Av	J-M	Full
83	Flushing-Main St	7	Full
84	Fordham Rd	4	Full
85	Forest Hills-71 Av	E-F-M-R	Full
86	Franklin Av	S	Full
87	Franklin Av	C	Full
88	Fulton St	J-Z	Full
89	Fulton St	A-C	Full
90	Fulton St	2-3	Full
91	Fulton St	4-5	Full
92	Grand Central-42 St	4-5-6	Full
93	Grand Central-42 St	7	Full
94	Grand Central-42 St	S	Full
95	Great Kills	SIR	Full
96	Greenpoint Av	G	Full
97	Gun Hill Rd	2-5	Full
98	Gun Hill Road	5	Full
99	Howard Beach-JFK Airport	A	Full
100	Hunts Point Av	6	Full
101	Inwood-207 St	A	Full

#	Station Name	Line(s)	Accessibility
102	Jackson Hts-Roosevelt Av	E-F-M-R	Full
103	Jamaica Center-Parsons/Archer	E-J-Z	Full
104	Jamaica-179 St	F	Full
105	Jamaica-Van Wyck	E	Full
106	Jay St-MetroTech	R	Full
107	Jay St-MetroTech	A-C-F	Full
108	Junction Blvd	7	Full
109	Kew Gardens-Union Tpke	E-F	Full
110	Kings Hwy	B-Q	Full
111	Kingsbridge Rd	B-D	Full
112	Lexington Av/53 St	E-M	Full
113	Lexington Av/63 St	F-Q	Full
114	Livonia Av	L	Full
115	Marcy Av	J-M-Z	Full
116	Middle Village-Metropolitan Av	M	Full
117	Myrtle-Wyckoff Avs	M	Full
118	Myrtle-Wyckoff Avs	L	Full
119	New Utrecht Av	N	Full
120	Ozone Park-Lefferts Blvd	A	Full

#	Station Name	Line(s)	Accessibility
121	Park Pl	S	Full
122	Pelham Bay Park	6	Full
123	Pelham Pkwy	2-5	Full
124	Prospect Park	B-Q-S	Full
125	Queens Plaza	E-M-R	Full
126	Rockaway Park-Beach 116 St	A-S	Full
127	Roosevelt Island	F	Full
128	Simpson St	2-5	Full
129	South Ferry	1	Full
130	St. George	SIR	Full
131	Sutphin Blvd-Archer Av- JFK Airport	E-J-Z	Full
132	Times Sq-42 St	N-Q-R-W	Full
133	Times Sq-42 St	1-2-3	Full
134	Times Sq-42 St	7	Full
135	Times Sq-42 St	S	Full
136	Tottenville	SIR	Full
137	Utica Av	A-C	Full
138	W 4 St-Wash Sq	A-B-C-D-E-F- M	Full
139	Wilson Av	L	Partial
140	World Trade Center	E	Full

Appendix C: Stations Funded for ADA Improvements in the Capital Program 2020-2024

#	Station Name	Line(s)
1	110 St	4-6-6 Express
2	137 St - City College	1
3	14 St	1-2-3
4	14 St	F-M
5	167 St	B-D
6	168 St	1
7	181 St	A
8	18 Ave	D
9	33 St	7
10	36 St	E-M-R
11	36 St	D-N-R
12	3 Ave - 138 St	6-6 Express
13	42 St - Bryant Pk	B-D-F-M
14	6 Ave	L

#	Station Name	Line(s)
15	7 Ave	F-G
16	7 Ave	B-D-E
17	81 St	A-B-C
18	86 St	4-5-6-6 Express
19	96 St	A-B-C
20	Ave H	Q
21	Ave I	F
22	Beach 67 St	A
23	Borough Hall	4-5
24	Briarwood - Van Wyck Blvd	E-F
25	Broadway	N-W
26	Broadway Junction	J-Z
27	Broadway Junction	L
28	Broadway Junction	A-C
29	Brook Ave	6
30	Burnside Ave	4
31	Church Ave	B-Q
32	Classon Ave	G
33	Clifton	SIR
34	Court Sq - 23 St	E-M
35	Delancey St - Essex St	J-M-Z

#	Station Name	Line(s)
36	Delancey St - Essex St	F
37	Dyckman St	1
38	E 149 St	6
39	Grand St	L
40	Harlem - 148 St	3
41	Hoyt - Schermerhorn Sts	A-C-G
42	Huguenot	SIR
43	Jefferson St	L
44	Junius St	3-4
45	Kings Hwy	F
46	Kings Hwy	N
47	Kingsbridge Rd	4
48	Lexington Ave - 59 St	4-5-6-6 Express
49	Lexington Ave - 59 St	N-R-W
50	Lorimer St	L
51	Metropolitan Ave	G
52	Mosholu Pkwy	4
53	Myrtle Ave	J-M-Z
54	Neptune Ave	F
55	New Dorp	SIR
56	New Lots Ave	3-4
57	Northern Blvd	E-M-R

#	Station Name	Line(s)
58	Norwood Ave	J-Z
59	Nostrand Ave	A-C
60	Parkchester	6-6 Express
61	Parsons Blvd	F
62	Rockaway Blvd	A-S
63	Sheepshead Bay	B-Q
64	Steinway St	E-M-R
65	Tremont Ave	B-D
66	Van Cortlandt Park - 242 St	1
67	Wakefield - 241 St	2
68	Woodhaven Blvd - Queens Mall	E-M-R

A total of 70 stations will be made accessible through MTA's Capital Program 2020-2024, with two additional stations yet to be named.

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Project Sponsors



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