



CICELY HARRIS
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CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD 10
215 West 125th Street, 4th Floor
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LAND USE

Committee Meeting Minutes

Thursday April 22, 2021 6:30PM

Hon. Karen Dixon, Chair

Hon. Kevin Bitterman, Co-Chair

- I. **Welcome & Introductions (5 minutes)**
 - A. CB10 Land Use Committee Members
 - B. CB10 Board Members

- II. **Presentations**
 - A. **Elevate Transit: Zoning for Accessibility (ZFA) Text Amendment** - For your review, attached is the ZFA one-pager, and [linked here](#) is the project website which provides more information on this initiative. We are on a 60-day referral timeline for the Text Amendment. Community Boards should receive the formal referral package on today, 4/15/21.
 1. **OVERVIEW:** A citywide zoning framework that creates more opportunities to increase accessibility in the transit system by using two zoning tools:
 - a) **System-wide Easement Requirement:** A requirement that station-adjacent sites provide a space for future station access if required by the MTA. Proposed ZFA Text Amendment states that in all applicable zoning districts, developments and enlargements on zoning lots of at least 5,000 sf and within 50 feet of mass transit stations would be required to first consult with the MTA and Chair of the CPC regarding the need for a transit easement. APPLICABLE ZONING DISTRICTS include:
 - (1) Residence Districts: All districts at or above R5 (with commercial overlay) and R5D districts
 - (2) Commercial Districts: All districts with a residential equivalent at or above R5, as well as C7 and C8 districts
 - (3) Manufacturing Districts: All districts
 - (4) Within CB10 - any new development would require an easement going forward.
 - b) **Transit Improvement Program:** Currently, this is an incentive program that grants a floor area bonus for significant station improvements, like elevators and entrances, in high-density areas.



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- (1) Limitations: Only available in the highest density areas in the city; Only available to station-adjacent sites; Application process adds time and risk to development schedule
- (2) Therefore, ZFA includes an Expanded Transit Bonus Program to support station improvements through incentives by offering a new transit bonus that would: provide a floor area increase of up to 20% for significant station improvements; and expand coverage of existing subway bonus. The new transit bonus would be subject to a more simplified discretionary review and approval process.

c) **DISCUSSION:**

- (1) Glover: System-wide Easement Requirement would be applicable for all stations within CB10. For the Transit Improvement Program, only 4 stations would be included - underlying zoning around those stations would have to take place for the ZFA to apply to the other seven stations within CB10.
- (2) Bitterman: Unfortunately, several of the areas around stations within CB10 that would benefit from ZFA have recently been developed - so there doesn't seem to be a pathway for these stations to become ADA compliant, ie: 110th Street Cathedral Parkway recently had a major development on the NE corner of FDB Circle that would have required additional Transit Bonus Station for ADA.. The MTA acknowledges that this location was a missed opportunity; had ZFA been in place, it is likely that 110th Street would have been made ADA during the 2018 Station Enhancement Program renovations. Still, MTA hopes that stations like 110th would eventually benefit from the MTA's capital plan to make 77 stations accessible. MTA aspires to have no more than two stations between ADA stations - but Bitterman reminded all that the distance between stations in CB10 is quite far, so that unit of measurement is not sufficient for those with mobility needs.
- (3) Christopher Lee mentioned that System-wide Easement Requirement would require any development doing ground floor renovations/build outs within the catchment area to include easements, which might be applicable for stations like 110th Street.
- (4) Dixon: Asked Marcus if there are any stations within CB10 that are part of the MTA's capital plan to make 77 stations accessible - the 148th Street/Lenox is part of the capital plan - feasibility to make the



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improvements to the site was part of the decision making process as was the two station away goal. Dixon also expressed concern about the amount of active and recent development within CB10 that will not be covered by ZFA, thus perpetuating the missed opportunities for ADA within Harlem.

- (5) K. Samuels: Believes that more community should be present for these conversations. She also raised concerns about a building going up on 155th Street - and she is concerned about capacity to support ADA in this area. Committee Chair Dixon reminded all that this location will be part of the proposed ZFA and that the 148th St. Station is part of the MTA's capital plan to make 77 stations accessible
- (6) A community member posted on Facebook - asking MTA to look into ADA enhancements for stations along the parks since structural development in these areas will never happen.
- (7) Mr, Baggett asked for greater clarification for "significant improvement" and how that would then determine the percentage of bonus within the ZFA..

2. **ASK:** Agency seeks letter of support from CB10; item will be presented at CB10's May General Board Meeting.

B. **302 W. 128th BZ Application** - documents have been sent to you previously via a google drive. This project is requesting is a modification of (a) the requirement of ZR §23-692(d)(2) to allow the Project to exceed the maximum allowable street wall height by 6.07 feet, and (b) the requirement of ZR §23-62(g)(3)(i) to allow the elevator and stair bulkheads to exceed the maximum allowable area for permitted obstructions by 148.64 square feet.

1. Postponed - to May Land Use Meeting - no presentation.

III. Voting Item

A. Elevate Transit: Zoning for Accessibility (ZFA) Text Amendment - 302 W. 128th BZ Application. Motion to approve with conditions made by Glover; seconded by Dukes with **5 Yes, 0 No, 1 Abstention, and 0 Recusal** to approve the application with the following recommendations, subject to editing within the next 24 hours to Committee Chair Dixon.

1. DCP and MTA should explore transforming all subway stations in Manhattan Community Board 10 to full ADA accessibility.
1. In new residential developments that are within 500 ft. of stations eligible for the floor area ratio bonus of up to 20% increase, all apartment units should be 100% affordable.



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2. Manhattan Community Board 10 should be consulted on all actions related to ZFA and the subway stations located within the district.

IV. **Old Business**

A. None

V. **New Business**

A. None

VI. **Adjournment at 8:20**

A. **Motion to adjourn Glover; Seconded by Dixon.**