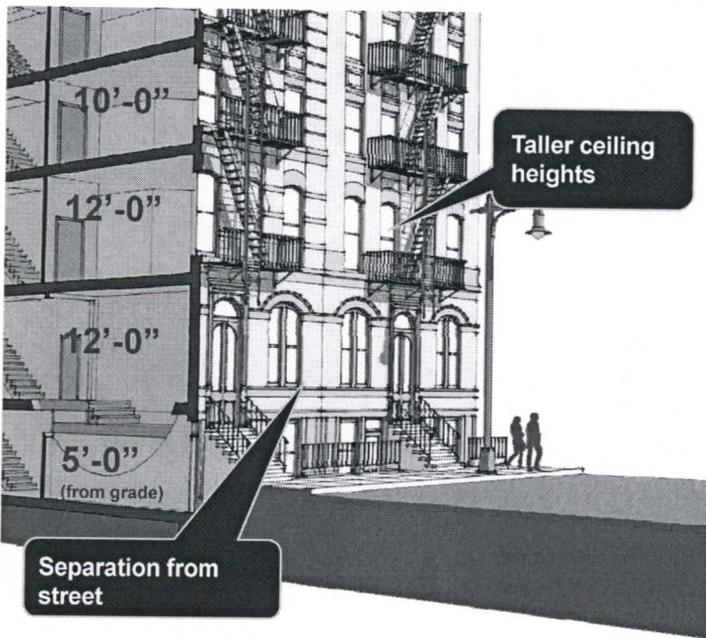


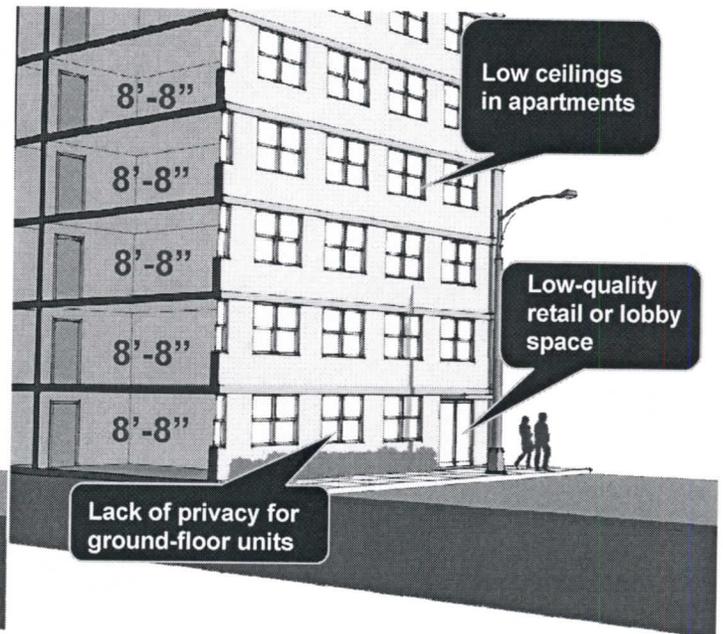
ISSUE

Obsolete 1987 controls increase costs and often lead to poor housing design

The tightness of contextual zoning controls constrain housing production and raise costs, and too often results in buildings that are flat and relate poorly to the street.



1910 ~ Typical Historic Building

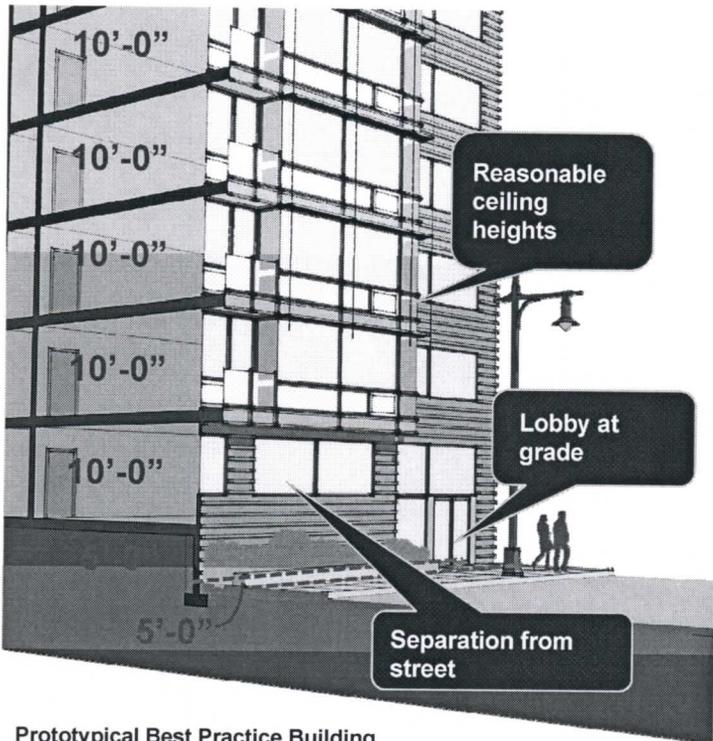


1987 Prototypical 'Contextual Zoning' Building

GOAL

Accommodate improved exterior and interior building design

Update zoning to allow today's best practices for design and construction of housing



Prototypical Best Practice Building

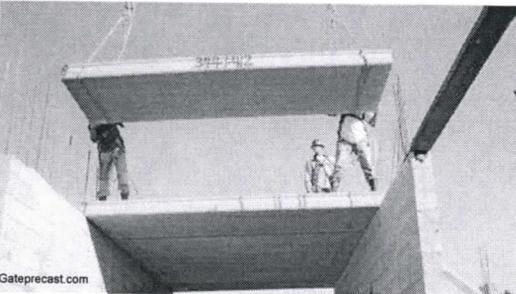


Recent Construction - Brooklyn

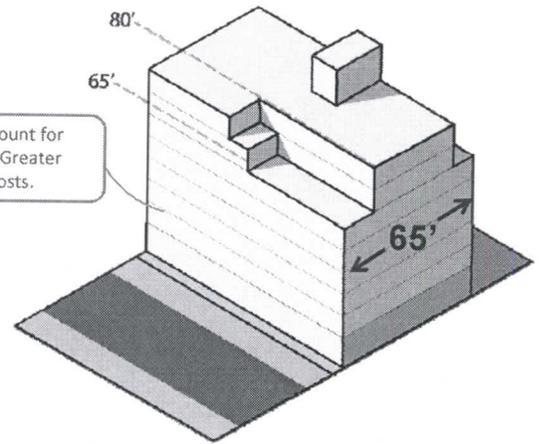
GOAL

New Construction Methods

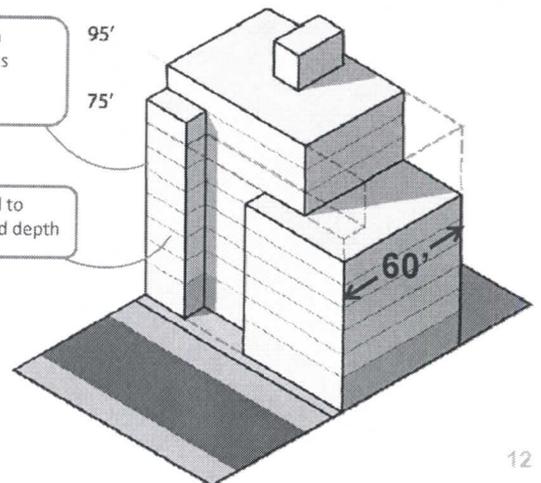
Accommodate 'block and plank' construction, which, because of pre-cast concrete planks, creates a fixed maximum building depth roughly 60' deep.



1987 'Contextual' Building



Block and Plank Construction

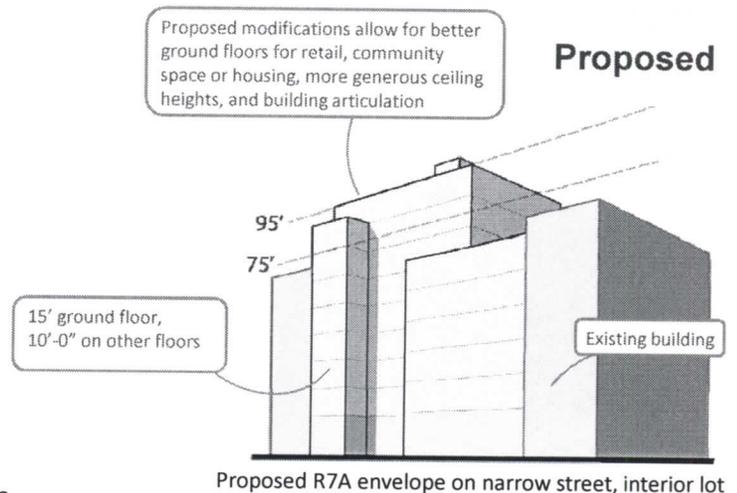
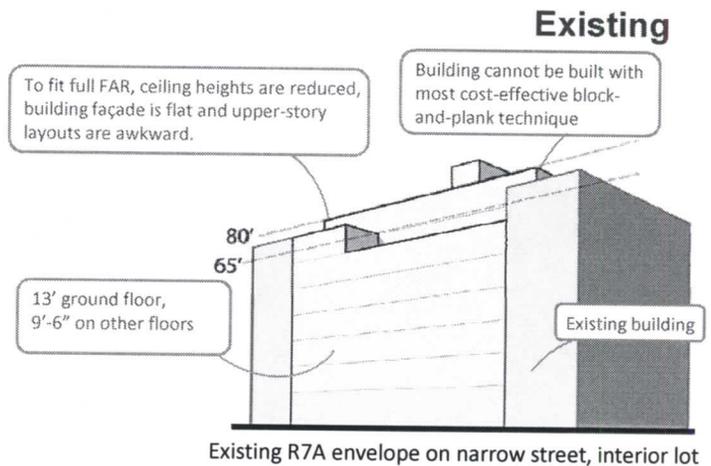


PROPOSAL

Modify Building Envelope

In medium- and higher-density districts, allow sufficient flexibility to accommodate best practices for affordable construction and good design, while maintaining current floor area maximums.

- **Height:** Increase maximums (5' to 15') to ensure all permitted floor area can fit and allow better design
- **Setbacks:** Measure upper floor setback from street line, removing penalty for buildings that set back at the street level, allowing better interior layouts and reducing construction cost.
- **Corner Lots:** Loosen lot coverage and other requirements that make housing construction unnecessarily difficult, especially on irregularly shaped lots

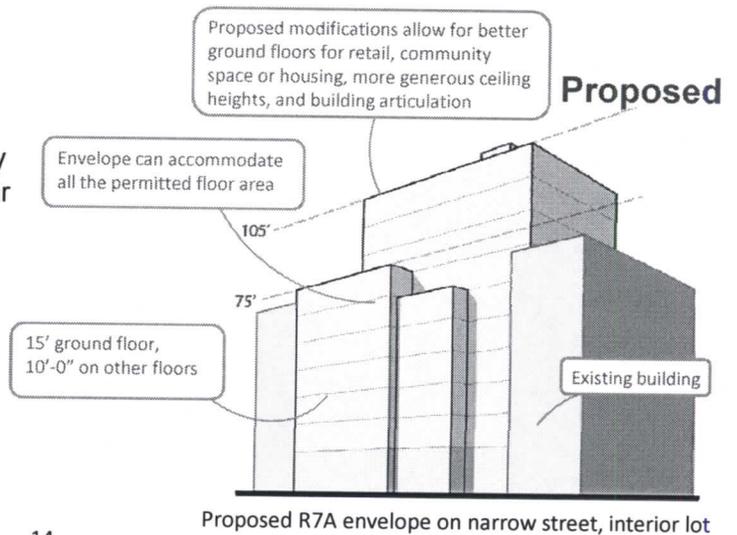
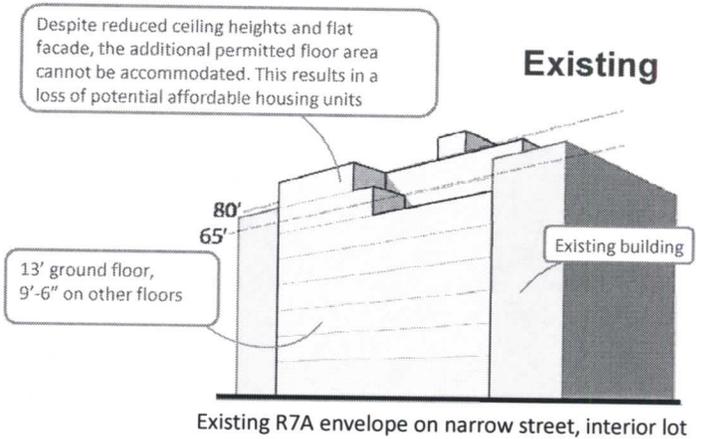


PROPOSAL

Additional Flexibility for Senior and Inclusionary Housing

Where zoning allows additional floor area for affordable housing for seniors or Inclusionary Housing, provide enough flexibility to fit all permitted floor area with good design

- **Height:** Increase maximum height (by 1 to 2 stories in R6-R8 districts, and 3 to 4 stories in R9-R10 districts) to fit all floor area without sacrificing quality of housing
- **Amenity Spaces:** Allow ground-floor accessory residential amenity spaces to be located in the rear yard, where parking garages or community facilities are allowed today
- **Non-contextual Districts:** In non-contextual zoning districts (which do not have overall height limits), establish more flexible height limits for senior housing and future Inclusionary Housing developments



PROPOSAL

Encourage variety and better design

Allow flexibility for the variation and texture that typify older buildings in many neighborhoods

- **Street Wall:** Update and clarify regulations to support traditional types of building variation
- **Court Yards:** Allow greater flexibility to enable visual interest and a range of building configurations
- **Ground Floors:** Make transparency and design requirements consistent
- **Mix of Unit Sizes:** Make consistent the unit density standards for all medium- and high-density districts, allowing smaller units to be mixed in with larger ones

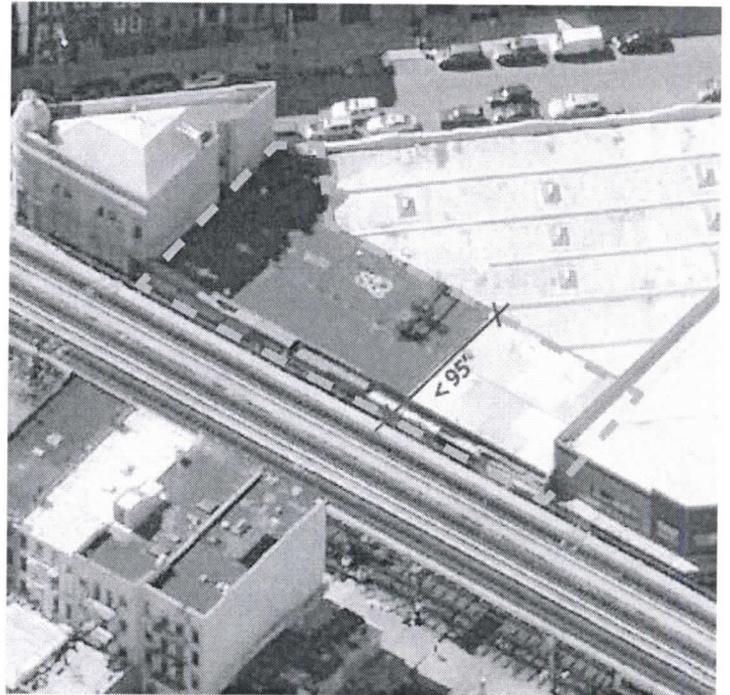


PROPOSAL

Flexibility for constrained lots

Most existing controls are designed to work with flat, rectangular lots, and do not work well on irregularly-shaped or sloped sites

- **Yards and Lot Coverage:** Allow proportionate reductions in requirements where lots are shallow, acutely-angled, or sloped
- **Distance Between Buildings:** Reduce “tower-in-the-park”-era requirements to be consistent with the State’s Multiple Dwelling Law requirements
- **Relief for Unusual Conditions:** Allow modification on a case-by-case basis, through discretionary review



Part 3:

Reduce unnecessary parking requirements for affordable housing

The cost of providing off-street parking can hamper the production of affordable housing. In transit-accessible neighborhoods, low-income households own many fewer cars, and frequently don't use the parking that has been provided.

ISSUE

Unnecessary parking requirements hamper the production of affordable housing

- **Low-income households have low rates of car ownership:** This is particularly true in areas accessible to transit. When off-street parking is provided, low-income households frequently do not use it.
- **Parking requirements impose unrecoverable costs on affordable housing:** It can cost as much as \$20,000-\$50,000 per space to build off-street parking. Even if low-income residents were to use off-street parking, they cannot pay significant fees for it. This makes the funding of affordable housing more difficult, or may reduce the amount of housing that can be built.



Cars per 100 Households
(>3 dwelling units, all tenure)

	All Housing (since 2000)	100% Affordable Units (since 1990)	HUD 202 Senior Housing	State-licensed Senior Long Term Care
Near Transit	32	18	5	1
Far from Transit	54	39	11	1

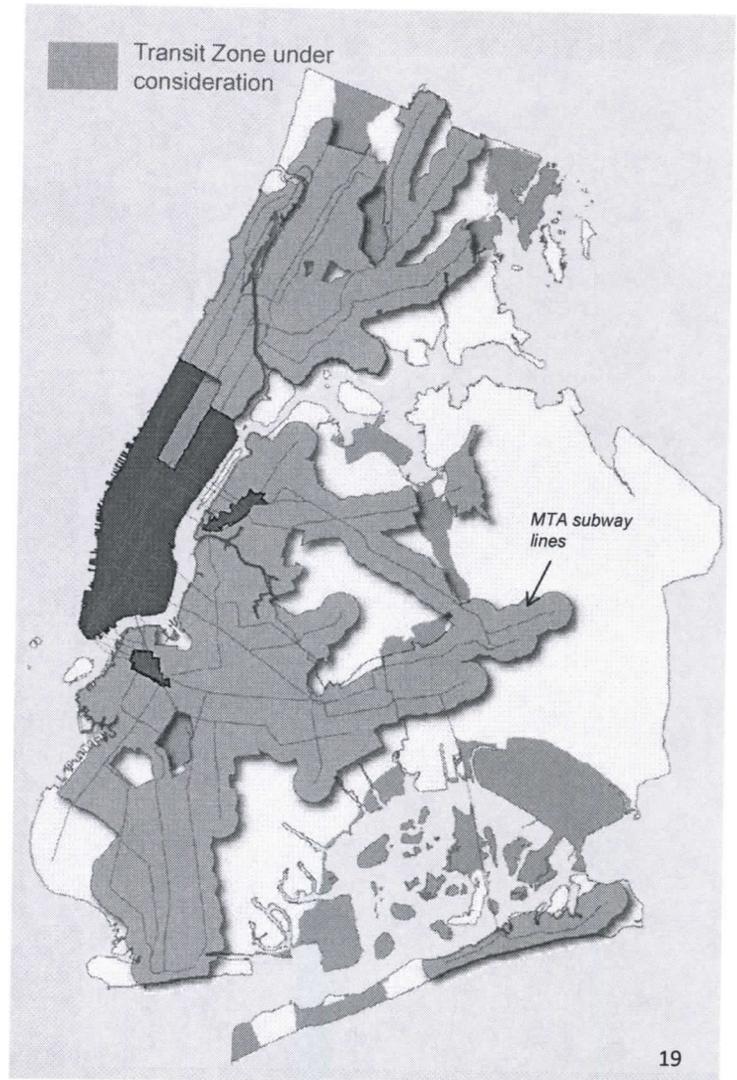
"near transit" refers to housing within a 1/2 mile radius of a subway station

PROPOSAL

IN TRANSIT ZONE: **Eliminate parking requirements for affordable housing near transit**

- **Affordable Housing:** Eliminate parking requirements for new low-income or Inclusionary Housing units
- **Senior Housing:** Eliminate parking requirement for new affordable senior housing units, and allow existing affordable senior housing developments to reduce or eliminate their parking
- **Reductions Allowed on a Case-by-Case Basis:** Through discretionary review, allow new buildings to reduce required parking to enable mixed-income development, or existing affordable buildings with underutilized parking to reduce or eliminate requirements

Transit Zone would encompass zoning districts that allow multi-family housing within ½ mile walking distance from a subway station, and other areas with lower rates of car ownership and utilization.



PROPOSAL

OUTSIDE TRANSIT ZONE: **Simplify or reduce parking requirements in other areas**

- **Affordable Housing:** Simplify existing reduced parking requirements, applying most common category to all new developments, except in single-family districts
- **Senior Housing:** Reduce parking requirement for new low-income senior housing in medium-density districts and eliminate requirement in high-density districts. Allow existing low-income senior housing to reduce parking by BSA special permit

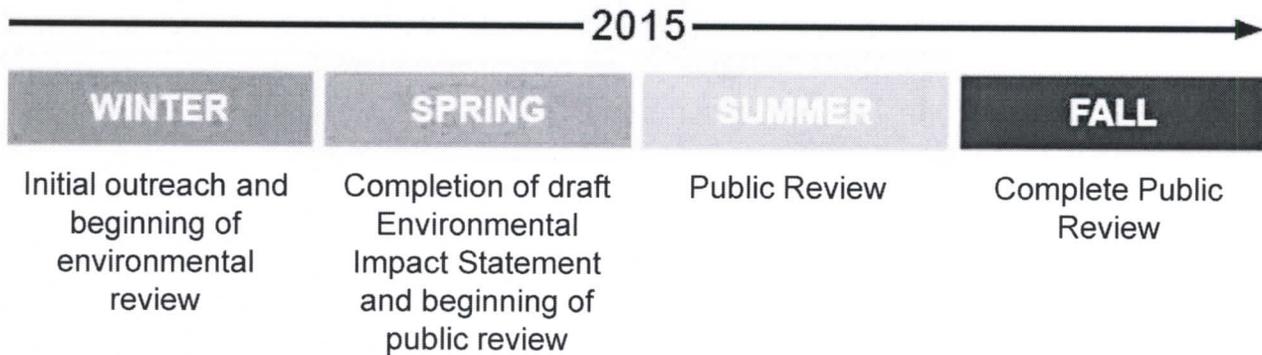


NEXT STEPS

What is the process?

The proposed changes to the Zoning Resolution will go through the City's environmental and land use review processes. During this process, there will be public hearings and opportunities for recommendations from all Community Boards, Borough Presidents, and Borough Boards, after which the proposed changes will go to the City Planning Commission and City Council for public hearings and votes.

Zoning Text Amendments to enter Public Review in Spring 2015



NEXT STEPS

How can I get more information?

For more information about this proposal or to submit comments and questions, visit:

NYC Department of City Planning Website

Online: www.nyc.gov/DCP/AHOUSING

Or contact DCP at

Email: AHOUSING@planning.nyc.gov