Updated February 2025

NYC ROWGI Siting Criteria - Required Clearance to Street Features				
Features	**ROWB/ROWGS**	**SGS**	**Infiltration Basin (Concrete)**	**Infiltration Basin (Grass)**
Bus stops	• 100' back from posted bus stop sign • 20' ahead of posted sign • Do not install GI aprons in concrete bus pads	• 100' back from posted bus stop sign • 20' ahead of posted sign • Do not install GI aprons in concrete bus pads	• 100' back from posted bus stop sign • 20' ahead of posted sign • Do not install GI aprons in concrete bus pads	• 100' back from posted bus stop sign • 20' ahead of posted sign • Do not install GI aprons in concrete bus pads
Truck loading zones	Do not site	Do not site	OK	OK
MTA facilities	25'	25'	25'	25'
Schools	• 25' from center of main entrance (50' total clear space required infront of entrance) • Do not site in school bus loading areas	25' from center of main entrance (50' total clear space required in front of entrance)	N/A	N/A
Building lines	7'	7'	7'	7'
Projections into pedestrian clear path	Diagonal clearance at 45° of 7'	Diagonal clearance at 45° of 7'	N/A	N/A
Building vaults	7'	7'	7'	7'
Sidewalk vaults	5'	5'	5'	5'
Retaining wall	5'	5'	5'	5'
Non-retaining vertical elements	5'	5'	3'	3'
Crosswalks (marked and unmarked)	5'	5'	5'	5'
Driveways/legal curb cuts	5'	5'	5'	5'
Doorways	• Do not site in front of door	Provide pedestrian path in front of door	N/A	N/A
Gates	• Do not site in front of gate • Provide 5' clearance from gate swing • For small residential gates in low-density neighborhoods, provide 3' clearance from gate swing	N/A	N/A	N/A
Street lights	5'	Check with street light unit if light in sidewalk behind SGS	3'	3'
Utility poles and guy wires	5'	Check with utility if utility pole/guy wire in sidewalk behind SGS	3'	3'
Tree pits	5'	• Tree pit can be on sidewalk behind SGS • If tree pit is not directly behind SGS, then provide 5' between tree pit and edge of SGS	N/A	N/A
CityBench	5' (may be relocated with DOT unit approval)	N/A	Do not site under street furnishings	Do not site under street furnishings
Muni-Meter	• Only bioswales set back several feet from the curb in Muni-Meterparking areas are permitted • 5' clearance required between meters and set-back bioswales • Meters may be relocated with DOT unit approval	N/A	• 4' clearance required between meters and Infiltration Basins • Meters may be relocated withDOT unit approval	• 4' clearance required between meters and InfiltrationBasins • Meters may be relocated withDOT unit approval
Fire hydrant	4' from edge of hydrant or bollards	15'	4'	4'
Catch Basins	5'	5'	5'	5'
Valves (Gas, Water, Oil Fill)	1'-6"	1'-6"	1'-6"; gas valves can be 6" inside footprint	1'-6"
FDNY SGS Rules	N/A	In no instance may a ROWSGS reduce an unobstructed roadway width to no less than 18'	N/A	N/A
Phone Booths	5'	5'	3'	3'
Manholes	5'	5'	5'	5'
Monitoring Wells	50'	50'	50'	50'
GI Spacing	• 5' between hydraulically connected sites • 10' between non-hydraulically connected sites	N/A	5' between Infiltration Basins 10' between ROWIB and different asset type	5' between Infiltration Basins 10' between ROWIB and different asset type
Existing Grass Strip	Match existing width of grass strip while ensuring that minimun	N/A	N/A	Match existing width of grass strip
Bike Racks	5'	N/A	2'	2'
DEP Water/Sewer Main	3'-6"	3'-6"	3'-6"	3'-6"
Signs*	5'	5'	2'	2'
Stop bars (at stop sign controlled intersections)	5' from the edge of stop bar closest to the intersection	5' from the edge of stop bar closest to the intersection	2' from the edge of stop bar closest to the intersection	2' from the edge of stop bar closest to the intersection
Newsracks and other miscellaneous street furnishings	5'	5'	2'	2'
Mailboxes (consult the local USPS post office for permission to move or disturb during construction)	5'	5'	2'	2'

***Signs:** On walkthroughs, consultants may consider moving ONLY All double-arrow regulations, speed limit, and Bike Lane signage. Propose a new location based on guidance in the Green Infrastructure Siting Walkthroughs document.				

DOT Siting Criteria For Citywide DEP Green Infrastructure Program - Size Limitations					
		Maximum Length			
Zoning	**Remaining Sidewalk Pedestrian Clearance After Proposed GI**	**ROWB/ROWGS** *(5' pedestrian path is required between consecutive ROWBs, 10' in commerical areas)*	**SGS** *(For SGS sizes larger than below, 5' pedestrian path is required every 20')*	**Infiltration Basin (Concrete)**	**Infiltration Basin (Grass)** (*Match existing grass strip width)*
• Low density residential (R1 - R5)	5'0" - 5'11" (**and** next to vertical element 3' or taller)	13'	25'	N/A	N/A
	5'0" - 5'11" (**not** next to vertical element 3' or taller)	20'	25'	N/A	N/A
	6'0" or greater	20'	30'	N/A	N/A
• High density residential (R6-R10) • Manufacturing • Commerical (no frontage)	5'0" - 5'11"	10'	25'	N/A	N/A
	6'0" - 7'11"	13'	25'	N/A	N/A
	8'0" or greater	20'	30'	N/A	N/A
• Commerical (with frontage) *Spacing between two ROWBS/ROWGS should be at least 10'*	6'0" - 7'11"	10'	25'	N/A	N/A
	8'0" or greater	13'	25'	N/A	N/A

Zoning	Low density residential (R1 - R5) with Grass strip ≥4' wide	Low density residential (R1 - R5) with Grass strip <4' wide	Low density residential (R1 - R5) with no grass strip	High density residential (R6-R10)	Manufacturing	Commercial (no frontage)	Commercial (with frontage)
GI Asset Type Priority	IB – Grass top	Type D	Type D	IB – Concrete top	IB – Concrete top	IB – Concrete top	IB – Concrete top
	Type D	ROWB or GS	ROWB or GS				
	ROWB or GS	IB – Combo top	IB – Concrete top				

NYC Parks Siting Criteria for ROW Trees	
Feature	**Minimum Distance to Proposed Tree (Center of Trunk)**
Existing Tree	20'-30' (trunk to trunk) depending on tree species and local conditions
Driveways, Legal Curb Cuts	7'
Street Lights, Utility Poles	25' but this may vary with tree species
Signs	Traffic Signals = 40' Stop/Yield/Do Not Enter Signs = 30' Other Street Signs = 6'
Electrical Transmission & Distribution Wires	For siting trees under these types of wires only, limit selection to approved underwire species.
Corner of Street Intersection	Distance may vary depending on street visibility, clearance, one way street status, and site conditions (minimum of 20').

NYC Parks Siting Criteria for GI Practice in proximity to Existing Trees	
***Existing Trees** - GI shall be sited at least 10' from the center and outside of the minimum critical root zone (CRZ) of adjacent trees under NYC Parks jurisdiction. GI sited within the maximum CRZ shall require special care excavation and the oversight of a consulting arborist during all construction work. *The DBH of existing trees and the distance to the edge of the proposed GI must be noted in the Priority Walkthrough Spreadsheet.	***minimum CRZ** = 1 ft. radius per inch of diameter at breast height ***maximum CRZ** = 1.5 ft. radius per inch of diameter at breast height
Tree Transplant Requirements GI shall not be placed in sites that would require the transplant or removal of NYC Parks street trees. If Parks has mistakenly planted a street tree at a DEP GI designated site, Parks will review on a case by case basis to determine which of the following two solutions is appropriate. 1. A NYC Parks contractor will remove and transplant the tree into a tree pit at an alternate location off site. 2. The DEP contractor will transplant the tree into the ROWGI on site.	

Siting Criteria: Permeable Pavement

DEP Criteria:

- Average streets slope no greater than 5%.
- 6' clearance from outer edge of sewer mains to outer edge of PPCP Concrete header.
- 3'-6" clearance from outer edge of water mains to outer edge of PPCP Concrete header for Cast Iron, Lined Cast Iron and Steel Pipes (Mains on and before 1971)
- 2' clearance from outer edge of water mains to outer edge of PPCP Concrete header for Ductile Pipes. (Mains after 1970)

DOT Criteria:

- PPCP to be sited in the parking lane.
- Site PPCP at least 200’ behind any bus stop.
- Site PPCP at least 20’ in front of any bus stop.
- Site PPCP at least 15’ from property line extension to avoid triggering pedestrian ramp upgrades. For offset streets and T-intersections, the property line extension should be measured as both parallel from the offset street and perpendicular to the through street.
- If incidental construction from PPCP installation is within 15’ of a pedestrian ramp that must be upgraded, the upgrade must be included in the construction plans.
- Do not site on marked or unmarked crosswalk.
- Avoid siting PPCP on truck routes, if possible.
- Avoid siting PPCP on principal arterial roadway, if possible.
- Site PPCP 25’ from subway lines and railroads
- Do not site PPCP in Industrial Business Zones (IBZ)
- Do not site PPCP on block faces on the main and side streets of the following districts:
    - All manufacturing: M1, M2, M3
    - Commercial districts: C4-C8
- Do not site PPCP on existing bike lanes.

DPR Criteria:

- Atypical situations must be avoided to greatest extent possible. If an atypical situation is encountered, the site must be identified for NYC Parks’ review. Examples of atypical situations include missing curbs, heaved curbs, and/or the roots/root flare growing across the curb into the roadbed. See Attachment A. Atypical Curbs, for examples with photos.

Attachment A. Atypical Curbs

- Missing, heaved, and/or have roots/root flare growing over curb into road bed
- No permeable pavement shall be sited within the SRZ if any of these are encountered. Existing pavement should remain undisturbed or be identified for NYC Parks' review on a priority list.

Examples:

Missing Curbs –

Heaved/Crumbling Curbs –

Root Growth Into Road –