



# New York City Zoning Handbook

A Guide to the Rules  
That Help Shape the City

2025 Edition

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PLANNING





# Zoning Handbook

## A Guide to the Rules That Help Shape the City

2025 Edition

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*The Zoning Handbook provides a brief overview of the zoning rules and regulations of New York City and is not intended to serve as a substitute for the actual rules and regulations which are to be found in the Zoning Resolution of the City of New York, available at [www.nyc.gov/planning](http://www.nyc.gov/planning). The City disclaims any liability for errors that may be contained herein and shall not be responsible for any damages, consequential or actual, arising out of or in connection with the use of this information.*

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## **Message From DCP Director and City Planning Commission Chair Daniel R. Garodnick**

Zoning is a powerful tool in shaping life in New York City. It determines what can be built where; how dense buildings can be; what types of businesses can open; and even whether you can add a solar panel or a heat pump to your home. Indirectly, zoning is at the root of who we are as a city: what kinds of neighborhoods we live in, how we get around, and how much we pay in rent.

As our city's needs have changed, so too has our zoning — and never more dramatically than in recent years. With 2024's City of Yes zoning reforms — for Carbon Neutrality, Economic Opportunity, and Housing Opportunity — we enacted the largest change to our Zoning Resolution since its inception in 1961. Outdated regulations that referenced “typewriter repair shops” but were silent on “recycling” and “composting” have been replaced with streamlined rules that reflect the economic, technological, and climate realities of the 21st century. And as New Yorkers contend with the lowest rental vacancy rate in nearly 60 years, we enacted the most significant citywide zoning changes for housing supply in our history, enabling a little more housing in every neighborhood in order to turn the tide on our housing crisis.

Still, our work continues. The Department of City Planning and our partners across government will keep looking for ways to ensure zoning reflects the city's needs and values. And we will continue to work with applicants of all stripes, across all five boroughs, to enable land use changes that advance our city's goals.

As part of that effort, we are proud to present the latest update to the Zoning Handbook. Since 1961, DCP has published the Zoning Handbook to help the public understand the often-complex rules that shape New York, and this latest edition builds on that long history. It clearly explains how zoning rules work, and when and how it is appropriate to modify them. It also shows you how to find out what rules apply to your block or neighborhood and provides examples of how zoning actually works in practice.

At DCP, we know that confusion breeds mistrust. We work every day to demystify these often-complex rules, so that every New Yorker can understand how their city works and how to play a role in shaping its future. The Zoning Handbook is one of the best tools we have to make that happen: to make zoning accessible and transparent, to illuminate one of the most powerful mechanisms that local government has to build a more affordable, vibrant city — and to invite you, the reader, to help participate in that process.

I sincerely hope that this newest edition of the Zoning Handbook is a valuable resource in the shared project of helping government deliver for New Yorkers.

Yours truly,  
Daniel Garodnick





## CHAPTER 1

# What Is Zoning?

What makes New York special? For some it's the palpable energy on our bustling sidewalks, in our subways, and through the city's business and entertainment districts. For others, it's the unmatched access to arts and culture, or the familiar places and faces of their neighborhood. Some cherish the serenity found in our parks, plazas, gardens, and waterfront esplanades, while others love the diversity of food offered in our restaurants, food trucks and corner delis. And, of course, there is our architecture: from soaring Art Deco towers, to the bridges that connect our boroughs, and down to the fire escapes and stoops of our tenements and brownstones. We all have our own constellation of reasons why we love this city.

New York's greatness did not happen by chance. Generations of New Yorkers carefully considered how to help the city flourish. Today, as New York confronts challenges both new and old, it remains the City government's job to craft rules that will make New York City affordable, boost the economy, improve quality of life, strengthen our infrastructure and transit systems, and adapt to climate change.

City planners and other policymakers use many different tools to influence how the city grows and functions. These policies can range from incentives like tax abatements, to legally enforceable codes and regulations, to the capital planning of public infrastructure. Zoning regulations are one of the most powerful and prominent of these tools.

Zoning is a type of law that organizes how land is used across the city. At its core, zoning specifies the range of allowed uses for a property and governs the size and shape of its buildings. Zoning rules are detailed and complex. Nonetheless, they inspire impassioned debate, because they profoundly influence the look, feel and character of our city.

# How Does Zoning Work?

Zoning, at the most basic level, arranges all the land within a city into different “zones” or zoning districts. Each district is subject to a different set of land use regulations. Creating the range of districts needed to promote the land uses and building scales that make a complete city, and assembling the districts to work together coherently, is like putting together a giant puzzle.

Smaller cities may be divided into a handful of different districts, while larger cities may necessitate a more complex zoning framework, with dozens, or even hundreds, of zoning districts. Whether it is a 100-piece puzzle or 1000-piece puzzle, one needs to inspect individual pieces against each other and the overall image, to complete the puzzle correctly. In much the same way, it’s important for a city to establish a larger land use plan, to define the individual districts and what they permit, and then to connect these districts together in a way that achieves that broader vision.

In New York, our zoning districts may initially appear to be a confusing jumble of different letter and number combinations, like R6B, C2-4, or M1-2. However, they all follow a similar logic that, once understood, reveals a great deal of information about the district.

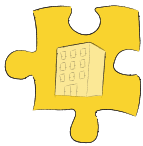
First, each zoning district begins with one of three letters: R, C or M. This is because our zoning districts are clustered into three basic district categories: Residence (R), Commercial (C) and Manufacturing (M) Districts. These district types each connote a different neighborhood character and foreshadow differences in permitted land uses.

Within these broad categories there is a spectrum of density and intensity of land use permitted, and it is reflected by the number immediately following the district letter.



**Residence Districts** capture the wide range of density found in the city, from detached suburban homes around the city’s edges to large apartment buildings in Manhattan, and everything in between. To accomplish this, there are twelve different levels of increasing relative density in Residence Districts — R1 through R12. Within this, R1 through R5 Districts are often considered lower-density, R6 through R8 are medium-density, and R9 through R12 are high-density districts.



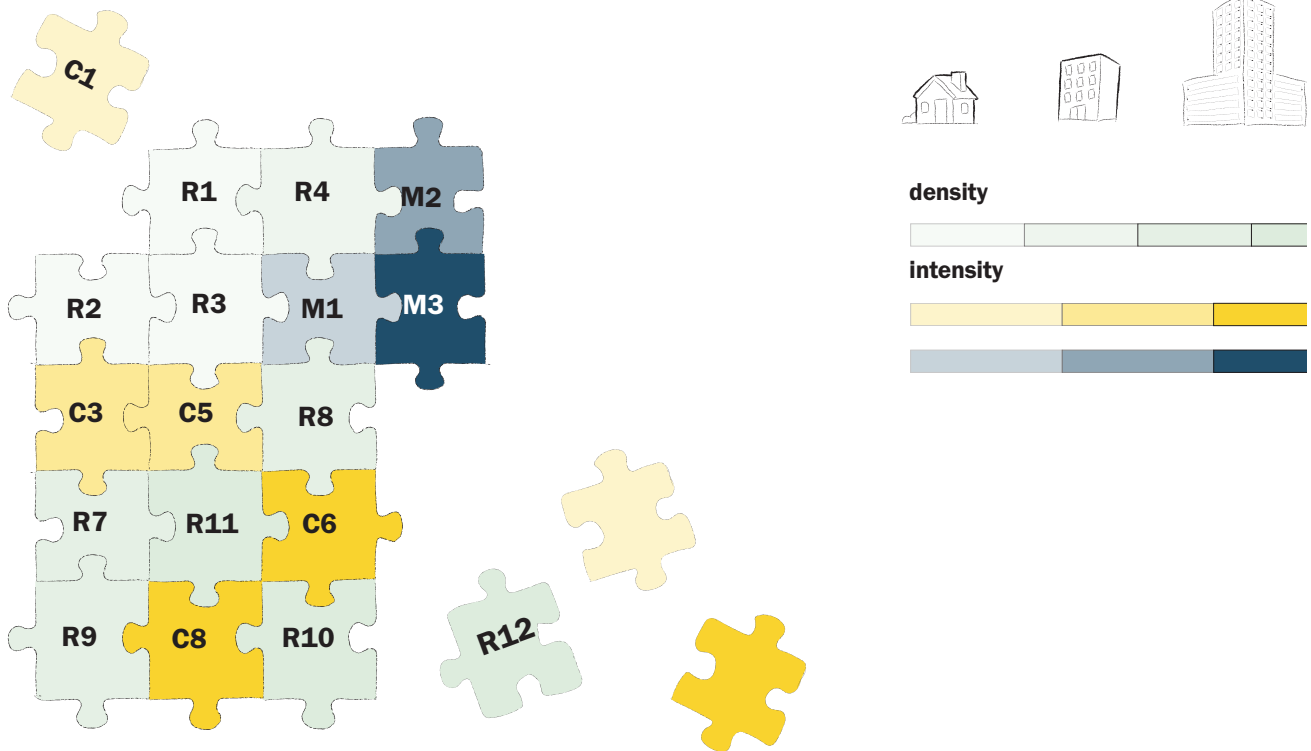


**Commercial Districts** range in intensity – meaning the scale and type of allowed commercial activity, not their density – from C1 to C8. This spectrum ranges from neighborhood retail streets where New Yorkers shop and run errands, to business districts with office towers, to semi-industrial areas that offer crucial services like gas stations and auto repair shops. C1 and C2 Districts are considered neighborhood retail districts, while C4 through C6 represent the principal shopping and business districts. The other districts fill more specialized roles.



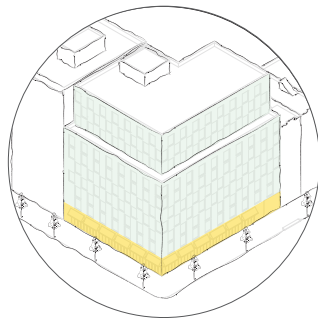
**Manufacturing Districts** also range in intensity, from M1 to M3, reflecting a shift from light, to medium to heavy manufacturing areas.

Lastly, zoning districts often have a letter or number suffix appended to them. These suffixes generally reflect subtle variations in permitted building scale. An M1-2 district, for instance, allows for typically one or two more stories than an M1-1.



# What Does Zoning Regulate?

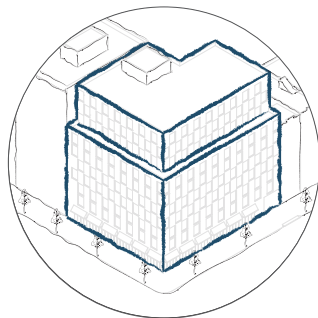
Every zoning district comes with a set of rules which mostly fall into three different categories: use, bulk and parking regulations.



■ Residential Use  
■ Commercial Use

## Use

**Use regulations** set out where different kinds of activities may be located throughout the city. They sort out what belongs together in each district – and what does not. Activities that do not mix well are not permitted in the same zoning district. For example, an industrial plant emitting air pollution would be unpleasant and harmful if located in the middle of a residential neighborhood. So, factories like this are not permitted in Residence Districts. Conversely, each district establishes what types of uses are compatible and complementary. Retail and service uses like restaurants, clothing stores, grocery stores and hardware stores are broadly similar uses permitted in all Commercial Districts. Because they mix so well into neighborhoods, they are typically allowed to coexist with residences. Use regulations are discussed in more detail in Chapter 2.

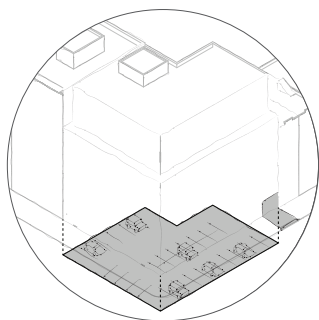


□ Bulk Envelope

## Bulk

**Bulk regulations** establish the size and shape of buildings. These rules ensure that building sizes and scales fit within the neighborhood where they are located. For example, a residential tower might suit parts of Manhattan but would dwarf a community of two-story homes. Different zoning districts account for variations in height across all neighborhood scales. Bulk rules also govern the way a building is positioned on a property, and its three-dimensional form, to safeguard access to light and air for the public on the street, neighboring property owners, and the building's own occupants. Often, as a building rises, it must set back from the street and property lines, reducing the footprint, and improving its relationship with its neighbors. Each zoning district has numerous bulk controls which are discussed at greater length in Chapter 3.





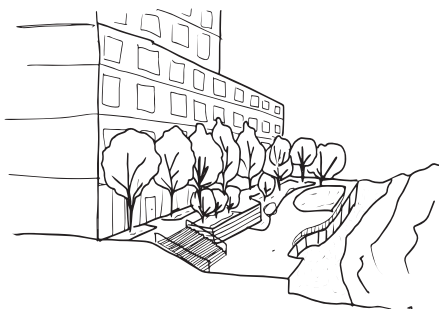
■ Parking Area

## Parking

**Parking regulations** help manage the flow of people and goods around the city. These rules often try to strike the right balance between too little and too much parking, depending on a neighborhood's transit accessibility. In more vehicle-dependent areas, the rules may establish a minimum number of required parking spaces. In places that are more transit rich, however, there is often no minimum. Instead, a maximum number of parking spaces may apply, encouraging transit use and promoting walkability. The range of parking regulations is described in Chapter 4.

While use, bulk and parking regulations make up the core of zoning district regulations, over time **other regulations** have been added to address the needs of an increasingly complex city. These include requirements for public access on waterfront parcels, planting standards to reduce urban heat island effect and stormwater runoff, tools that promote affordable housing, and more. Some of these rules are discussed in Chapter 5.

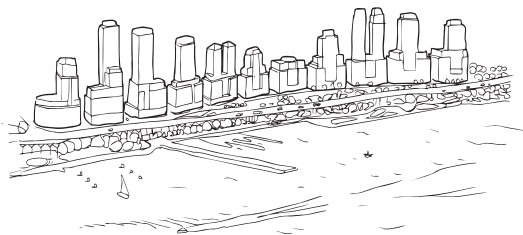
### Public Access



### Planting



### Large Site Planning



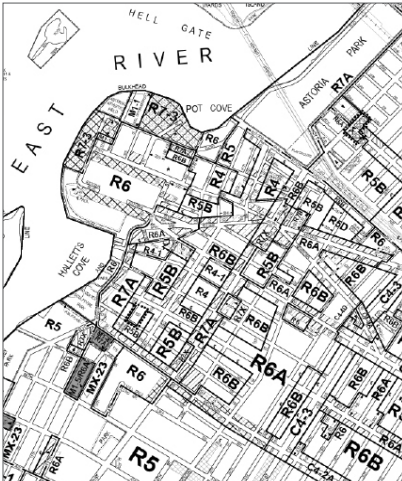
### Preservation



# What Is the Zoning Resolution?

New York’s zoning regulations are contained in the Zoning Resolution. There is a map portion that shows where all the zoning districts are applied and a text portion that contains all the rules.

**Zoning Map**



**Zoning Text**



The **zoning map** portion contains 126 individual maps.

To organize these, the city is broken into a grid of 35 different plates, with “a” through “d” segments for most (but not all) sections.

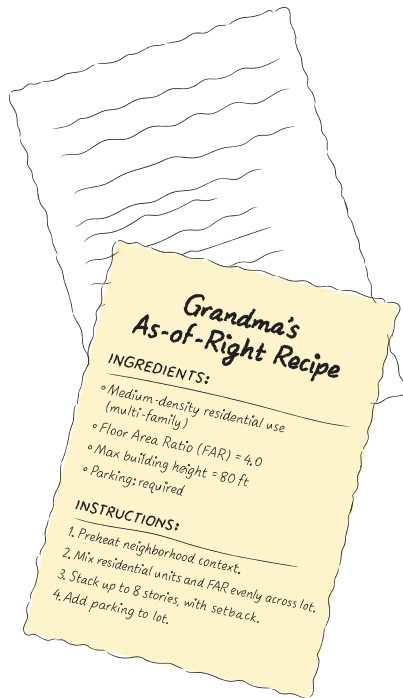
The **zoning text** portion contains 14 different Articles and numerous Appendices. The Articles are numbered by Roman numerals and are subdivided by up to nine different chapters.

In the zoning text portion, Residence Districts, Commercial Districts and Manufacturing Districts each have individual articles dedicated to establishing their respective baseline district rules — Articles II, III and IV. Within these articles are separate chapters with use, bulk and parking rules. At a bare minimum, every zoned area of the city has at least this layer of zoning controls. These rules are commonly referred to as the “underlying” rules because, as the name suggests, they may be, and often are, modified and superseded by other zoning regulations.

There are two main ways the Resolution modifies the underlying rules. First, the regulations may be superseded and changed in geographically-specific areas described in Articles I or VI of the zoning text. Second, the underlying rules could be modified in a Special Purpose District. These boundaries are shown on the zoning maps in a gray hatch, and each has a unique chapter within Articles VIII to XIV of the zoning text. There are currently 59 individual Special Purpose Districts.

While it may not be as satisfying to sink your teeth into, the way zoning rules stack is a lot like cakes — they may be layered or not. In many areas, the underlying zoning district provisions are the only layer, like a simple sheet cake. In others, a Special Purpose District or geographically-specific set of rules adds a second layer on top of the base zoning, like a two-tiered cake. In a few instances, multiple layers of special area regulations stack onto the underlying rules, forming something closer to a multi-tiered wedding cake.

# As-of-Right Zoning Versus Discretionary Actions

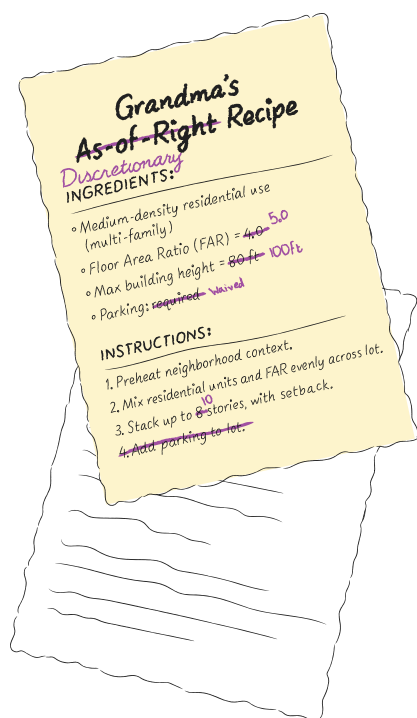


In New York, most new buildings are constructed as-of-right. This means that if the proposed building adheres to the zoning rules, it can receive a building permit for construction without any special permissions from a planning agency.

Since as-of-right development is so common, large portions of New York's zoning regulations are dedicated towards writing out very explicit parameters to be followed. While they make our regulations long, these details have the benefit of making the rules relatively straightforward to work with.

As-of-right zoning, in a way, is like baking using a recipe. Suppose a family member asked you to bake their favorite cake for their birthday. If you had all the ingredients, and followed the instructions, you could be reasonably confident the cake would turn out right. The outcome is predictable. In a similar way, the array of use, bulk and parking regulations in the Zoning Resolution form "recipes" that make as-of-right development formulaic.

Now imagine you didn't have the right ingredients, or that you wanted to make an adjustment to the steps and add nuts or rainbow frosting. By going off script, things have suddenly become more complex and risky. You might need to find substitutes, check for allergies, and ask permission. The result might fall flat — or it could be a hit.



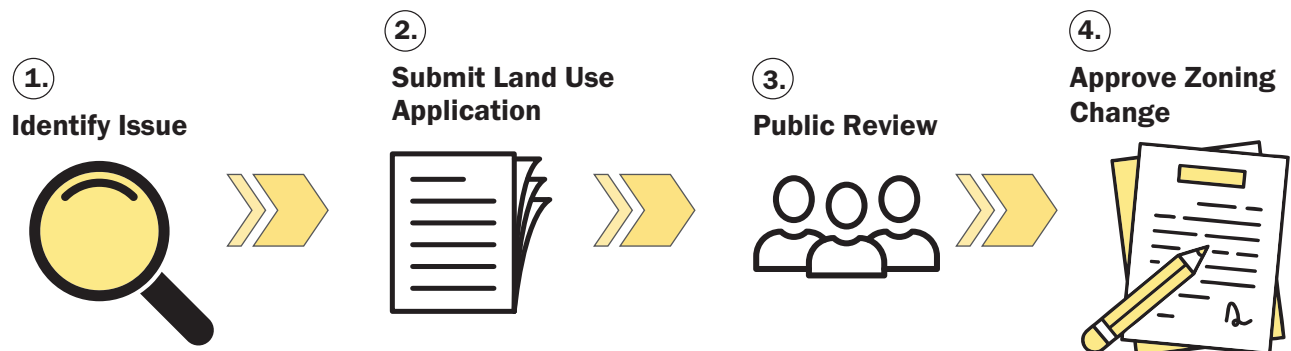
There are many reasons why standard zoning regulations might not work for a new development. The lot might be irregular, the rules may be outdated, or the zoning district might not match the vision for what the developers want to build. When a proposal cannot comply with the rules, that's when special approvals may be needed.

There are several mechanisms to modify zoning regulations. If the zoning district does not allow the ideal uses, or building scale, it can be changed through a zoning map or text amendment. If the change is more limited — say, the uses are correct, but the building height is not — there may be specific authorizations or special permits available. And if a property has irregularities, and the zoning rules create an unusual hardship, a variance from the rules may be granted. Variances act as a relief valve, ensuring zoning regulations are not too onerous in outlier cases. All these actions involve a public review process where an environmental review identifies potential impacts, and decision-makers will evaluate whether the change is appropriate. Since the decision-makers have the discretion to request revisions, and ultimately to say yes or no, there is uncertainty built into the process.

# Changing Zoning

Although following the as-of-right rules is more straightforward, attempts to change the zoning regulations through an amendment to the Zoning Resolution are still relatively common. Each year there are dozens of individual amendments adopted to both the zoning maps and text. Applicants may be private property owners or public agencies. The scale of the proposed change varies widely. Many applications are for small rezonings, but there are also amendments that affect large portions of neighborhoods or even the entire city.

All applicants for zoning changes work with the Department of City Planning (DCP) to prepare a land use application, which includes any required environmental review. When the Department has certified that the application is complete, the project goes before the City Planning Commission (CPC). This starts the typical public review process, which has a specified sequence of review set out in the City Charter – the legal document that establishes the organization, powers, functions and procedures of the City government. The review includes input from the affected Community Board and Borough President, a public hearing and vote with the City Planning Commission and, if approved by the CPC, a vote by the City Council. If the Council approves the amendment, it becomes effective as part of the new zoning map or text. Zoning Map amendments follow a structured timeline for each phase of review through a process known as the Uniform Land Use Review Procedure (ULURP).





# Administering Zoning

When an architect is seeking construction permits for a new building — whether it is proceeding as-of-right or through a discretionary action — they will file their plans with the Department of Buildings (DOB). There, plan examiners check for compliance with the Construction Codes as well as the Zoning Resolution. If everything complies, DOB will issue a building permit, and when the building is finished, they will issue a Certificate of Occupancy (CO) verifying that the building is safe to be occupied.

The DOB is also the agency tasked with ongoing enforcement of zoning provisions. Say a residential home was constructed according to the rules of a residence district, but 20 years later, the home was sold. The next owner, unaware of zoning regulations, decided they wanted to turn the backyard into a mini amusement park with a go-cart speedway and mini roller coaster for paying customers. Since amusement uses like this would likely be contrary to the zoning district's rules, the DOB could inspect this situation and issue zoning violations where necessary.

# Zoning in the Context of Other Land Use Controls

Zoning is just one instrument in the symphony of rules that orchestrate the dynamic pulse of the City. Sometimes it carries the melody, and its role in shaping a particular neighborhood is easy to see. At other times, zoning is less perceptible amongst other instruments — sometimes it's blending and harmonizing, while at other times falling silent altogether. It's important to know when, and when not, to expect zoning's presence.

Zoning applies primarily to parceled property — specifically, zoning lots. It does not cover public streets, parks or the open waters in rivers or the harbor beyond the pierhead line. Different land use controls, administered by other agencies, regulate these areas. The Department of Transportation (DOT) oversees streets, the Department of Parks and Recreation (DPR) manages city parks, and the U.S. Army Corps of Engineers and the Coast Guard regulate navigable waterways.

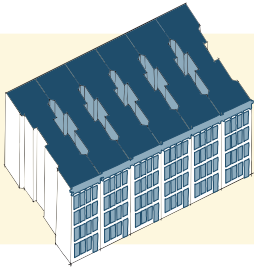
Where zoning does apply, it is not the only set of regulations governing the building or its uses. For example, the Landmarks Preservation Commission (LPC) designates both individual Landmark buildings and entire Historic Districts to ensure that their historic value is retained. The Environmental Protection Agency (EPA) and the New York State Department of Environmental Conservation (DEC) administer a range of environmental regulations. The Department of Buildings (DOB) administers the Construction Codes and the Fire Department (FDNY) the Fire Code to protect the health and safety of building occupants.

In general, each set of regulations must be satisfied. Just because zoning permits something does not give someone the right to violate a different city, state or federal law. Where laws conflict, the more restrictive provision usually applies.

Local zoning does not always extend upwards to apply to higher levels of government. Federal properties are exempt from local zoning, and the State can override zoning for specific purposes. For example, the Metropolitan Transportation Authority (MTA) can bypass zoning on its property for transportation projects.

# Zoning History in NYC

Zoning regulations have a long history in New York. Each era adapted zoning to meet the City's emerging challenges, and it will keep evolving in the years to come. Here are some formative moments in zoning history, highlighting key shifts over time.



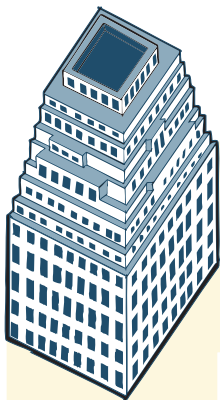
## 1880s–1890s

Light and air access is an increasingly important issue for progressive reformers examining the living conditions of immigrant enclaves. Tenements in this era are required by state law to be built with air shafts giving them a “dumbbell” shape.

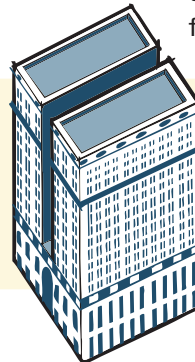


## 1900s–1910s

New tenement reforms mandate access to even more light and air. Residential building heights are limited based on the fire resistance of the building and the width of streets the building fronts upon.



Engineering innovation allows for a proliferation of taller office buildings. While some early skyscrapers sculpted their towers (Woolworth Building), others rose sheer (Equitable Building) leaving neighbors in perpetual shadow.



Loft buildings are mandated to be safer after the Triangle Shirtwaist Factory fire. Newer and larger lofts march uptown closer to department stores. The encroachment of garment factories near shopping districts and residences raises calls for a separated garment district.



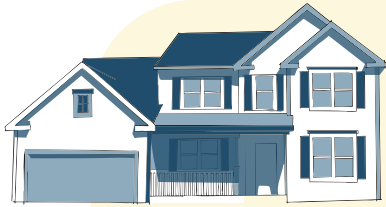
1916 Zoning Resolution codifies residential controls in state laws, establishes height controls for all buildings (under diagonally sloping, “sky exposure planes”), and establishes appropriate locations for disparate uses.



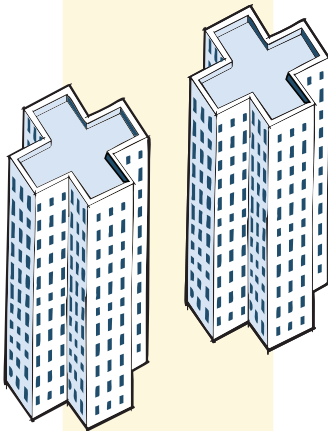
## 1920s

An economic boom following the end of the First World War ushers in New York's single largest decade of building construction. The 1916 Resolution regulates the size and shape of these buildings, along with the uses that could locate inside them.





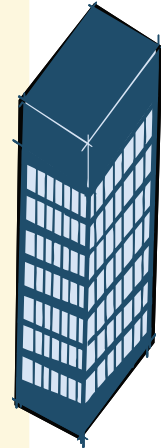
Suburban home models increase in demand, especially after the Second World War. New low-density zoning districts are introduced to zoning to reflect this trend, as well as parking requirements.



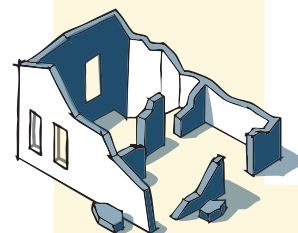
## 1930s–1950s

Large scale housing campuses are created through public and private investment. These complexes increasingly use urban renewal powers to replace existing tenement housing with 'tower-in-the-park' typologies that pair efficient mid-rise tower construction with generous open space.

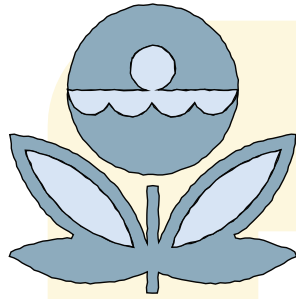
Post war architectural styles begin shifting towards an 'International Style' that favors simple, sleek forms, like sheer-rising glass and steel towers, instead of masonry "wedding cakes." Providing at-grade public plaza space, like at the Seagram's building, is seen as novel and a worthy model to replicate.



By the 1950s, the 1916 Resolution is seen as woefully obsolete. Planners are fearful that New York will not retain its economic vibrancy if its regulations do not reflect the modern city. The 1961 Resolution is a complete rewrite, seeking to accommodate all these new models for living and working.

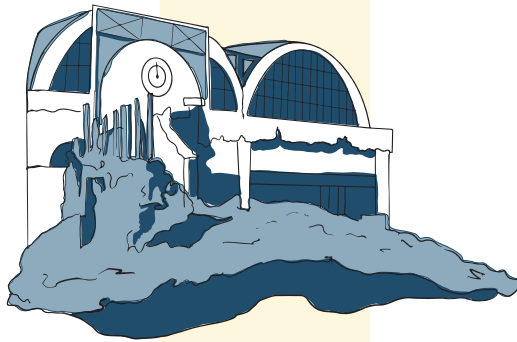


# Zoning History in NYC



The growth of the environmental movement spurs the creation of new special districts to preserve natural features in the city.

Following the outcry over the demolition of Pennsylvania Station, the Landmark Law is established to protect historic landmarks. Zoning is modified to complement these rules, with novel tools granting the ability to transfer unused development rights to nearby sites.

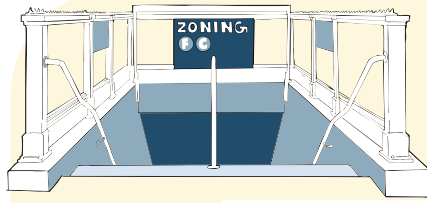


## 1960s–1980s

The more disruptive aspects of urban renewal — such as the displacement and large-scale demolition of neighborhoods — become broadly unpopular and increasingly rare. So, instead of the anticipated large-scale tower-in-the-park developments, smaller-scale infill development becomes the norm. This mismatch between vision and reality means that new buildings sit awkwardly — taller, and more set back — compared with the older ones on the block. In response, special districts are created to limit heights and ensure new buildings mimic the scale and form of their older neighbors.

The decline of the manufacturing sector in the city prompts several different zoning responses. In areas that are no longer industrial in character, new zoning tools allow a broader mix of uses — even residences. In areas where manufacturing still exists, different tools are established to retain these uses.

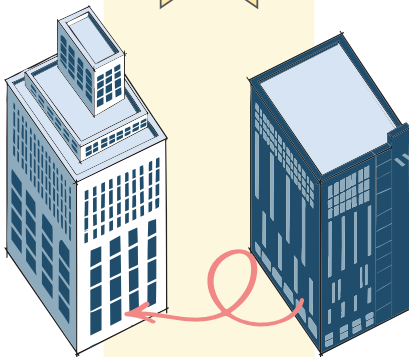




Incentive zoning tools are refined and expanded. Existing programs, like plazas, are narrowed to align better with the places that had the most sidewalk activity. New programs were created to advance emerging policy goals like providing affordable housing and improving accessibility in transit stations.



The aging building stock in the Central Business Districts spurs the establishment of several special districts to promote re-investment. Tools are introduced to bring new life to obsolete office or manufacturing buildings by allowing their conversion to housing.



## 1980s–2000s

The trend towards preservation of existing neighborhood character continues with the development of a range of new ‘contextual’ zoning districts. These are mapped broadly across the city to prevent out-of-scale development and encourage right-sized growth.



As New York City’s population rises, new areas for growth are pursued. Waterfront areas present major opportunities for reinvestment and redevelopment, and spur significant public open space enhancements on esplanades.

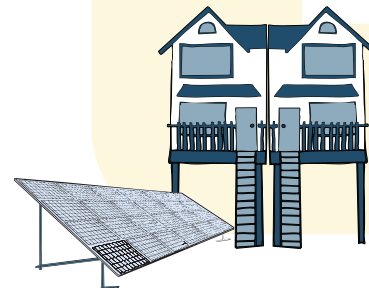


## 2010s–2020s

Hurricane Sandy raises awareness of the City’s vulnerability to coastal storms and sea level rise. Several tools are devised to aid in reconstruction and to foster more building resiliency.

Affordability has become a central issue for many New Yorkers. An expanded range of affordable housing programs are created, both voluntary and mandatory, over medium- and high-density areas.

City of Yes reforms introduce a wide range of zoning changes. *City of Yes for Carbon Neutrality* amendments promote energy-efficient buildings and allow a range of alternative energy infrastructure. *City of Yes for Economic Opportunity* modernizes use regulations, permitting a wider range of compatible uses across neighborhoods. *City of Yes for Housing Opportunity* expands housing types allowed in most low-density neighborhoods, broadens affordable housing programs and introduces numerous refinements to more equitably address housing growth.





# Handbook Organization

The rest of the Handbook builds on this Introduction to give readers an overview of zoning's core concepts.

Chapters 2 through 4 go over the key areas of zoning — Use, Bulk, and Parking, respectively. Chapter 5 lays out other topics that zoning also now addresses.

Chapters 6 through 8 go into greater detail about the Zoning Resolution itself. Chapter Six summarizes its structure and language, which should make it easier for readers to engage with zoning's rules. Chapter 7 includes three sets of case studies that illustrate how different zoning rules work on sites across the city. Finally, Chapter 8 includes charts and maps that look to summarize zoning's key rules.

It is important to note that the Handbook is only a reference guide meant to help readers understand the city's zoning. One should not take the Handbook to be the actual zoning law. That is instead the Zoning Resolution itself. The Handbook also is not the only reference material about zoning. The Department of City Planning's website also includes helpful information about zoning's history and districts.

## CHAPTER 2

# Use Regulations

Zoning regulates the types of activities that can occur on any piece of land through its use regulations. Each zoning district allows a distinct set of uses. It does this to avoid conflicts between certain uses and to improve quality of life.

For example, zoning does not allow factories in Residence Districts. The factory's noise, emissions and traffic would not mix well with a residential area. Conversely, in residential areas, zoning allows community services like schools and medical offices. These uses can support the people who live there.

At their most basic level, the three district types each allow unique use mixes:

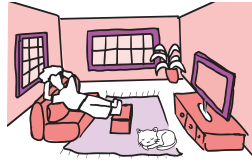
- **Residence Districts** allow housing and community facilities, like schools and hospitals.
- **Commercial Districts** allow a range of commercial and community facilities. In addition, most allow housing. Different districts look to reflect distinct types of commercial places. These range from quiet neighborhood commercial streets all the way up to the bustling central business district.
- **Manufacturing Districts** allow manufacturing and commercial uses. In addition, some allow community facilities.

Of course, zoning's use regulations get more complicated to meet its goals. The rest of the chapter looks to explain the core concepts of these regulations.

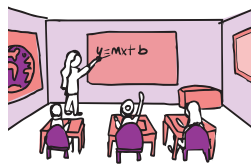
# 10 Use Groups



**I: Agriculture/  
Open**



**II: Residences**



**III: Community  
Facilities**



**IV: Public Service/  
Administrative**



**V: Transient**



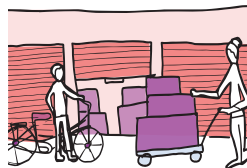
**VI: Retail and  
Services**



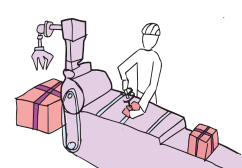
**VII: Offices and  
Laboratories**



**VIII: Recreation**



**IX: Storage**



**X: Production**

Zoning looks to organize all the uses possible in New York City into ten Use Groups. Each group includes uses with common characteristics. Zoning does this to make it easier for readers to find the information they need.

For example, if someone builds housing and wants to find out what housing types zoning allows in different zoning districts, they can look in Use Group II (Residences). Similarly, a retail business owner can look in Use Group VI (Retail and Services) to find the information they need about their store.

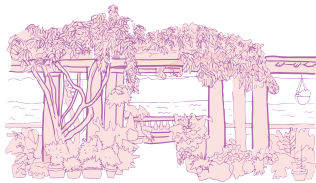
Four of the use groups break down further into subcategories to make it easier to find the right uses. For example, Use Group IX (Storage) includes three subcategories. These include general, specialized, and vehicle storage. Zoning names each subgroup with a letter suffix.

Within each group, zoning lists individual uses in use group tables. The number of listed uses varies within each group. Use Group VI (Retail and Services) lists dozens. Meanwhile, Use Group VII (Offices and Laboratories) lists only those two uses.

In total, zoning includes over 250 individual uses in its use charts. Zoning does this to make clear what uses it permits and to make distinctions between listed uses. This allows zoning to precisely regulate allowed uses in different districts.

For example, zoning lists five separate “entertainment and sporting venues” in Use Group VIII (recreation, entertainment and assembly spaces). In neighborhood commercial districts, zoning allows theaters but restricts arenas and stadiums. In more central commercial districts, zoning allows all three. Conversely, zoning does not allow racetracks or drive-in theaters except (by discretionary action) in lower density, auto-oriented areas. This rule acknowledges the scale of these two uses, as well as the heavy traffic they can cause.

# Use Groups in NYC Buildings



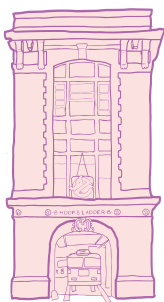
**Wave Hill**  
Use Group I



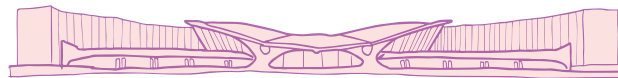
**Royal Tenenbaums House**  
Use Group II



**Wagner College**  
Use Group III



**Ghostbusters HQ**  
Use Group IV



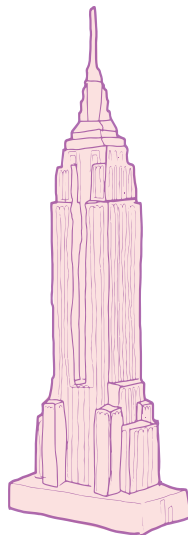
**TWA Hotel**  
Use Group V



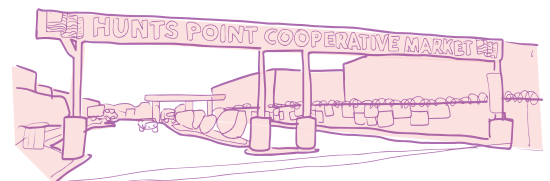
**Tom's Restaurant**  
Use Group VI



**Kings Theatre**  
Use Group VIII



**Empire State Building**  
Use Group VII



**Hunts Point Market**  
Use Group IX



**Brooklyn Brewery**  
Use Group X

# Conditions on As-of-Right Uses

Zoning places conditions on certain uses to ensure their appropriateness in their respective district. For example, zoning places size limits on the arenas and stadiums it permits in central commercial areas.

Zoning groups these conditions into three types. The first two regulate the size of a use and what portions of the use can occur outside of a building. The third and largest category includes environmental and geographic limitations.



## Size

Zoning regulates the size of uses. It does this to ensure the use fits properly in its zoning district. These regulations can take the form of area limits (square footage) or venue size controls (number of seats).

For example, zoning regulates the size of clothing and department stores in neighborhood commercial districts. These stores cannot exceed 10,000 square feet in these districts. Zoning does this because these uses might otherwise grow quite large and generate significant traffic that could overwhelm these areas. Instead, zoning allows the larger stores in more intense commercial areas, such as the central business district.

Importantly, zoning's size rules apply to individual businesses, not to the overall amount of the use on the zoning lot. A shopping center in a neighborhood commercial area can have many small retail shops that exceed the limit when added together.

Zoning shows size limits in the use group tables with an "S."



## Enclosure

In Commercial and Manufacturing districts, zoning often requires that uses take place in enclosed buildings. It does this to minimize nuisances and to help ensure an orderly streetscape. However, it allows certain uses, whether wholly or in part, to occur outside of a building.

Zoning allows certain things, including agriculture and outdoor skating rinks, to always occur outside. This ensures uses like the Rockefeller Center skating rink can conform with zoning. For other uses, it allows limited low-impact portions to occur outside. These include outdoor dining areas for restaurants and, in Manufacturing Districts, outdoor storage spaces.

Zoning shows open allowances with a “U” in the use group tables.



## Other Conditions

Lastly, zoning includes a grab bag of conditions that look to ensure a given use will not harm its surroundings. Zoning applies conditions to specified individual uses as well as broad groups.

For example, zoning applies a framework of “performance standards” to a range of uses in Manufacturing Districts. These include production uses, like food manufacturing, as well as heavy services, like auto repair shops. These standards place limits on noise, air pollution, and other nuisances that these uses can produce. They vary by zoning district. More restrictive standards apply in light manufacturing districts compared to heavier ones.

Zoning conditions also extend to residential and commercial uses. In some low-density Residence Districts, zoning controls the types of allowed building types. For example, some districts include limits on the possible number of housing units in a building. They also control whether the building must have an open space around it. Conversely, in high-density commercial areas, zoning requires theaters to provide indoor waiting space. This looks to ensure waiting crowds do not take over the sidewalk outside.

Zoning uses a “P” to note these conditions in the use group tables.



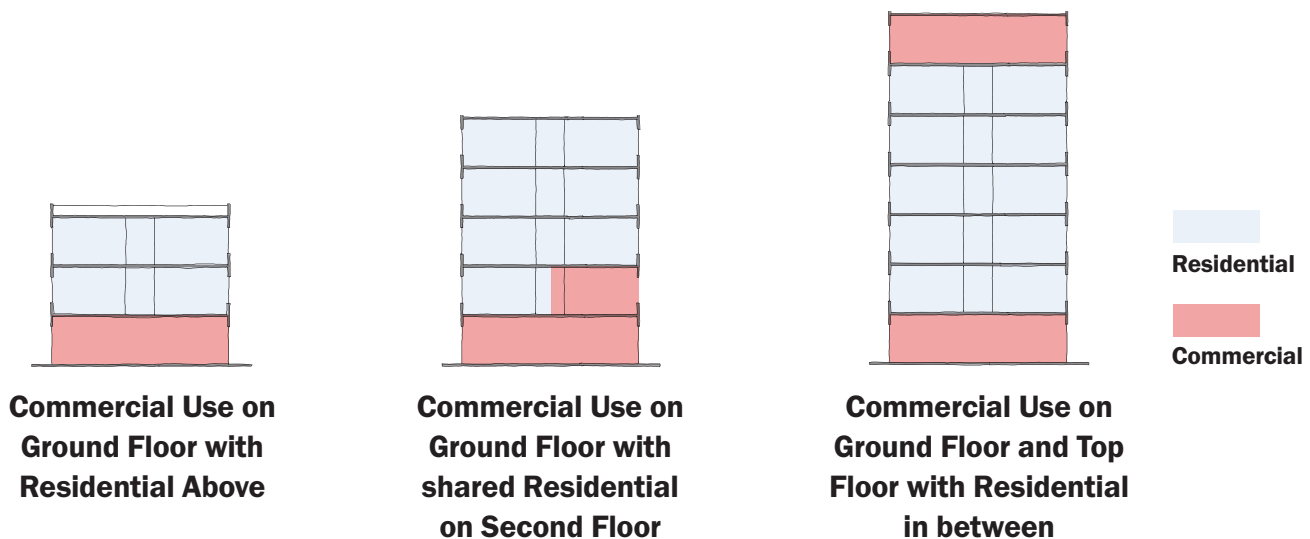
# Use Location

As noted previously, zoning regulates where different uses can operate in the city. It also considers where different uses can locate in individual buildings. This is particularly true for buildings that include both commercial and residential uses. These rules all look to ensure commercial uses do not negatively affect nearby residents.

In **neighborhood commercial districts**, zoning limits commercial uses in all instances to the lower two stories of a building. This rule works to mimic the city's most vibrant neighborhood commercial corridors that often had two levels of non-residential use.

Zoning places more requirements when **commercial and residential uses** occur on the second story next to one another. These include restrictions on access between the two uses. Special regulations look to protect residents, including controls on pollution, noise, and vibration.

In other commercial areas, such as **central business districts**, commercial uses can occur on any story. However, zoning includes similar access limits when commercial and residential uses occur on the same story. Zoning also allows commercial uses in limited circumstances above residential uses in these areas. This allows observation decks and, in Manhattan, restaurants to take advantage of the skyline views.



# Accessory Use

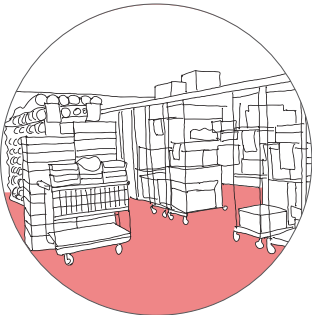
Zoning acknowledges that individual uses are not monolithic. They often need or desire supportive elements. For example, a pizza shop requires storage space for its ingredients and pizza boxes. It also needs mechanical equipment to help cook or preserve its food.

Zoning considers these supportive elements as “accessory uses.” It treats them as part of the “primary” use if they can meet certain standards. These standards look to ensure accessory activities do not undermine or overwhelm the primary use. They also make it easier for uses to evolve and for sufficient flexibility in the Zoning Resolution.



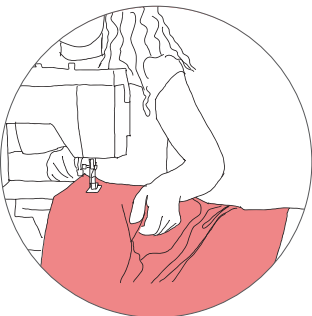
**Vehicle Storage**

Zoning requires an accessory use to be incidental and customarily found in connection with the primary use. It also must occur on the same property and provide for the benefit of its users. Zoning also includes a list of elements it considers as accessory when they meet specific requirements, including automobile parking.



**Storage Space**

The pizza shop’s small storage space meets all these conditions. Zoning therefore considers it accessory to the pizza shop. What would happen if the storage space started renting space to other businesses and grew so large that it was three times as large as the pizza place itself? Zoning would no longer consider that space accessory. Instead, zoning would treat it as a separate primary use (a warehouse). Depending on the site’s zoning district, zoning might no longer allow the use.



**Home Occupation**

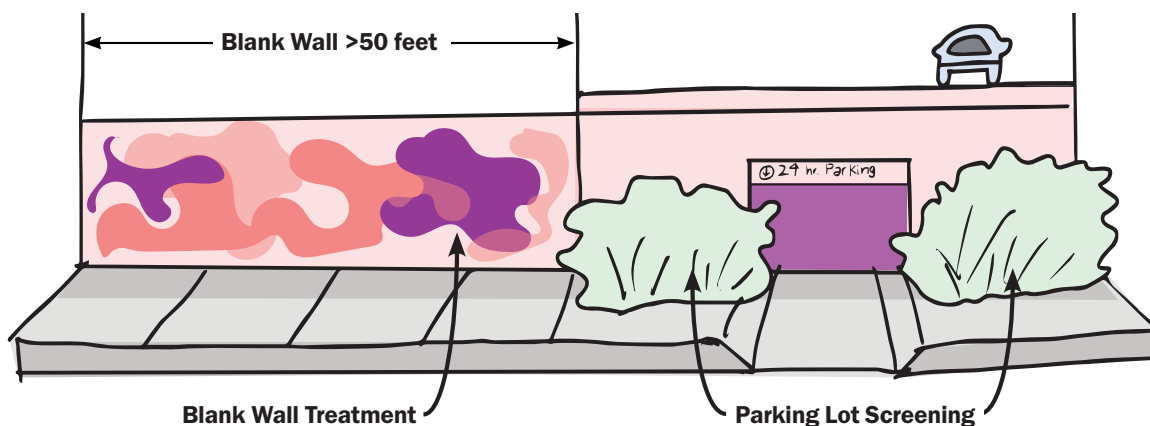
Home occupations are one of zoning’s most familiar accessory uses. Zoning allows people to run small businesses in their houses and apartments. It subjects them to controls, including size limits, to ensure they do not conflict with residential use.

# Streetscape

The city's vibrant commercial streets are one of its hallmarks. These places have concentrations of inviting businesses and services that open onto the sidewalk. They serve the needs of nearby residents and other visitors. Zoning looks to ensure that new construction in Commercial Districts contributes to this vitality. It does this through its streetscape regulations.

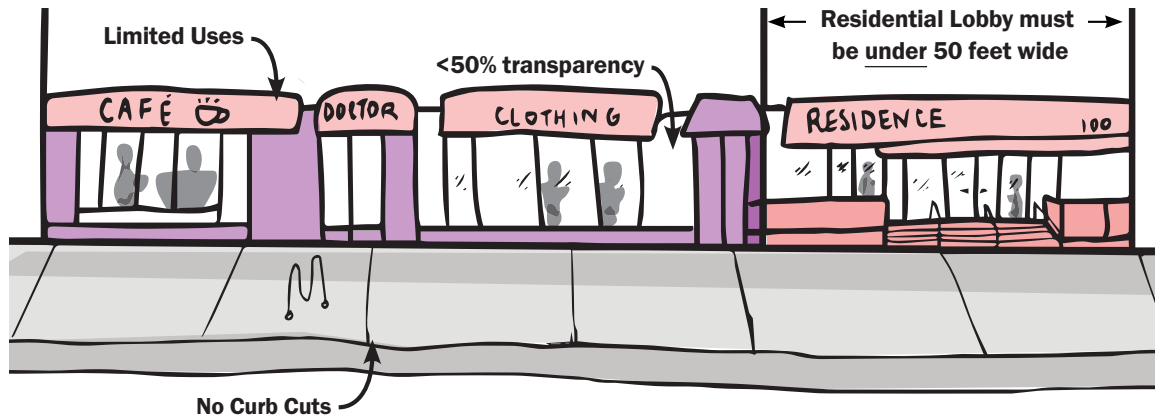
Streetscape regulations have evolved and grown since the current Resolution went into effect in 1961. Over time, policymakers have realized the importance of the relationship between a building's ground floor and the sidewalk. They often experimented with streetscape rules in each new Special Purpose District. Finally, in 2024, DCP replaced this hodgepodge of rules with a citywide framework. These rules intend to embody the best streetscape practices learned over recent decades. They include three levels defined as Tiers A, B and C.

## Tier A



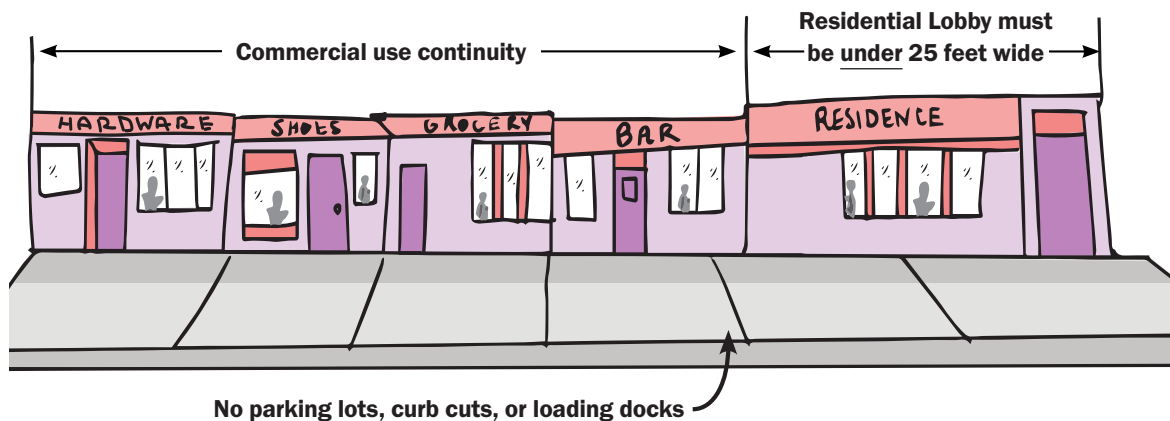
Zoning puts lighter rules on commercial streets far from transit. In these areas, zoning puts limits on blank walls and where parking spaces can go on the lot. Zoning exempts areas near highway ramps and large shopping complexes from these rules given their auto-oriented nature.

## Tier B



On major commercial corridors near transit, zoning restricts ground floor uses that could harm commercial vitality. This includes restrictions on ground floor apartments and infrastructural uses. It also places limits on residential lobbies and amenities, as well as parking and loading areas. Together, these rules look to ensure that ground floors have more-active uses like retail, entertainment, and community facilities. In addition, zoning requires that portions of these ground floors have windows so pedestrians can see inside.

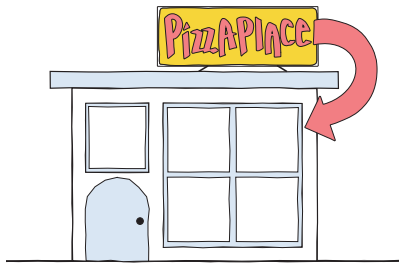
## Tier C



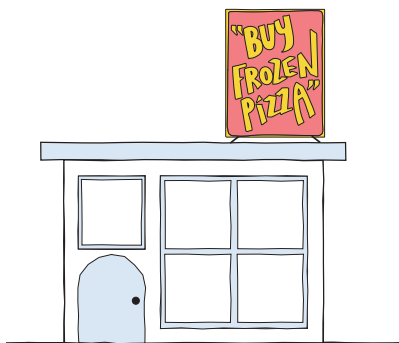
On specified streets, zoning requires streetscape rules to apply with higher design standards. These look to ensure more-active frontages by limiting the size of ground floor lobbies and residential amenity spaces. Policymakers have applied these rules on certain streets in Special Purpose Districts. This includes Bay Street on Staten Island and City Island Avenue in The Bronx. They also apply along many avenues in Manhattan.

# Signage

With so many people milling about on the city's streets, it is unsurprising that businesses would want to announce themselves using signs. Because signs can affect how a neighborhood functions and feels, zoning gets involved. It regulates the type, size, and location of signs throughout the city. These regulations primarily apply through the site's zoning district.



**Accessory sign**



**Advertising sign**

Zoning first classifies all signs as either accessory or advertising. An **accessory sign** promotes a business, product, or service taking place on the zoning lot. For example, a sign above a pizza shop helps to lure hungry pizza eaters inside. Conversely, an **advertising sign** promotes a business, product, or service taking place off the zoning lot. One example would be a billboard sign promoting a frozen pizza company in a different borough.

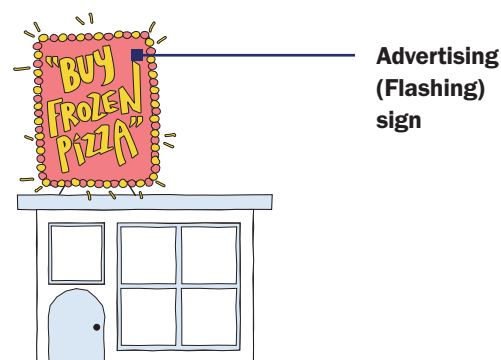
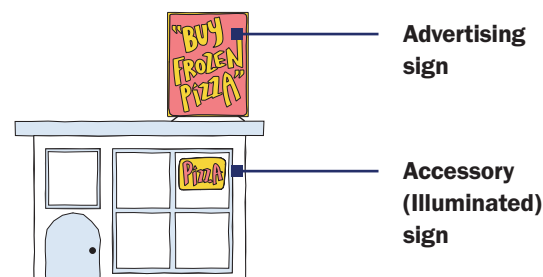
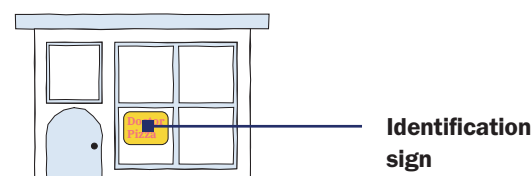
Zoning also regulates the **illumination** of the sign. This includes whether the sign can light up or flash with moving elements. Zoning does this because lit or flashing signs can be distracting to pedestrians and drivers.



Zoning also regulates the **size and location** of the sign. This includes limits on a sign's overall area. It also includes rules about how high the sign can be above the sidewalk and whether it can project across the property line.

Signs throughout the city predate the current rules and do not meet these standards. Zoning includes provisions that allow these signs to remain in place and for the information they include to evolve over time.

In general, zoning restricts most signs in Residence Districts and is most permissive of them in Manufacturing Districts. Signage regulations in Commercial Districts range widely.

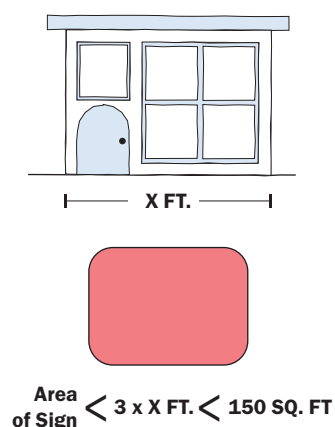


In **Residence Districts**, zoning limits signs to small unlit nameplates and identification signage. Hospitals can have lit signs to ensure people find emergency services. Other community facilities can hang elements like banners and flags.

**Manufacturing Districts** allow both accessory and advertising signs but apply divergent controls on them. Advertising signs cannot light up or flash. Accessory signs can, but their permitted sizes shrink if they do.

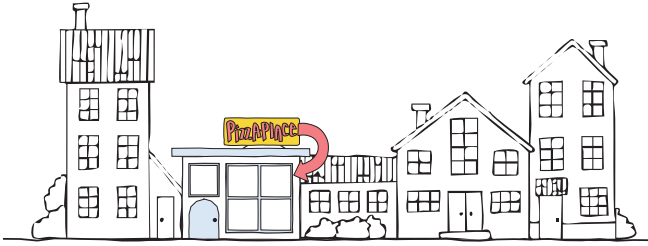
Signage regulations vary in each **Commercial District**. For example, in neighborhood commercial districts, zoning allows businesses to have small lit signs or awnings to announce themselves. In central business districts and major shopping areas, zoning allows larger and taller accessory signs. These can light up or flash in all districts, except in parts of eastern Midtown and Lower Manhattan. Zoning regulations around Times Square and Coney Island allow all sign types without size limits to match the visual cacophony of these areas.

Special signage rules apply near parks, highways, or Residence District boundaries. They look to ensure signs do not negatively affect users or residents in these areas.



In Commercial and Manufacturing Districts, zoning calculates the maximum size for signs based on a multiple of the street frontage. For example, in a neighborhood commercial district (C1 or C2), zoning allows a sign equal to three times the street frontage. In addition, a maximum size of 150 square feet applies. Acknowledging that buildings often have separate small ground level shops, zoning allows each to calculate their signage based on their individual frontage. Zoning measures a sign's area based on its overall maximum extent.

# Non-conforming Uses



Many uses predate and do not conform with today's regulations. This includes uses like older housing in Manufacturing Districts. It also includes small retail stores in Residence Districts. Zoning considers these “non-conforming uses.”

Zoning, with special exceptions described below, allows these non-conforming uses to remain in perpetuity. When a non-conforming use ceases operation, zoning gives less objectionable uses a chance to occupy the vacant space, including uses that zoning would not typically allow. For example, in a Residence District, these rules allow a restaurant to re-occupy a space vacated by a non-conforming auto repair shop even though a restaurant would not be otherwise allowed in the district.

If the space stays vacant for more than two years, zoning requires that only conforming uses can occupy the space. However, given the number of small older shops in Residence Districts throughout the city, zoning exempts these shops from the time limit. New retail and service uses, as well as offices, can re-occupy the space at any time. This single rule has allowed countless beloved business spaces to remain vibrant across the city.

Finally, zoning includes special rules for specific non-conforming uses, such as hazardous material storage in Residence Districts. Zoning requires these uses to shut down within a specified period of the Residence District's establishment. It does this because the use would be in significant conflict with the proposed residential character.



## CHAPTER 3

# Bulk Regulations

Zoning's bulk rules regulate the size and shape of buildings throughout the city. That is a big job since the city is such a complex and varied built environment. Because of this, the “bulk” of the Zoning Resolution deals with bulk.

The growth of complex bulk regulations has become more pronounced over time. New or expanded bulk regulations have fueled the Resolution's growth over the past fifty years. Policymakers have worked hard to fine-tune zoning's bulk rules to reflect the vast variety found in the city's neighborhoods.

Zoning's bulk regulations can seem dizzying. Rules define the size and shape of buildings and regulate building interiors as well as their surroundings. This chapter looks to introduce and explain their core features in an approachable way.

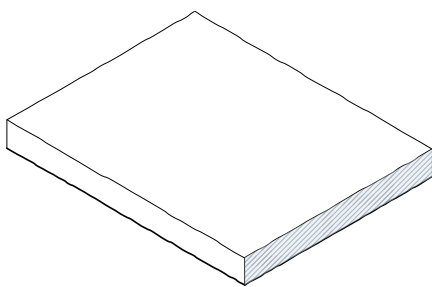
All told, zoning's bulk regulations work together to reflect the range of buildings in the city. From the tallest skyscrapers to the smallest houses, zoning plays a role.

# Floor Area

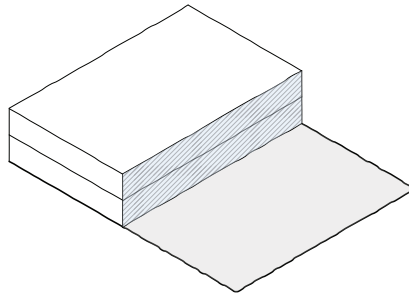
Zoning's primary tool for regulating bulk is its floor area ratio rules. These regulations limit the amount of floor area (floor space in a building) that one can construct on any piece of land in the city. They look to align permitted density with an area's infrastructure, character, and other planning goals. Practitioners often shorten floor area ratio to "FAR" (pronounced as three separate letters "F-A-R" and not "far").

Zoning sets up maximum FARs across the city, primarily through zoning districts. These FARs range from 0.5 in low-density neighborhoods, all the way up to 18.0 in central locations. (FAR can rise even higher in Special Purpose Districts.) Once one finds the FAR for a site, one multiplies the size of their lot by this number. This result defines the total amount of building that is allowed on the lot.

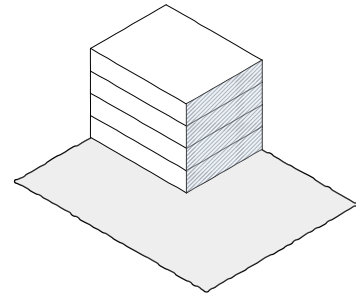
On a 10,000 square foot lot, for example, if the permitted uses had a maximum FAR of 1.0, the floor area on the zoning lot could not exceed 10,000 square feet (1 FAR x 10,000). Zoning allows one to configure this floor area in diverse ways, in conjunction with the other bulk regulations that shape buildings.



**1.0 FAR at  
100 percent lot coverage**



**1.0 FAR at  
50 percent lot coverage**



**1.0 FAR at  
25 percent lot coverage**

*The highest FAR listed in the Resolution (33.0) applies in the area directly around the Hudson Yards subway station. Planners based it on the FAR of the Empire State Building.*

# Floor Area Ratio and Use

Zoning districts often include different maximum FARs for different classes of uses. For example, the maximum FAR for commercial uses could differ from the maximum for residential uses. Community facilities, like schools and hospitals, often have a different FAR too.

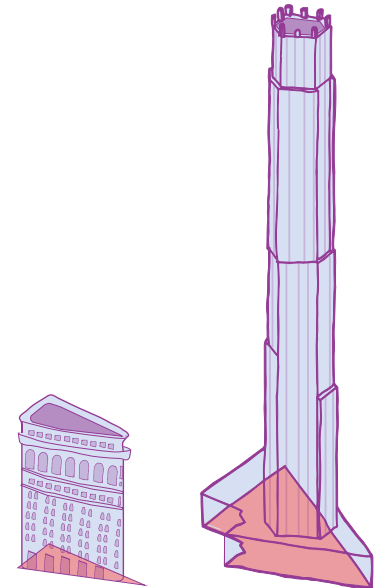
These rules encourage different outcomes. Consider a neighborhood commercial street with ground floor retail and floors of housing above. To encourage this condition, zoning designed for such streets sets a low FAR for commercial use (1.0–2.0 FAR) and a higher one for residential. By contrast, in a central business district filled with large office buildings, zoning often allows commercial uses the highest FAR.

Or consider how these rules can encourage affordable housing. In zoning districts that allow apartment buildings, zoning sets a higher FAR for affordable housing than it does for other housing. This rule aims to unlock more affordable housing throughout the city.

How does this all work when a zoning district has so many different FARs? Most importantly, FARs are not additive. Instead, the use on the lot with the highest maximum FAR sets the limit for the lot. Within that limit, each use with a different FAR can fit but cannot exceed its own maximum.

For example, take a C2 Commercial District mapped over an R6 Residence District. There, zoning sets the maximum community facility at 4.8 FAR and the standard residential FAR at 3.0 FAR (on wide streets). The maximum commercial FAR is 2.0.

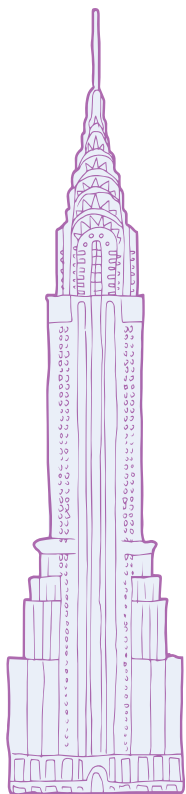
If the lot includes all three uses, one does not add up all the individual FARs to arrive at a maximum FAR of 9.8 ( $4.8 + 3.0 + 2.0$ ). The maximum FAR is the highest included on the lot, 4.8 FAR in this instance. Each use must still follow its respective maximum FAR. This means the commercial FAR on the lot can never exceed 2.0. It would be possible for the lot to have 1.6 FAR for each of the three uses.



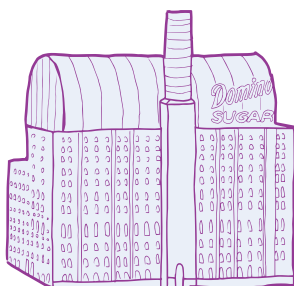
**Flatiron  
Building  
FAR = 21**

**Brooklyn  
Tower  
FAR = 12**

# Floor Area Ratio in NYC Buildings



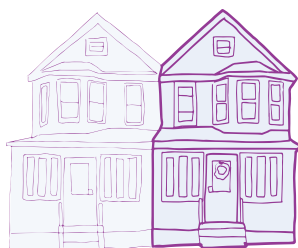
**Chrysler Building**  
FAR = 25



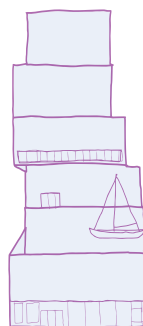
**Domino Factory**  
FAR = 4.88



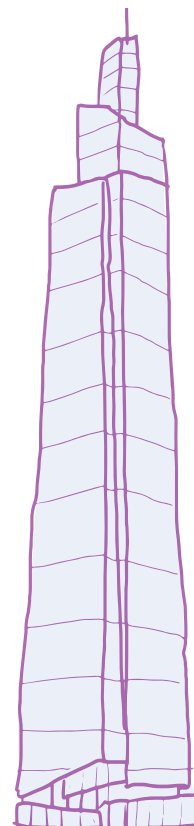
**Grant's Tomb**  
FAR = .09



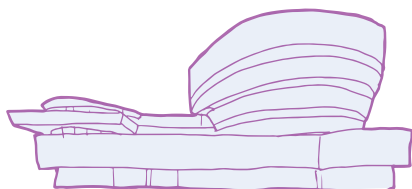
**Archie Bunker House**  
FAR = 0.46



**New Museum**  
FAR = 4.3



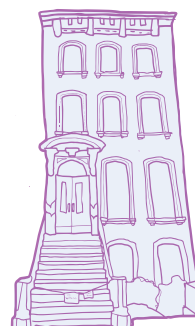
**One Vanderbilt**  
FAR = 30



**Guggenheim**  
FAR = 3.5



**The Dakota**  
FAR = 6.9



**Carrie Bradshaw's House**  
FAR = 2



**Wycoff House**  
FAR = 0.3



**New York Public Library**  
FAR = 1.2

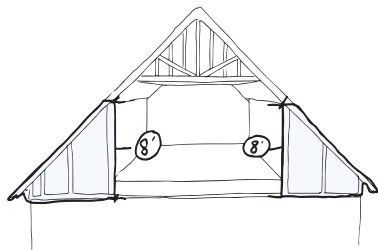
# Floor Area and Exemptions

Not all floor space counts toward the overall floor area ratio.

Zoning does this by specifying in detail what is and is not floor area. This often means the gross area of the building is larger than the floor area for zoning purposes. Practitioners call this floor area the “zoning floor area.”

What kind of things do not count as floor area? Many things. As is often the case with zoning, it varies based on the zoning district and type of building. But exemptions tend to fall into two categories.

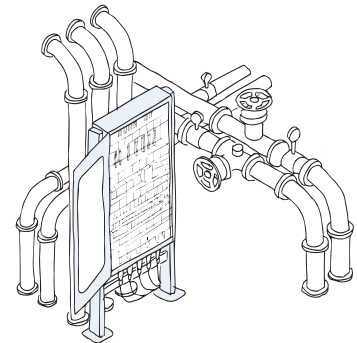
First, since zoning looks to regulate density, it tries to focus on the usable space in a building. This means it exempts spaces needed for basic building functions. These include mechanical equipment rooms and elevator bulkheads. It also includes trash rooms in residential buildings. Zoning also exempts building cellars — spaces fully or predominantly below grade — from floor area. As noted later in the parking chapter, zoning often exempts space devoted to vehicle storage too.



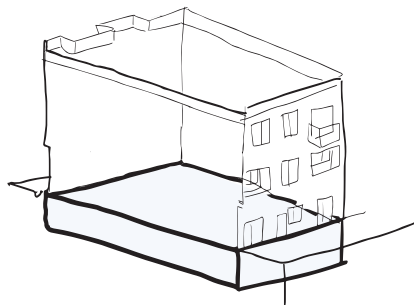
**Attic space under 8 feet**



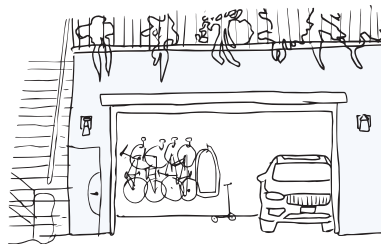
**Recreation Space**



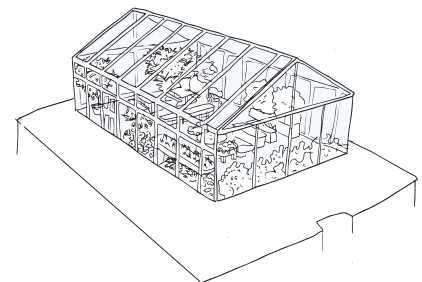
**Mechanical Room**



**Cellar**



**Garage**



**Rooftop Greenhouse**

Second, zoning exempts certain spaces to encourage better outcomes. For example, to promote energy-efficient buildings, zoning exempts a percentage of a building's gross area if it meets a specified low energy threshold. In tall buildings, zoning exempts wider stairwells and fire safety equipment storage, to improve building safety. In residential buildings, it exempts shared amenity spaces like recreation rooms.

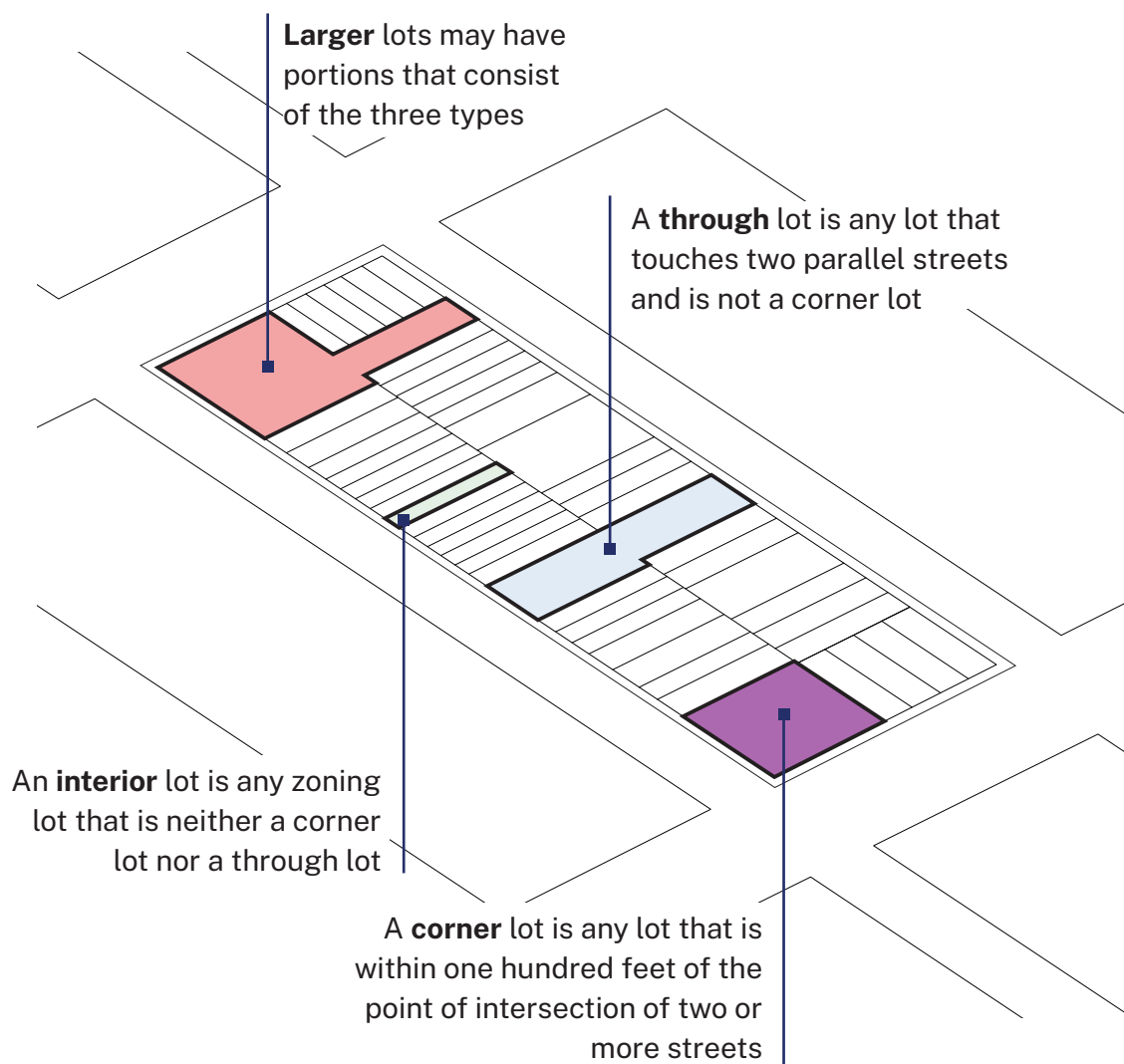
Exempted space can easily make up 10 to 20 percent of a building's gross area. For instance, if zoning allows a commercial tower with 300,000 square feet of zoning floor area, the actual square footage may be upwards of 350,000 square feet. The exempted space may include cellar space, elevator or stair bulkheads, mechanical space and space for loading berths or parking.

# Site Planning Rules—Lot Types

Zoning does not just regulate building size through floor area ratios. It also controls the building shape. To do this, zoning first sets out rules that define where one can place a building on a site.

These “site planning” rules come in a variety of flavors. They often work together to produce an intended outcome. For example, in the lowest-density residential neighborhoods, open areas, like yards, often separate the houses from each other. These site planning rules work to ensure new buildings do the same.

These site planning rules differ based on where a zoning lot sits on a block. Zoning divides zoning lots into three basic types:



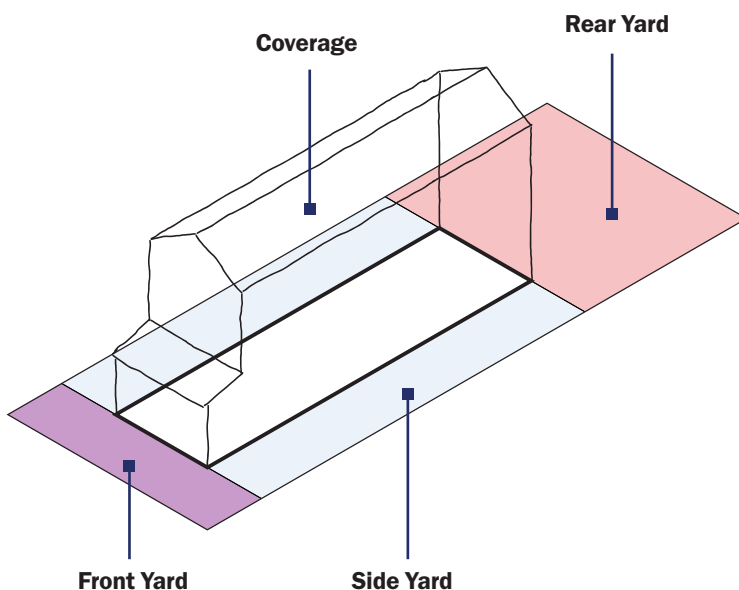


# Site Planning Rules— Yards and Coverage

Zoning often requires that portions of a zoning lot remain open to the sky. This ensures light and air for building users as well as for neighboring properties. The amount and type of open area that zoning requires varies by zoning district and building use.

In general, zoning requires more open areas for residential uses compared to other uses. It also requires more open areas in lower-density areas than in higher-density parts of the city.

Zoning’s two core types of open areas are yards and lot coverage.



## Yards

Depending on the use and zoning district, zoning may require open areas along a lot’s various property lines. Zoning calls these spaces “yards.” Most people think of a yard as a backyard space with greenery. Zoning yards are instead just open areas where one cannot construct a building (with some exceptions for “permitted obstructions” described later). Zoning includes three types of yards corresponding to the three types of property lines: front, side, and rear.

Zoning sometimes includes front and side yard requirements in low-density Residence Districts. These call for open areas along the front lot line facing the street and the side lot line (facing a neighbor). These rules intend to match what already often exists in these neighborhoods. For example, in places where buildings only share one side lot line with their neighbor, zoning might only require one side yard. In general, the lowest-density districts have the largest yard requirements.

Zoning’s most prevalent yard requirement applies along rear lot lines. Rear yards apply in all zoning districts for all building types. Zoning does this to reflect the city’s typical “doughnut” block pattern, with blocks that have open areas in their middle. This design allows buildings to have windows on two sides — facing the street and facing the rear yard.

Zoning’s typical required rear yard depth is 20 feet. This requirement expands for narrow lots when a building abuts another on a separate property. Zoning also increases the requirement for the upper part of tall residential buildings. At the same time, the requirement drops for shallow

lots so workable buildings can fit on them. Zoning removes the requirement entirely for corner lots and for full-block sites to provide extra flexibility.

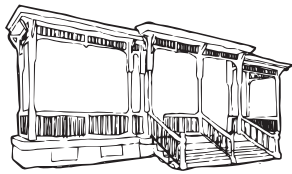
Through lots follow special rules since they have no rear lot line. These rules require open areas (“rear yard equivalents”) that look to match the rear yards of more-typical lots. However, one can often place the open areas elsewhere on the lot.

## Coverage

In addition to yards, zoning often includes lot coverage rules. These control what percentage of the lot buildings can cover. These rules often work in tandem with yard requirements. They typically apply in Residence Districts and residential buildings elsewhere. They have the most importance on larger sites, like residential campuses.

Zoning’s coverage requirement allows buildings to cover anywhere from 40 to 100 percent of a zoning lot. The allowance increases in the higher-density parts of the city to reflect the built-up character of these areas. Zoning also allows higher coverage on corner lots given these lots already have two street frontages.

# Site Planning Rules— Permitted Obstructions



**Porches**



**Chimneys**



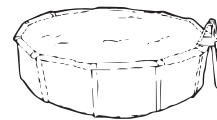
**Flagpoles**



**Bay  
Windows**



**Air  
Conditioning  
Units**



**Pools**



**Fire  
Escapes**



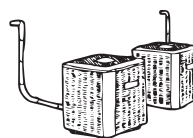
**Balconies**



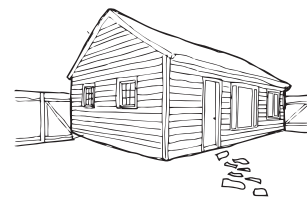
**Detached  
Garages**



**Stairwells**



**Accessory Energy  
Equipment**



**Ancillary  
Dwelling Units**

As mentioned previously, zoning allows identified building elements in its required yards and coverage areas. Zoning considers them “permitted obstructions.” It often requires them to stay low to the ground or close to the building. This helps maximize light and air on upper floors for occupants and nearby buildings.

Zoning includes long lists of permitted obstructions in Residence Districts. These include typical residential building elements (as shown in the surrounding drawings). Zoning allows the fewest obstructions in front and side yards reflecting their typical open character. Rear yards allow more obstructions, including parking and accessory dwelling units (a small, additional unit permitted on the same lot as a single- or two-family home). These obstructions often include size and height controls to ensure they do not overwhelm the required open area.

Commercial and Manufacturing Districts include shorter lists of permitted obstructions. After all, these districts have few open area requirements. They only have rear yard requirements and do not measure lot coverage. Zoning even allows the rear yard area to include one-story building portions in these districts. One often sees ground floor commercial spaces, like a restaurant’s covered seating area, extend into the rear yard area on neighborhood commercial streets.

# Height and Setback—Concepts

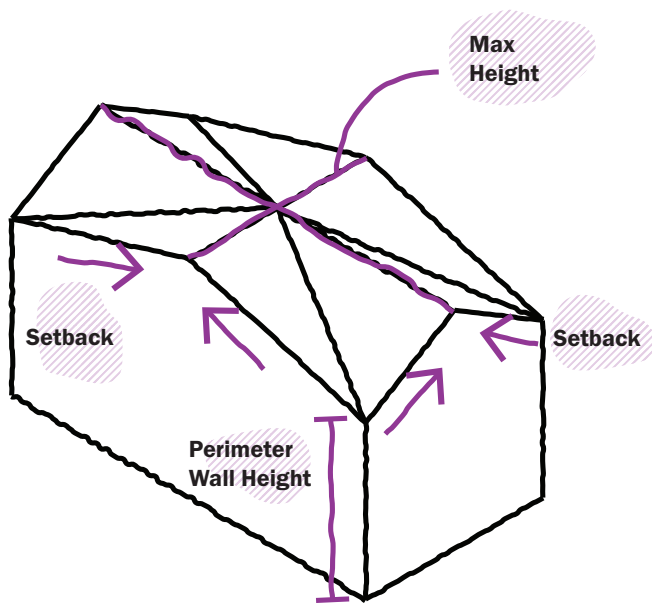
While site planning rules set out where a building can locate, its height and setback regulations shape the volume above. These rules lay out the “envelope” that a lot’s permitted floor area must fit within. By doing so, they have shaped the city’s iconic skyline for over one hundred years, from the tallest skyscrapers down to the smallest houses.

Height and setback regulations look to achieve two interrelated purposes. They ensure that new buildings do not overwhelm their surroundings. At the same time, they give buildings the architectural freedom to be both efficient and attractive.

Height and setback regulations vary across zoning districts and areas. The next pages give an overview of how they work.

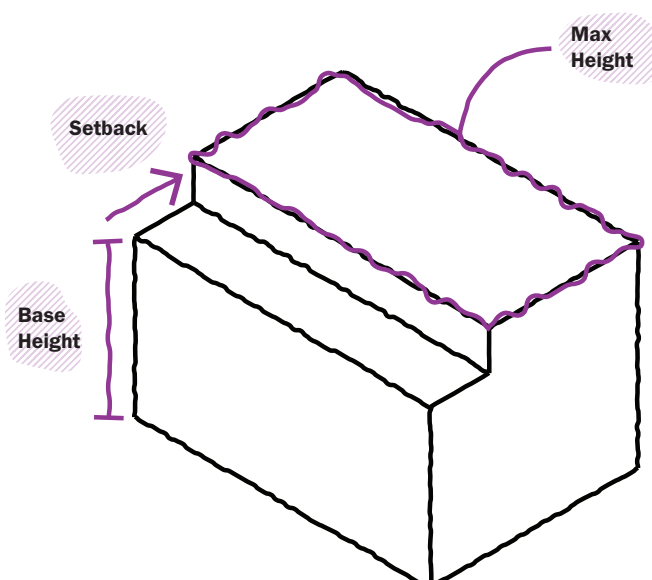
# Height and Setback— Height Regulated

While people often call New York City a “city of towers,” most zoning districts set low maximum heights above which buildings cannot go. This is most often true in districts that allow housing but that are outside of the highest density areas of the city. These envelopes look to limit the scale of buildings in these areas. And they take a variety of forms — from simple boxes to highly-sculpted shapes.



## Pitched roof envelope

For example, zoning requires residential buildings in the lowest-density areas to follow a “**pitched roof envelope**.” This rule applies to single- or two-family houses in zoning districts that require side yards. Zoning limits the height of the perimeter wall to twenty-five feet. Above this, the building must slope inwards and can never go above 35 feet.



## Flat roof envelope

Zoning also recognizes that rowhouses and apartment buildings often have a flat roof. In districts that allow these types of buildings, zoning requires that buildings follow a “**flat roof envelope**.” Maximum heights range from thirty-five to hundreds of feet depending on the zoning district. Zoning sets the maximum heights in these districts to fit their permitted floor area while allowing designers flexibility to design their buildings.

These districts often also include a set of lower heights for the part of the building closest to the street. Zoning refers to this lower part of a building as its “base.” It sets a maximum base height to keep new buildings from overwhelming the streets below. Conversely, it may set minimum base heights to ensure new buildings provide a sense of enclosure along the street. These heights often reflect the scale of older buildings found in medium- and high-density areas. Heights increase as density increases.

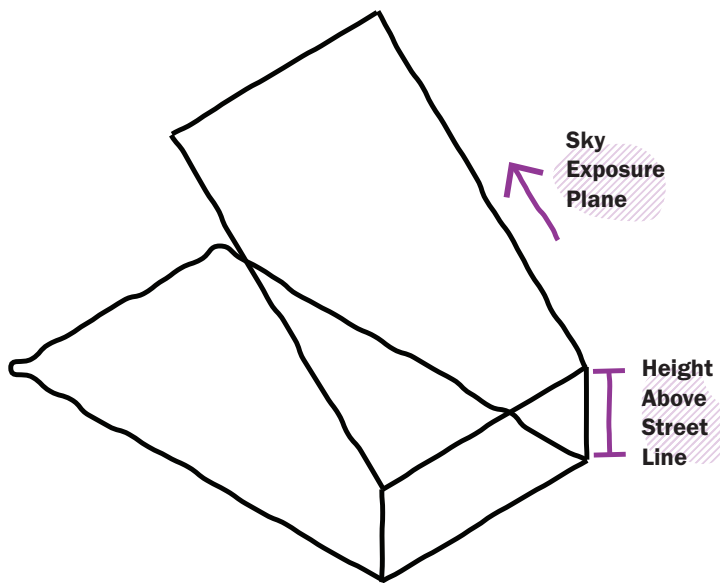
Above these base heights, the building must set away from the street by a minimum distance. Zoning considers this a “setback.” The required dimension depends on the width of the adjacent street. Zoning requires deeper setbacks on narrow streets to help ensure the building does not overwhelm it. After the required setback, the building can then rise to the allowed maximum height.

Sometimes zoning districts will set different maximum heights for special situations. For example, zoning grants zoning lots that include affordable housing a higher maximum height. The intent is to accommodate the higher FAR provided for affordable housing. Large or irregular sites might also have a higher maximum height. Zoning does this to provide greater design flexibility on these unique sites.

Zoning also requires buildings to follow height limits in other situations. For example, regulations that apply along the waterfront limit the heights of all buildings there except at the highest densities. They also control the building orientation to support a sense of openness on the water. Special rules near airports limit heights to ensure that planes can safely land. Some zoning districts, typically those with letter suffixes in their name, require all buildings to follow the flat roof envelopes.

# Height and Setback— Sky Exposure Planes and Towers

In other situations, zoning regulations stipulate no absolute maximum building height. These rules instead control the size and location of the upper part of the building. These come in two broad types: sky exposure plane envelopes and tower envelopes.

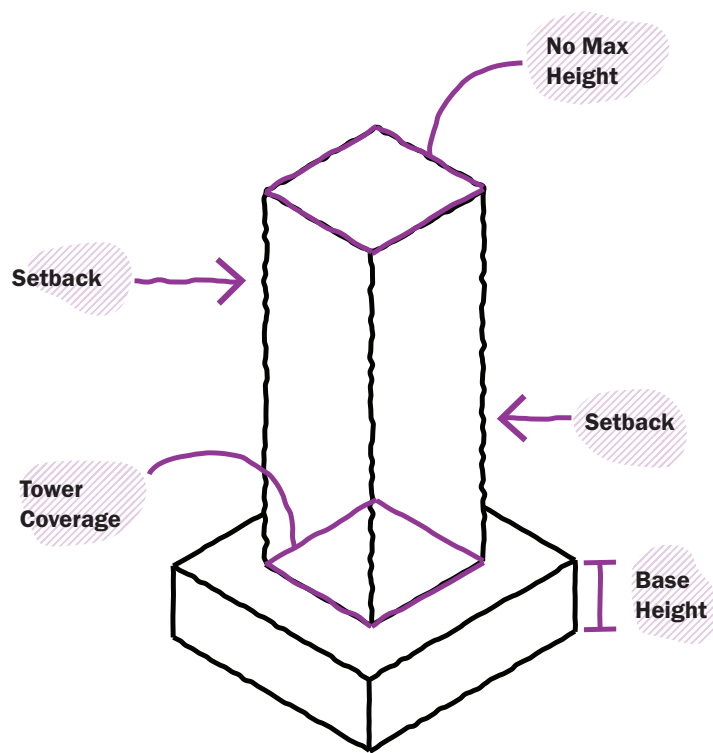


## Sky exposure plane envelopes

Under these regulations, zoning controls the building form through an imaginary, diagonally sloping plane. The plane begins a set height from the street and then slopes upward and inward. Buildings must sit behind this plane to ensure sufficient light and air reach it. Based on the zoning district, zoning sets the plane's starting point above the street as well as the angle of the slope. This height and angle increase as the permitted density increases.

These regulations often apply to non-residential buildings in districts without letter suffixes in their name. They can also apply to residential uses in medium-density districts without letter suffixes.





## Tower envelopes

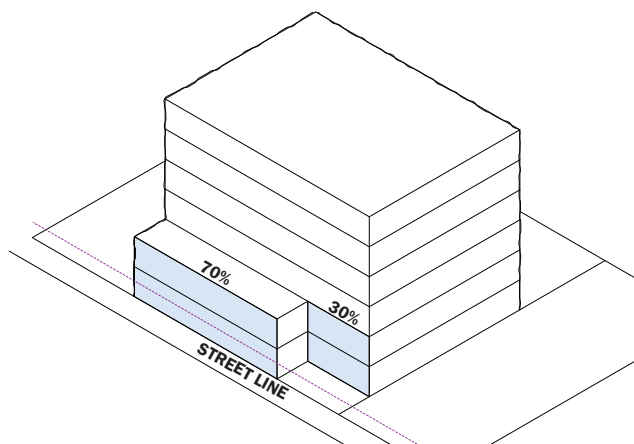
In the highest-density districts, zoning allows building portions to exceed the applicable sky exposure plane or base height. Zoning calls these building portions “towers.” In exchange for this allowance, zoning requires that towers set back a minimum distance from surrounding streets. It also limits the lot coverage of the tower portion. This lot coverage limit typically ranges from 40 to 65 percent based on zoning district, lot size, building use and height. These regulations look to provide the most flexible building envelope to accommodate the permitted FAR.

Zoning sometimes applies more rules to further refine these tower regulations. For example, in Midtown Manhattan, zoning requires that towers follow rules focused on how much daylight the building will block on surrounding streets. In Lower Manhattan, zoning sets maximum tower widths to control their impact on the skyline.

# Height and Setback— Street Walls

Zoning often pays particular attention to the frontage of buildings along sidewalks. This reflects the strong pedestrian character in the city. In high-density areas, buildings sit at the property line. Buildings on commercial streets throughout the city often do the same. In some residential neighborhoods, buildings all set back from the property line but line up with each other. Zoning works to support these conditions where they exist or when new plans call for them.

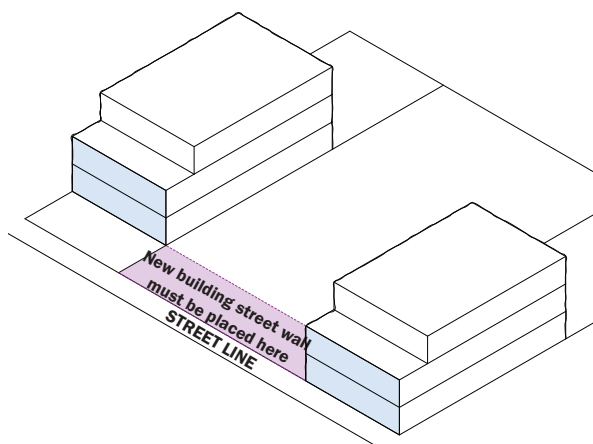
To do this, zoning often prescribes where the building walls facing a street must go in relation to the sidewalk or neighboring buildings. Zoning calls this wall, the building’s façade, a “**street wall**.” These street wall regulations apply most often in medium- and high-density Residence Districts and Commercial Districts since so much pedestrian activity occurs there.



**Street Wall Percentage Based**

The most common street wall rules require a percentage of the building’s wall be within a maximum distance of the sidewalk. For example, one rule requires the building to sit within eight feet of the sidewalk for 70 percent of its length. The remaining part can be set further away from the street.

Zoning also includes more-specific rules to better align new buildings with their surroundings. Along wide commercial streets in high-density areas, zoning requires all new buildings to sit fully at the property line. Special Purpose Districts often include street wall rules for their major streets.



**Street Wall Lineup**

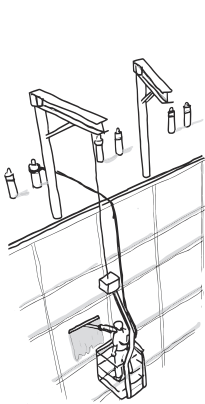
Zoning also includes rules designed for neighborhoods with concentrations of townhouses that are all set back equally from the street. Zoning typically assigns a “B” suffix in these zoning districts. These rules require new buildings there to “line up” with surrounding buildings. This means they can sit neither closer nor further from the street than their neighbors.

When these rules apply, zoning also includes allowances for portions of the required street wall to project forward or recess backward. These “articulation” provisions give designers more flexibility and encourages buildings reminiscent of the city’s older buildings. One common use of these provisions is bay windows that project from townhouse street walls.

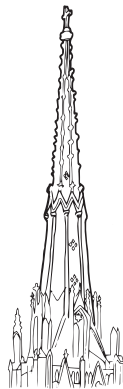
# Height and Setback— Permitted Obstructions

As with its site planning rules, zoning allows permitted obstructions to protrude beyond the building envelope. These include typical building elements found on building walls and roofs (as shown in the surrounding drawings). Zoning often subjects obstructions to size controls to ensure they do not extend significantly beyond the building envelope.

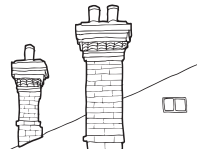
Over time, zoning has become more permissive of rooftop obstructions. This reflects people's desire to use these spaces for recreational purposes, as well as for energy generation. It also reflects the ever-increasing mechanical needs of buildings to address issues like flooding and climate change.



**Window Washing  
Equipment**



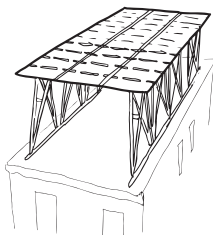
**Steeples**



**Chimneys**



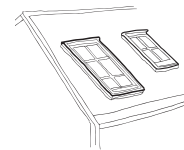
**Parapet Walls**



**Solar Panels**



**Dormers**



**Skylights**

# Residential Rules— Minimum Lot Sizes and Density



**7125 square feet**



**4750 square feet**



**2850 square feet**



**2375 square feet**



**1700 square feet**

Zoning includes special bulk rules that only apply to housing. These rules look to ensure the number of housing units on any given lot does not become excessive. They come in two flavors — minimum lot sizes and dwelling unit controls.

Zoning's minimum lot size controls regulate how one can divide a larger lot into smaller lots. These rules are most impactful to single- and two-family houses in lower-density areas. In different zoning districts, different minimum lot sizes apply. Zoning looks to ensure new lots are in scale with existing lots in its zoning district. To confirm that new smaller lots have regular and usable shapes, zoning includes both minimum lot area and minimum lot width rules.

The largest lot sizes apply in the lowest density districts. For example, zoning allows one to divide a 15,000 square foot lot into two separate lots in the lowest density Residence District. Zoning allows each smaller lot to have its own house. In a slightly higher density district, the minimum lot size decreases. There, one could divide the same lot into six lots. Zoning would again allow each smaller lot to have its own house. These regulations therefore play a key role in setting the possible density in an area.

Zoning also includes minimum lot sizes in zoning districts that allow apartment buildings too. However, this lot size is small and not meant as a density control. Instead, zoning regulates density for these buildings by setting the maximum number of apartments possible on a zoning lot.

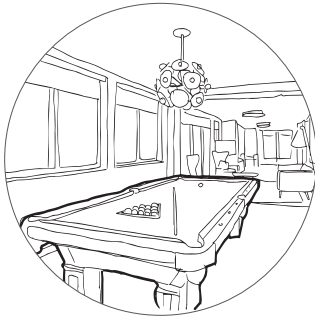
In most areas, zoning calculates the maximum number of permitted apartment units by dividing the permitted residential floor area by 680 square feet. For example, if zoning allowed 20,000 square feet of residential floor area on a zoning lot, the maximum number of apartments would be twenty-nine ( $20,000 \div 680$ ).

Note this calculation does not set a minimum unit size for any one unit. Other codes and laws regulate minimum unit size. Zoning instead sets a minimum average unit size, requiring all developments to balance small units with big units if they want to maximize the number of apartments.

Zoning exempts some apartment buildings from these density rules. For example, new construction and conversions in the Manhattan Core and Downtown Brooklyn do not follow this rule. This exception reflects these neighborhoods' unparalleled access to transit and amenities and demand for smaller apartments there. In other areas, zoning exempts categories of housing from unit size regulations, including affordable senior housing and residential conversions in former community facilities.

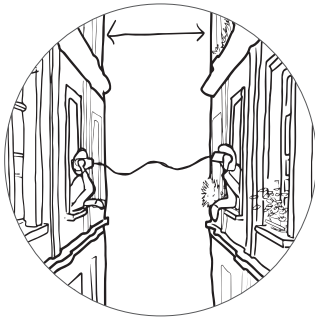
# Residential Rules— Recreation Space, Light and Air

Zoning also includes regulations intended to ensure that housing is high quality and has access to light and air.



**Recreational Space**

First, zoning requires that new apartment buildings with nine or more units include **recreation spaces**, like a rooftop patio or a basement gym. It requires the building to devote space equal to three percent of its residential area to this purpose. The space can be indoors or outdoors. All residents must be able to access it.



**Distance Between  
Buildings**

Second, zoning includes rules to ensure homes get sufficient access to light and air. When a single lot includes more than one building, including one with residences, zoning’s “**distance between building**” regulations kick in. These rules require a minimum amount of separation between the buildings. The separation varies by building type and height and ranges from 10 to 80 feet. The required dimension increases as density and building height increases.

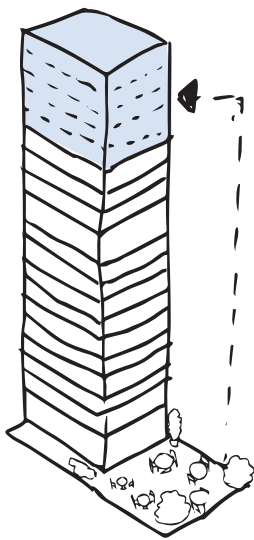


**Courts**

Finally, all apartments must have windows facing onto a sufficiently sized open area. Windows can face either a street or a yard that meets specified dimensions. However, to provide design flexibility, zoning also allows these windows to face onto a “**court**.” One example of zoning’s courts are the courtyards that older buildings often have. These let light deeper into buildings and can improve apartment layouts. Since corner lots do not have rear yard requirements, builders often include courts in the rear of buildings to let light into apartments there. Zoning requires these court areas to have certain dimensions to ensure units have access to light and air.

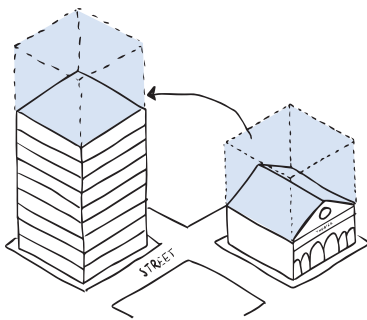
# Special Rules— Bonuses and Transfers

Zoning also includes a special provision that allows one to increase the amount of buildable space or move that space to a different lot.



**Bonuses**

Zoning sometimes includes incentives to encourage property owners to provide desired public amenities. These provisions grant builders more floor area in exchange for constructing the amenity. The oldest bonus is for providing a public plaza (known as a Privately Owned Public Space or POPS). Zoning also includes bonuses for visual or performing arts spaces, subway improvements, theater preservation, and grocery stores. Each bonus applies in various places and ways. For example, zoning allows certain bonuses as-of-right while others require special approvals from the City Planning Commission and City Council.



**Transfers**

Zoning also sometimes allows unused floor area to transfer to other sites to further specific planning goals. For example, to support the preservation of landmarked buildings, zoning allows landmarks to transfer unused floor area to zoning lots close by. In specified instances, zoning also allows transfers from required open areas to support improved site designs. Zoning considers these a “transfer of development rights” or “TDR” for short.

Zoning also allows floor area to move between two previously separate zoning lots. It does this by allowing “zoning lot mergers.” When two or more adjacent lots combine to form a new larger lot, buildable space can shift around the lot as of right. In these instances, the merged lot must follow all bulk regulations. Lot mergers often preserve older existing buildings by allowing their unused floor area to move next door.



# Non-Complying Buildings

Buildings can have a long lifespan. As a result, they often predate the current zoning regulations. Some analyses show that more than half of the city's building stock predates the 1961 Zoning Resolution.

It is common for older buildings to run afoul of one or more of the bulk rules that apply today. Zoning considers these “non-complying” buildings. Common non-compliances include exceeding the applicable height limit or allowed FAR. However, a building might violate dozens of bulk rules given the wide range of today's regulations.

The Resolution includes a framework for non-complying buildings. These rules allow the non-complying buildings to remain in place in perpetuity. Changes can occur in the buildings if they do not create any new non-compliances or worsen existing ones. For example, interior renovations or repairs can occur without limit. Zoning would require an enlargement on top of an older building to follow current height and setback rules, even if the older portion of the building does not.

However, in some situations, zoning offers flexibility to create new non-compliances or expand existing ones.

Zoning allows older non-residential buildings to convert to housing even if the building could not comply with all the zoning rules for residential buildings. The rules apply to buildings built before 1991. They must follow special rules to ensure the conversion results in safe housing. These rules made the residential neighborhoods in Lower Manhattan and DUMBO possible.

Zoning also includes special rules to encourage improvements to existing buildings. These rules allow new or expanded non-compliances to support flood resiliency, accessibility, and safety improvements. They also make energy-related building retrofits easier. Lastly, they allow residential retrofits that increase or improve the residential floor space, like converting a garage into an accessory dwelling unit.

Zoning also includes rules if damage or demolition occurs to a non-complying building. These rules cover situations like natural disasters as well as intentional construction efforts. Under these rules, property owners can reconstruct non-complying buildings if at least 25 percent of the building remains standing. Zoning includes more lenient rules for single- and two-family homes.

## CHAPTER 4

# Parking

Zoning tries to provide the right mix of parking rules for the wide variety of the city's neighborhoods.

Depending on the location, devoting too little space to on-site vehicle access and storage can lead to frustrating outcomes — drivers endlessly circling around looking for parking spaces; pedestrians dodging delivered packages that have piled up on the sidewalk; bikers who need a place to safely store their bikes.

At the same time, devoting too much space to vehicles has negative outcomes too — streets becoming lifeless as parking and loading eat up ground floor space; parking lots pushing buildings further apart; sidewalks becoming dangerous with vehicles using curb cuts to cross over the pedestrian way.

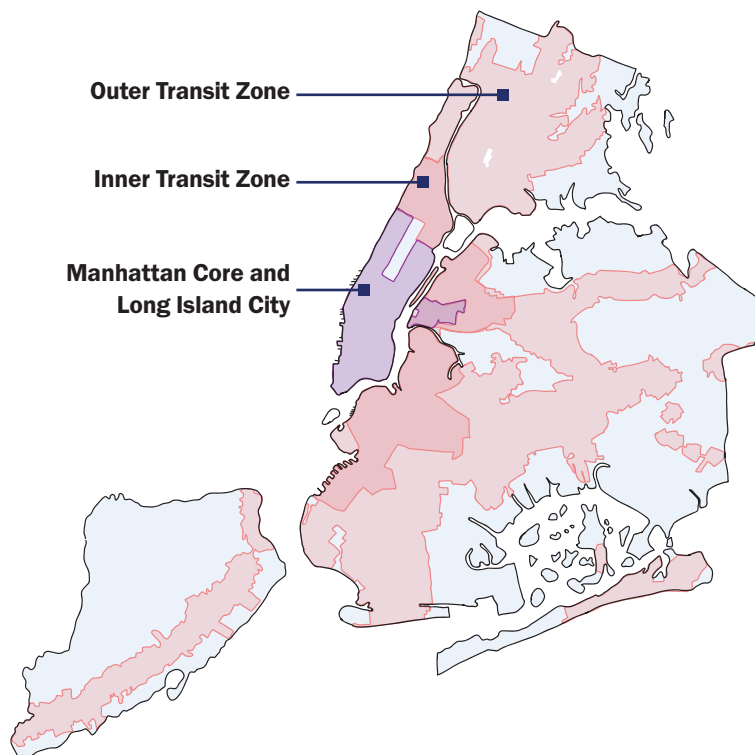
To get the balance right, zoning includes a series of formulas to calculate the amount of needed and allowed space for various vehicle types. It also lays out detailed design requirements to ensure these spaces are usable and do not harm their surroundings.

# Automobile Parking— Parking Requirements Overview

Zoning's off-street parking requirements try to balance competing priorities, like neighborhood concerns about scarce on-street parking and builders' concerns about the cost of providing underused spaces. Over time, environmental considerations about automobile use in transit-rich areas of the city have come to the fore.

When the Zoning Resolution came into effect in 1961, most new developments required off-street parking. Since then, these requirements have been reined in to better reflect the city's reliance on other transportation methods, like subways and bicycling.

In its current form, zoning bases the amount of required parking for any given site based on its location and the uses proposed there. In general, the result is four broad outcomes across various parts of the city:



In the **Manhattan Core** and **Long Island City** areas, zoning does not require parking for any use.

In the **Inner Transit Zone**, zoning does not require parking for residential developments and often for non-residential developments.

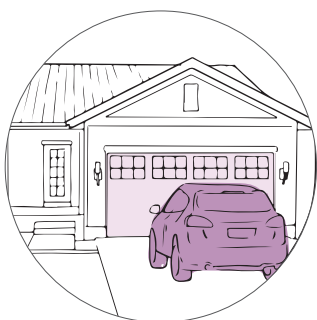
In the **Outer Transit Zone**, zoning only requires parking for large residential developments and some non-residential developments.

In **other parts of the city**, zoning requires parking for most residential and non-residential developments.

This means the same building in different areas could require different amounts of parking. See the next page for more information on how zoning calculates parking requirements.

# Automobile Parking— How Zoning Calculates Required Parking

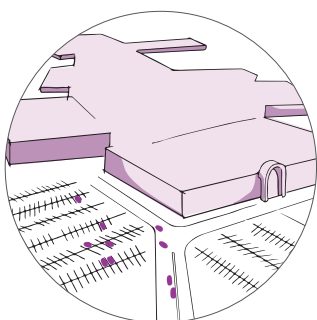
As noted, zoning bases the amount of required parking for any given site based on two key elements — its location in the city and the uses proposed there.



## Location

The key information here consists of the site’s zoning district and whether the site falls in any of the special parking areas described on the earlier page (such as Manhattan Core or Outer Transit Zone).

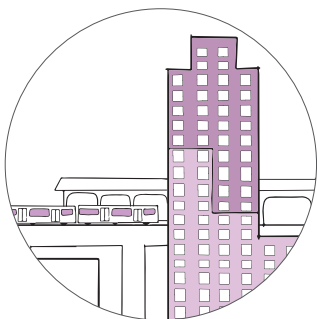
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## Uses

To figure out parking requirements, one also needs to understand the proposed uses and the amount for each use. This is because zoning calculates parking requirements differently for different uses. For example, zoning calculates parking for housing based on the number of dwelling units. For retail, it uses the size of the store in square feet. Zoning groups similar non-residential uses together into “Parking Requirement Categories” to make the requirements easier to understand.

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## Waivers

Finally, zoning includes provisions that remove the parking requirements calculated above for small lots or when the number of required spaces is itself small. Waivers offer an important relief valve for small sites where providing required parking can be difficult. Zoning refers to them as waivers because they “waive” the requirement away. These waivers vary by zoning district, parking area, and proposed use.

# Automobile Parking— Permitted Parking

While zoning sets parking minimums, it also allows one to provide more parking than it requires. To ensure that parking facilities do not overwhelm their surroundings, these “permitted parking” regulations set limits on the amount of parking allowed on a zoning lot.

Zoning considers all non-required accessory parking as permitted parking. As with parking requirements, these maximums depend on the location and proposed use.

In the Manhattan Core, zoning places strict limits on permitted parking to reflect the area’s unparalleled transit access. For example, on sites south of Central Park, one can only provide parking spaces for 20 percent of a building’s dwelling units and, in no instance, more than two hundred spaces. Non-residential uses have similar limited allowances for permitted parking.

Outside the Manhattan Core, less stringent maximums apply to residential and non-residential uses. For example, one can provide up to two spaces for each dwelling unit in a multiple dwelling and, in no instance, more than two hundred permitted spaces.

# Automobile Parking— Location and Use

Zoning looks to provide flexibility on how buildings meet their parking requirements.

First, it lets buildings locate required parking on a separate lot if it is within specified distances and zoning districts. This rule can allow parking to aggregate into larger, more efficient parking facilities. For example, sites in Residence Districts can locate required parking in Commercial Districts a block or two away. Conversely, the Manhattan Core does not allow offsite parking, which aligns with its lack of parking requirements.

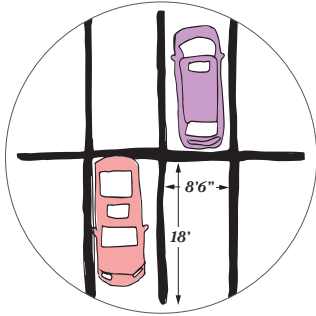
While zoning intends for residents, employees, and visitors to use a given property's accessory spaces, it also includes options to help ensure the spaces do not sit vacant. These options include allowances for buildings to offer public EV charging, car sharing or car rental services, as well as small commercial vehicle storage. These allowances vary by zoning district and are most permissive in Manufacturing Districts and least permissive in Residence Districts.

In addition, zoning allows spaces accessory to residences to be rented by others for specified time periods. In areas well served by transit that have no residential parking requirements, buildings can transform spaces into public parking. In other instances, offsite users can rent the spaces for between a week and a month. In places such as the Manhattan Core, buildings can also transform non-residential accessory spaces into public parking.

Finally, zoning exempts permitted and required parking areas from floor area calculations. For single- and two-family residences, zoning exempts one parking space from floor area. In other instances, zoning exempts above-grade spaces up to a certain height above the street. In addition to balancing out the parking requirement, the exemption encourages parking in multi-level structures rather than taking up outdoor space with parking lots.

# Automobile Parking—Design

Zoning also includes a suite of rules to ensure usable parking spaces and to limit their impact on pedestrians and on-street parkers.

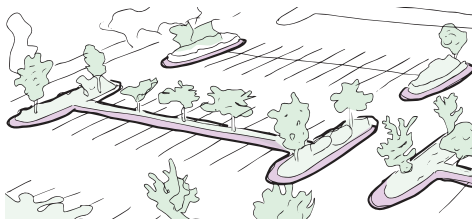


**Parking Space Size**

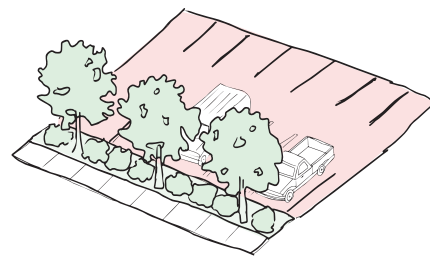
Minimum size rules ensure parking spaces give vehicles enough space to park and to maneuver. In addition, standards for outdoor parking for commercial and community facility uses ensure that spaces, often used by visitors, work efficiently.

Zoning also regulates how and where parking can go to minimize its impact on surroundings. These requirements often push outdoor parking to the side or rear of buildings. They also require planting, like trees, to “soften” and screen larger parking areas. Zoning primarily includes these rules in its streetscape regulations described in the chapter on Use. These include special rules for buildings that include indoor parking at the sidewalk level. Such rules often require active uses, like retail, in front of the parking spaces to limit their effect on the pedestrians walking by.

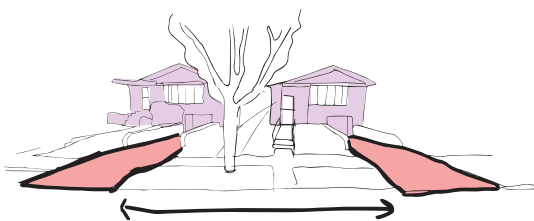
Finally, zoning regulates the size, number and location of curb cuts accessing parking spaces. These vary across the city but work to ensure adequate access to the parking spaces while limiting the effect on the sidewalk and on-street parking.



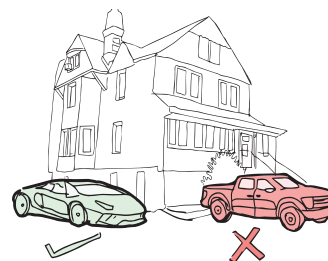
**Parking Lot Landscaping**



**Parking Lot Screening**



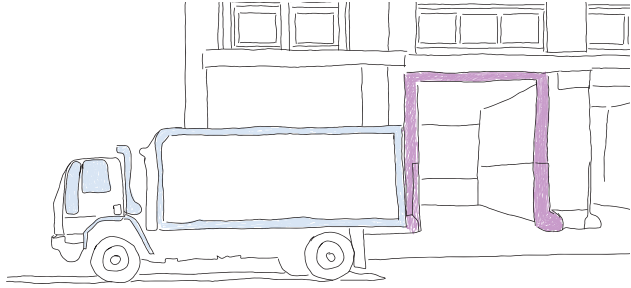
**Distance Between Curb Cuts**



**Residential Parking Location**



# Loading Requirements and Design



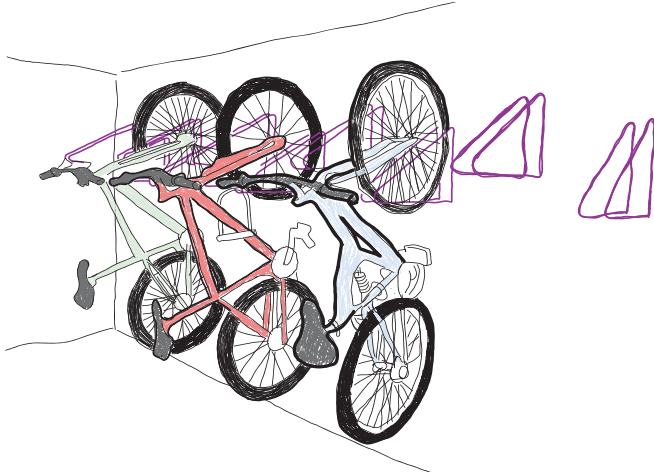
On-street truck loading can paralyze traffic and make it difficult for pedestrians to use the sidewalk. As a result, zoning requires new buildings with commercial or manufacturing uses to provide off-street loading berths. That way, trucks can drive onto the lot in order to pick up or deliver goods.

The number of required berths depends on the proposed use and its size, as well as the zoning district. In general, the requirement increases as establishment size, use intensity and distance from transit increase. For example, a large office building of 600,000 square feet in Midtown must provide at least two berths, while a similarly sized warehouse near JFK Airport must include at least nine. These calculations follow a similar method to required automobile parking with uses grouped into five different “Loading Requirement Categories.”

In addition, zoning includes regulations on the size, design, and location of the berths. The size rules look to ensure that contemporary trucks can fit in the berths. The design and location rules also keep loading berths from impacting street intersections and nearby Residence Districts. In Special Purpose Districts, zoning sometimes regulates the width of curb cuts accessing loading berths to minimize their effect on pedestrians.

To balance out this requirement, zoning exempts loading areas from floor area calculations. However, zoning limits this exemption to 150 percent of the required amount to help ensure that the scale of loading does not get out of hand.

# Bicycle Parking Requirements and Design



Given the mobility, climate and health benefits of bicycling, zoning looks to support this transportation mode by requiring that new developments provide secure bicycle parking facilities. These requirements apply to new multi-family residential, community facility, and commercial uses throughout the city.

The number of required spaces depends on the use and size of the establishment. Multi-family residential buildings require one enclosed bicycle parking space for every two

dwelling units. Commercial and community facility uses calculate their requirements based on their size. The regulations allow small establishments to waive out of the requirements, like the automobile parking regulations do.

In addition, zoning includes regulations on the size, design and location of the spaces to ensure riders can securely store and easily access their bicycles.

To balance out this requirement, these rules exempt bicycle parking areas from floor area calculations. To further encourage bicycle parking, zoning extends this exemption to uses that do not have a bicycle parking requirement, such as production and storage, that voluntarily provide bicycle parking.

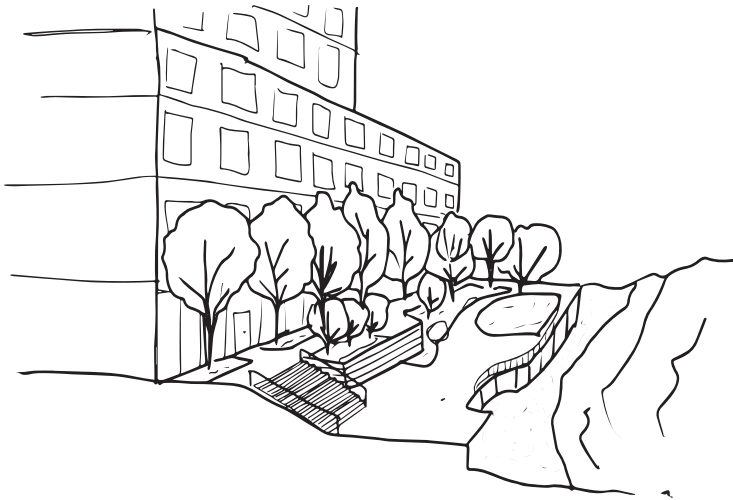
Like parking and loading, zoning limits the amount of exempted floor area per bicycle to ensure the size of exempted space does not get out of hand.

## CHAPTER 5

# Other Rules

Zoning's reach has expanded over time to engage with other topics beyond use, bulk, and parking. This chapter includes an overview of these other rules. It groups them into five broad categories — public access, planting, preservation, programs, and (site) planning.

# Public Access



Sometimes, zoning requires public access on private property.

For example, zoning requires most developments at the water's edge to provide public open space along it. This requirement is based on longstanding legal principles that entitle the public to be able to access the waterfront. Zoning also includes design and operational requirements for these waterfront spaces to maximize their public benefit. To avoid conflicts,

zoning exempts small lots, low-density residences, and heavy manufacturing uses from the public access requirement. It also exempts heavy manufacturing uses. Zoning also often allows taller buildings on waterfront sites to account for the open space requirement.

Public access requirements also extend to some large inland sites. For example, large publicly owned sites can have public access requirements, such as the MTA rail yards in Hudson Yards. Private entities like institutions have also included public access requirements when setting up the planning framework for their property. An example of this is Columbia's Manhattanville campus.

Zoning also includes more-limited requirements in some areas. For example, along certain streets, zoning includes sidewalk widening requirements. New buildings must set back and extend the sidewalk onto their property by a defined number of feet. Zoning does so to ensure that the increased pedestrian traffic from new development in crowded areas does not impede circulation.

Separately, zoning requires new buildings next to train stations to consult with the applicable transit agency. If the station needs improvements, the agency may request space on the lot so they can construct station facilities. For example, the station might need space to put in an elevator to improve public access. Zoning grants special allowances to help ensure the requirement does not harm the property's development rights. In high-density central business districts, zoning also requires new buildings next to sidewalk subway stairs to rebuild the stairs within their property. These rules help free up the sidewalk for pedestrians. The transit agency and City Planning Commission can waive the relocation if they consider it infeasible.

# Planting



Zoning often includes planting requirements for new developments. These rules look to improve sustainability in the city and help new buildings match the character of surrounding ones.

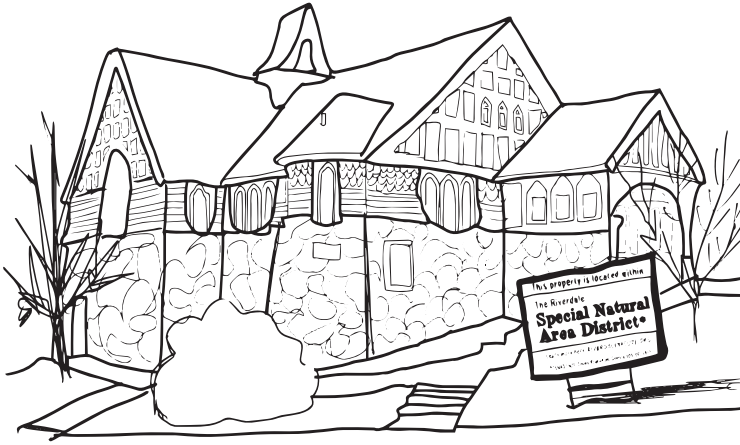
Most broadly, zoning requires most new buildings to provide street trees along the sidewalk. It does this because trees serve many public purposes including environmental, aesthetic and safety benefits. In low-density Residence Districts, a planting strip along the sidewalk curb edge must supplement the street trees. Zoning does this to better match the leafy character of these areas. Existing trees and planting strips can count toward the requirement. To avoid conflicts, exemptions

exist for heavy manufacturing uses and small home enlargements. In addition, the Department of Parks and Recreation can remove sites from the requirement if they believe it is not possible to add planting on the sidewalk.

In Residence Districts, zoning also requires planting between a new building and the front property line. This applies in the front yard open area that zoning requires in low-density districts. It also applies in higher-density areas when buildings are set away from the property line. Zoning allows wide design latitude to meet the planting requirement. In addition, exemptions apply to elements like driveways and building entrances.

Lastly, zoning requires planting in new parking lots associated with commercial or community facility uses. They must include both perimeter and interior landscaping, consisting of both trees and planting strips. These requirements look to minimize the urban heat island effect and storm water runoff. Exemptions exist for small parking lots.

# Preservation



In some unique circumstances, zoning places special limits on what can occur in an area. It does this to preserve the special characteristics of an area. These rules go beyond the typical zoning rules that apply across the city.

For example, zoning restricts the demolition of the theaters in Midtown's Theater District. It does this to preserve the special cultural character of the area. Zoning requires that the Landmarks Preservation Commission

(for landmarked theaters) or City Planning Commission (for others) to approve a demolition plan before it can occur. In addition, zoning has special allowances to support the theaters in order to balance out the restriction. These include floor area bonuses and transfer allowances for theaters.

Zoning extends this concept to a series of four planned communities designed and developed as a unit. They are Parkchester, Harlem River Houses, Fresh Meadows, and Sunnyside Gardens. Zoning does not allow as-of-right demolition, construction, or landscape alteration. It does this to preserve their unique buildings and open spaces. Applicants must seek approval of the City Planning Commission before any of these can occur.

In areas with unique natural features, zoning also includes special rules. These look to guide development while preserving these distinctive landscapes. Rules for this apply in large sections of Staten Island. They look to preserve the borough's wetlands, forests, hilly spine, and other natural features. Provisions also apply to portions of the Riverdale Ridge in The Bronx. In these areas, zoning requires property owners to preserve their site's key natural features. New construction must set away from these elements. Removal of these features needs approval from the City Planning Commission. In addition, zoning includes rules that support concentrating development away from these features. For example, these rules can allow attached buildings in zoning districts that do not typically allow them.

# Programs

Over time, the City has set up special zoning rules for other agencies and groups to administer. This acknowledges their expertise in these specific matters.

One example is the environmental requirements that zoning lists for specific sites. Zoning changes or other discretionary actions require an environmental review. The review considers the project's potential for environmental impacts. It also reviews ways to address those potential impacts, known as "mitigations." Zoning sets up what are known as "(E) designations" on properties for three common environmental impact categories: hazardous materials, noise and air quality impacts. (E) designations ensure property owners and the public can easily find mitigation requirements over time and help ensure property owners undertake the required mitigations when designing and constructing the building.

To carry this out, zoning requires the City's Office of Environmental Remediation (OER) to review applications on properties with (E) designations. OER must confirm the project includes the required mitigation measures. Only after this review can the Department of Buildings issue construction permits. Zoning includes a long list of the sites that (E) designations apply to in one of its appendices. (ZoLa, the City's online land use and zoning map, includes a way to find them too.)

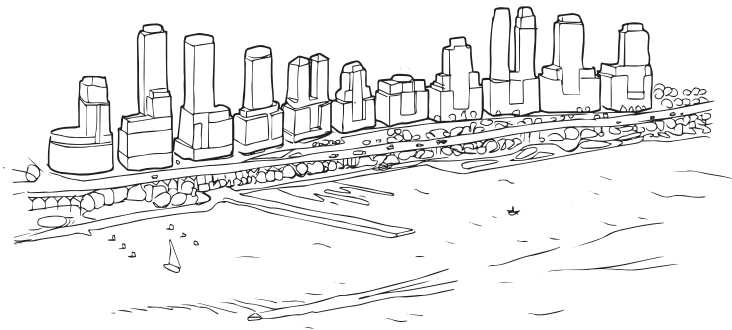
Similarly, zoning's affordable housing provisions call on the City's housing agency — the Department of Housing Preservation and Development (HPD) — to help administer them. Zoning includes two core affordable housing programs: Mandatory Inclusionary Housing (MIH) and Universal Affordability Preference (UAP). MIH applies in areas where zoning changes allowed significant amounts of new housing. It requires that all new housing developments include a specified amount of permanently affordable housing. Zoning makes UAP available in all other medium- and high-density areas where MIH does not apply. It grants permanently affordable housing a higher FAR than other housing in order to encourage affordable housing.

For both programs, zoning requires applicants to work with HPD on an affordable housing plan for a building. This must occur before the Department of Buildings (DOB) can issue construction permits. HPD stays involved in the project over time. For example, HPD also signs off on the finished units before DOB can issue a certificate of occupancy.

Finally, zoning sometimes sets up programs and requires local groups to administer them. For example, it sets up a "Public Realm Improvement Fund Governing Group" in East Midtown. The group administers a fund, set up through zoning, to pay for public realm improvement projects in the area. Members include representatives of government agencies, elected officials, community boards and civic groups. Similarly, in the Theater District, zoning sets up a "Theater Subdistrict Council." This council promotes theater and theater-related uses within that area. To support this mission, the group uses the area fund set up through zoning. Members there include City representatives, elected officials, and theater industry representatives.



# (Large Site) Planning



Over time, the City has realized that zoning’s typical rules might not make sense for particularly large properties. To address this, there are different zoning tools for these sites that can enable better site plans that take into account the special conditions of each site.

Zoning’s “large scale development” rules are its most prevalent tool for large properties. Large-scale development sites can span a single, large zoning lot. They can also span multiple lots planned as a single project. They can be contiguous or across the street from one another. However the site is set up, these rules allow applicants to seek City Planning Commission approval to alter zoning rules to allow greater flexibility. For example, to support a site plan that includes public open space, the Commission could allow taller buildings elsewhere on the site in exchange.

Zoning includes three types of large scale developments: residential, community facility, and general. Each comes with separate requirements and allowances. For example, a hospital campus has different planning needs than a large mixed-use complex. Examples of large-scale developments include Riverside South in Manhattan and the Domino development in Brooklyn.

The zoning text also includes special zoning rules for large sites. Typically, these rules exist in Special Purpose Districts. They can include defined open space requirements and unique bulk regulations. These rules look to mimic the “large scale development” rules described above but in the zoning text itself. Examples include the Stapleton Waterfront in Staten Island and the Cornell Tech campus on Roosevelt Island.

Zoning also includes rules for properties that include private roads within their boundaries. These rules help ensure the roads look and function like public streets. They are most relevant on large properties in low-density areas that might lack sufficient connection to the street network.

## CHAPTER 6

# How to Use Zoning

The first part of the Handbook lays out the topics that the Zoning Resolution focuses on. This second part tries to give more detail on how to navigate and apply these rules.

This chapter provides an overview of the zoning map and the zoning text. It intends to remove the mystery surrounding how these two parts of the Resolution work. With this information, finding and reading zoning rules should become easier. The chapter also notes how online tools like ZoLa, the City's online zoning and land use tool, and the Online ZR can help readers answer their zoning questions.

The next chapter will then show how zoning regulations apply on different sites across the city. It builds on the information in this chapter by giving real-world examples of how zoning works.

# The Zoning Map



As explained earlier, the Zoning Resolution consists of two parts. The map shows what zoning districts (and special districts) apply to properties across the city. The text tells you what the rules for those zoning districts (and special districts and special areas) are.

Of the two, the zoning map is the far less complicated part. But there are key pointers that can make using the map easier.

## ZoLa is not the zoning map

ZoLa shows a great deal of zoning information. This includes the location of zoning districts and Special Purpose Districts. However, ZoLa is not the official zoning map. Instead, one must look at the “paper” map, in pdf form, that one can access from ZoLa. Only this map shows the exact dimensions associated with zoning district boundaries. ZoLa can help give general information about the applicable zoning districts (and other things), but the “paper” maps control.

## One map, 126 pieces

The official zoning map consists of 126 separate maps. This reflects the immense size of the city. It also reflects the level of detail needed to accurately show all the necessary information. These maps form a rectangular grid across the city that consists of thirty-five larger “section” maps with numbered names. The maps further divide into four separate sub-maps with letter suffixes. This system allows each map to have a unique number and letter name (8D, 13B, etc.).

The zoning maps include a helpful map key. The key lists the map names for the bordering maps, which can be helpful when figuring out zoning districts on the edge of the map.

## Boundaries

The zoning map shows the areas where different zoning districts apply. As such, zoning boundaries make up the bulk of the map's information. Accordingly, the zoning map shows boundaries with the thickest lines. It also includes countless dimensions and angles to make these boundaries as clear as possible.

**Pro tip:** *Unless the map says differently, one measures dimensioned boundaries from the nearest street within the district.*

## Missing measurements

Even though measurements and angles cover the zoning map, not all boundaries have dimensions. To make the map easier to read, the zoning map does not show certain assumed dimensions. Zoning includes information about them in Article VII, Chapter 6.

For example, not all boundary lines running parallel to the short dimensions of blocks include measurements. The zoning text instead lists baseline measurements in that chapter. These depend on the zoning district as shown below:

200 feet = C1-1, C4-1, C4-2, C4-4

150 feet = C1-2, C1-3, C2-1, C2-2, C2-3, C4-3, C7

100 feet = all other districts

Along the long dimensions of blocks, different rules apply. If the map shows no boundary, the boundary runs through the center of the block. Zoning calls this the “centerline.”

## Hatches

Hatched areas with differing patterns run along corridors throughout the zoning map. These reflect the “commercial overlay” districts. Zoning designates neighborhood commercial areas with either a C1 or C2 commercial overlay district. There are five different types of each, with different use and parking rules. Each has a different numeric suffix (C2-1, C1-4, etc.). They also have their own hatch pattern on the zoning map. They look to reflect the variety of neighborhood commercial areas in the city.

Admittedly, the hatch patterns can be harder to read than other elements of the zoning map.

**Pro tip:** *All the C2 overlays include dots in their hatch. If you are having trouble figuring out whether something is, for example, a C1-2 or C1-4 district, you might want to look on ZoLa. It replaces the hatch with the name of the district.*

## Shades of grey

The zoning map also includes areas colored in grey tone. They stand for areas in Special Purpose Districts. Special Purpose Districts alter the underlying zoning rules so it is important for the zoning map to show them. Each Special Purpose District includes its own letter designation.

Special Purpose District designations typically consist of one to three letters. For example, “OP” on the zoning map stands for the Special Ocean Parkway District. Special Purpose Districts sometimes include number suffixes to further specify what rules apply there. The Special Mixed Use District is one example of this (MX-4, MX-8, etc.). Note the Mixed Use Districts also include unique underlying districts. They pair a Residence District and a Manufacturing District together. The Mixed Use District rules make clear how those different sets of rules work together.

In rare instances, the zoning map shows a darker shade of grey. In these areas, two special districts overlap. The zoning text for these districts look to make clear how the different rules interact.

## Map change history

Each zoning map includes information about the last zoning map change within its boundaries. The map highlights the area within a dotted line. It also lists the date the rezoning occurred and the related ULURP number. This allows people to research the change. In addition, DCP maintains the historical versions of each zoning map. This allows one to research changes all the way back to 1961. As is often true, you can access these through ZoLa. ZoLa also has a layer showing zoning map amendments currently in public review and those approved from 1970 onwards.

## Other maps

While the zoning map shows a great deal of information, it does not include all the mapped information in the Zoning Resolution. The zoning text also includes a multitude of separate “text” maps.

These include maps in various appendices of the Resolution that show where special rules apply. For example, Appendix F shows the areas where the Mandatory Inclusionary Housing program applies. Special Purpose Districts often include maps in their own appendices. These often show subdistricts or subareas in the special district where special rules apply. ZoLa includes layers for these elements to make them easier to find.

In addition, Special Purpose Districts often include other maps. They display where unique rules apply, such as “Tier C” streetscape rules. Sometimes these appendix maps are highly detailed. For example, the Special Battery Park City District includes fifteen separate maps to effectuate its plan for the area. ZoLa does not include layers for these more specific maps.

# Zoning Text

Everyone who uses the Zoning Resolution has had the same question at one point – “where do I even begin to look?” The Zoning Resolution has thousands of rules. Certain rules apply to every property in the city. Others only apply to a single site. Rules sometimes overlap in confusing ways.

Luckily, its drafters have tried to organize its rules in a coherent manner. Unlike a traditional book, one should not read zoning cover to cover. Zoning instead tries to quickly guide readers to the rules that apply to a given site in the city. Understanding how that framework works can unlock the world of zoning.

The below goes through where to find the Zoning Resolution and its organizational structure. It then looks at a section of zoning text to show how the text itself works.

With this, one can hopefully become a more confident zoning reader.

## Online ZR

The Online ZR website holds the official text of the Zoning Resolution. Unlike the zoning maps, there is no “paper” version of the zoning text. DCP stopped printing the zoning text in 2017.

In addition to reading the text, the Online ZR allows readers to perform word searches. This allows one to find places where the Resolution uses a word or phrase. This can prove helpful as one navigates the Resolution. In addition, the Online ZR includes clickable links to move around the zoning text. It also includes older versions of the zoning text in its archives (as pdf files).

## Overall organization

At its highest level, zoning breaks down into fourteen articles and appendices. These look to organize all the zoning rules of zoning in a coherent way. Each article deals with a unique broad topic:

- I – General Provisions
- II – Residence Districts
- III – Commercial Districts
- IV – Manufacturing Districts
- V – Non-conforming Uses and Non-complying Buildings
- VI – Special regulations Applicable to Certain Areas
- VII – Administration
- VIII through XIV – Special Purpose Districts
- Appendices

Article I sets out the scope of zoning controls and how one should interpret the language used in the Resolution. As described later, it includes the common “defined terms” used in the Resolution.

Articles II through IV have self-explanatory titles. They include the rules that apply to the three main types of zoning districts. For example, if one wants to understand the rules in a Manufacturing District, they begin in Article IV. These three articles are the real core of the Resolution.

Articles V through VII include rules that build upon the core rules in Articles II through IV. In situations when a building or use does not meet the applicable zoning rules, Article V lays out what can happen to them. Article VI includes rules that apply across zoning districts in defined areas of the city. These include rules for properties around airports and train stations. These also include rules along the waterfront and in the floodplain. Article VII includes rules for administering the Zoning Resolution. It also has the bulk of discretionary actions available to the City Planning Commission and the Board of Standards and Appeals. These actions allow property owners to seek relief from the applicable zoning rules.

It is easier to understand the other seven articles. They include the rules for the 50+ Special Purpose Districts that also build upon the core zoning rules.

As the Resolution has grown and changed, certain provisions in the articles can now feel out of place. Article I includes rules that regulate residential conversions. It also includes parking regulations for the Manhattan Core and Long Island City. These would all make more sense in Articles V and VI, respectively. This is also true of Article VII. It includes text on how to interpret zoning’s rules. For example, one finds rules about how to read the zoning map here. These might make more sense in Article I. Keep these in mind as these rules can prove immensely helpful.

Finally, the Resolution includes a series of appendices. As noted in “Other Maps” above, the appendices include applicability maps for certain zoning rules. They also include a list of (E) Designations, as well as historical information about Special Purpose Districts.

## Article organization

As noted above, the rules in the articles can vary widely. Zoning addresses this by further organizing the articles into separate chapters. These chapters try to help readers find the rules they are looking for.

For example, let's zoom further into Article II. It holds the core rules that apply in Residence Districts. Zoning breaks the article down into seven separate chapters. Each chapter deals with a specific topic made clear in its name.

Chapter 1 – Statement of Legislative Intent

Chapter 2 – Use Regulations

Chapter 3 – Residential Bulk Regulations

Chapter 4 – Community Facility Bulk Regulations

Chapter 5 – Accessory Off-street Parking and Loading Regulations

Chapter 6 – Special Urban Design Regulations

Chapter 7 – Additional Regulations and Administration

There are a few things worth noticing here. First, the title numbering switches from Roman to Arabic numerals. Zoning does this to make clear the difference between an article and a chapter. Second, the chapters follow what should be a familiar order. Like the first half of the Handbook, the chapters run through Use, Bulk, Parking and other regulations. Zoning uses this same order for the Commercial and Manufacturing articles too. Finally, the article includes separate bulk chapters for residential and for community facility uses. Zoning does this to fine-tune its rules to reflect the needs of the two uses. Commercial Districts go further. They have three separate bulk chapters depending on the uses.

When zoning readers discuss the chapters, they will typically combine the article and chapter numbers. This makes clear what chapter they mean in the overall Resolution. For example, they would call the Residential Bulk Regulations either “Article Two, Chapter Three” or “Twenty-Three” for short. Zoning allows a maximum of nine chapters in an article.

As an aside, the rules in Articles VI and VII through XIV follow a different but related organizational structure. There, the chapters each deal with a different subject applicable to different areas of the city. Zoning organizes each chapter like a mini article. The rules in them follow the same four-part order of the articles. They do this using the “section” organization described below.



## Chapter organization

We will keep zooming in to the chapters themselves. Zoning breaks its chapters down further into “sections.” For example, if one looks in Article 2, Chapter 3 (Residential Bulk Regulations), one finds the following order.

23-00 — Applicability and General Purposes

23-10 — Lot Area and Lot Width

23-20 — Floor Area

23-30 — Yards, Courts, and Other Open Areas

23-40 — Height and Setback

23-50 — Density Regulations

23-60 — Additional Design Elements

23-70 — Alternative Bulk Regulations for Certain Areas

The level of information is now more specific. These look like the separate topics covered in the chapter of the Handbook dealing with bulk. If one wanted to look at height and setback rules, they would find them in “section” 23-40 (“twenty-three, forty”).

Note that the name of that section reflects its location in the overall Resolution. The “2” reflects the Article (Residence Districts) and the “3” reflects the Chapter (Residential bulk). After the hyphen, the section’s number fits its order in the chapter. Zoning only allows nine of them in a chapter. They look to organize the chapter’s rules in a coherent manner.

## Section organization

Now we have reached the last level of zoning’s structure. Let us zoom in one more time on the floor area regulations in Section 23-20. Zoning further breaks that section down into separate (sub-) sections to detail its rules.

### 23-20 FLOOR AREA

#### 23-21 Floor Area Regulations for R1 Through R5 Districts

#### 23-22 Floor Area Regulations for R6 Through R12 Districts

#### 23-23 Special Floor Area Provisions for Multiple Dwelling Residences

##### 23-231 Floor area provisions for amenities

##### 23-232 Floor area provisions for corridors

##### 23-234 Floor area provisions for refuse storage and disposal

##### 23-235 Elevated ground floor units

#### 23-24 Special Provisions for Certain Areas

##### 23-241 Special tower provisions

##### 23-242 Special provisions for certain community districts

##### 23-243 Existing public amenities for which floor area bonuses have been received

Practitioners consider these “two-digit” and “three-digit” sections. The three-digit sections sit within a two-digit section at a higher level. All the two-digit sections sit under the one-digit section. As such, all the rules here deal with different floor area regulations.

At this point, zoning’s structure should be clear. If a site is in an R4 district, the floor area regulations for it will be in Section 23-21, not Section 23-22. If, on a site in that R4 district, one planned to build an apartment building (a “multiple dwelling residence”), one should also consult the rules in Section 23-23. There, zoning includes special floor area allowances for specified building elements. Because the rules differ for each, zoning puts them in separate three-digit sections.

Zoning can further organize its rules in sections through named paragraphs: (a), (b), (c), etc. For more precision, the named paragraphs can divide further with numbers: (1), (2), (3), etc. Those can divide even further with “romanettes”: (i), (ii), (iii), etc. While these might feel overwhelming, they help zoning easily organize and reference its various rules.

# Reading Zoning Text

Up to this point, this chapter has deliberately not shown any zoning text. One needs to understand the Resolution's structure to make sense of its rules. But now it is time to look at a real piece of zoning text: Section 23-425. Through this, one should learn to engage with zoning text and the way it communicates.

**23-425 Height and setback modifications for large sites** LAST AMENDED 12/5/2024 HISTORY

R1 R2 R3 R4 R5

In the districts indicated, for *zoning lots* that meet the criteria of paragraph (a) of this Section, the height and setback modifications set forth in paragraph (b) shall apply.

(a) Eligible sites

The provisions of this Section shall apply to *large sites* that are *qualifying residential sites* or *zoning lots* located in R3-2, R4, R5, R5B or R5D Districts.

However, for *large sites* with existing *buildings*, eligible portions of the *zoning lot* for *developments or enlargements*

(1) shall not include open space with amenities used for recreational purposes, such as play equipment, court game facilities, ball fields or fixed tables and chairs, unless such space is replaced in kind and size on the same *zoning lot*; and

(2) shall be located, partially or entirely, within 100 feet of a *street line*.

(b) Modified height and setback provisions

For eligible *zoning lots*, the maximum base height and maximum *building* heights set forth in Section 23-424 shall apply. However, where either the height at roof level of an existing *building*, or ornamental features in an existing *non-residential building or other structure*, meet or exceed the maximum heights set forth in such table, the maximum heights may be increased by 10 feet, or the height of such roof level or ornamental feature, whichever is lower.

One can learn helpful information from the section number alone.

First, since the first digit is a “two,” the section must be in Article II. This article includes the core Residence District regulations. The second digit (“three”) shows this chapter deals with residential bulk regulations.

Looking past the hyphen, one can learn that the section includes special height and setback rules for lower-density areas. The first digit shows this is a height and setback rule (under Section 23-40). Further, the second digit (“2”) makes clear the rule applies to R1 through R5 districts. Zoning organizes all the core height and setback rules for these lower density areas in Section 23-42. Finally, since the section number includes a third digit, it must be a sub-rule to those broader height and setback rules. The title and the zoning text itself make clear this is correct.

## District applicability

The text includes a string of zoning districts right below the title. In Article II through IV, zoning often includes a list like this to specify the applicability of the provision. It is clear the section applies to R1 through R5 districts. It does not apply to higher density districts like an R7. This intends to help the reader focus on the information important to their site. Section 12-02 includes zoning's precise rules for district designations.

All zoning districts come in assorted variations. Zoning titles these with different alphabetical or numerical extensions. For example, R3 includes an R3A version as well as an R3-2 version. The district strings account for this. If the string lists R3, then the rule applies to all versions of R3. However, if the string lists only one of the variation/s (R3-2), then the rule only applies to that variation/s and not the others.

The string of districts makes clear the section applies to all variation/s of R1 through R5 districts. However, paragraph (a) includes a second list of districts that have different allowances in the section. It lists R3-2 districts but not other versions of R3 districts. Those do not have access to this allowance.

## Writing style

Though zoning looks to help build a better city, it is not a beautiful language.

Zoning's language is highly technical. While it can be off-putting to general readers, there is a reason for this style. Zoning looks to provide clear instructions on what can legally happen on a given piece of property. As such, building practitioners, such as architects and lawyers, have historically been its core audience.

Zoning's instructions can grow long and complicated. This typically happens when zoning looks to precisely address the wide variety of conditions across the city. That said, zoning looks to be an efficient language. It does this through use of tools like the "cross references" and "defined terms" described below.

The example provision offers a good instance of the level of precision that zoning often needs. Paragraph (a) sets out what conditions make a site eligible for the modified rules. These list site types, zoning districts, as well as on-site conditions. If a site can meet these requirements, paragraph (b) sets out the available allowances. In this instance, zoning allows for a higher maximum height if the lot already includes a taller building on the lot.

## Defined terms

Zoning's orange, italic phrases often pop out first to Online ZR readers. These are zoning's "defined terms." Zoning uses dozens of defined terms to precisely describe its regulations. These terms help shorten the Resolution's length. Zoning drafters can write a concept once and easily refer to it. On the Online ZR, one can often click on them to read the specific definition.

Words that have a common meaning can have a special meaning in zoning. For example, zoning defines "building" using a 200+ word definition. Zoning puts the core group of defined terms in Section 12-10. However, chapters can include their own specialized defined terms.

**Pro tip:** *It is always good to read the definitions for the defined terms. This helps ensure a correct reading of the zoning rules. In the example section, one needs to know the meaning of terms like "large sites" and "qualifying residential sites" to understand the provision.*

## Cross references

Zoning text includes countless “cross references” to other zoning sections. As with defined terms, the cross references allow zoning to describe its rules precisely and efficiently. On the Online ZR, one can often click on them to read the cross reference.

Zoning typically uses cross references in three broad ways. First, zoning often includes “applicability” provisions that say what rules apply in each situation. It will include cross references to those rules to make them easier to access. Second, zoning will include a cross reference to an underlying rule in sections that change those rules. This often happens in Special Purpose Districts. It helps make clear what specific rules the special rules are changing. In the text example, the reference to Section 23-424 follows this type.

Finally, zoning also can include cross references to sections that do not typically apply. For example, the street tree requirements in Commercial Districts include a cross reference to the street tree requirements in Residence Districts. Zoning does this to keep from repeating the same rules multiple times.

## Construction of language

Given its need for precision, zoning also includes rules for other words used in its sections. Zoning includes these language rules in Section 12-01. For example, it notes that the words of the zoning text take precedence over any drawings or tables it includes. It also notes that the word “shall” means a provision is mandatory. Conversely, a section that uses “may” means it is permissive. In paragraph (b) of the example section, zoning uses “may” to make clear the added height is an optional allowance.

The section also notes that the words “and” and “or” have precise meanings. The word “and” means that all listed conditions apply. Conversely, “or” means that only one or more listed conditions apply. In the example above, paragraph (a) lists two conditions connected with “and.” Zoning requires the building site to meet both conditions. Only then can it be eligible for the added height in paragraph (b).

**Pro tip:** Read through Section 12-01 from time to time. It can often answer challenging zoning questions.

## Zoning text history

Like with the zoning map, DCP looks to provide a historical record of how the zoning text has evolved. Each section lists its last amendment date. The earliest date listed is 12/15/1961. This is the date when the current zoning resolution went into effect. In addition, the Online ZR includes a “history button” at the top of each section. It shows the record of amendments for that section number. These also include links to the related CPC report for the amendment. These documents can offer valuable insight into the section’s intent.

Clicking on the history button for the example section shows the provision was added in 2024 as part of the City of Yes project.

## Base rules and modifications

Figuring out if a rule applies is one of the common zoning challenges. Zoning rules look to list the basic, most applicable rules first. Exceptions or modifications to this rule then come afterwards. This pattern can occur within the confines of a single section or a group of sections. The example section shows this second pattern. It is a modification available to certain types of sites. As such, it comes after the basic rules earlier in the broader Section 23-42.

To help readers find these exceptions, zoning typically includes applicability provisions early on. These look to make readers aware of sections that apply to them. For example, Section 23-42 notes what subsections apply to different sites. It mentions the example section (23-425) and what kind of sites can use it.

In addition, zoning also includes applicability provisions early on in each chapter. They show how the rules in the chapter apply. They might also guide certain uses or conditions out of the chapter to instead follow rules elsewhere in the Resolution.

**Pro tip:** *It is always worth reading a chapter's applicability provisions. One should also always skim the entirety of a section and its subsections to find out if any special rules apply. These both might subject a site to quite different zoning rules than the basic rules would. Reading some more zoning is easier than having to later redesign an entire building because of a missed zoning section.*

## Underlying vs. special areas vs. special districts

In the Introduction chapter, the Handbook describes the concept of the zoning cake. A site might be subject to layer upon layer of zoning rules. These will always include the rules for the baseline zoning district. But they might also include Special Purpose District rules or “special area” rules. Zoning cakes sometimes get very tall. As such, it is important to know what to look out for and how zoning tries to sort this all out.

A Special Purpose District mapped on top of a baseline zoning district presents a good starting case. The zoning map (and ZoLa) will make clear if special district applies to a property. One would then go to the zoning text in the special district's chapter. It will often include “general provisions” or “applicability” language early on. These will describe how the special district works with the baseline zoning district rules. Typically, these will say that the baseline rules apply, except as altered by the provisions in the special district chapter.

For example, a Special Purpose District might allow higher maximum base heights than the underlying rules. This might fine tune the zoning rules to better reflect the area. If the Special Purpose District does not include special rules for the minimum base heights, then those rules in the underlying district would still apply.

This same general concept applies with the special area rules. These rules can change the baseline rules or provide greater flexibility. However, these do not show up on the zoning map and so their applicability can be less clear. ZoLa includes layers that try to highlight these rules, but people can miss them. As such, below includes a list to keep in mind:

- In the Manhattan Core (Community Districts 1–8) different parking and loading rules apply. Look in Article I, Chapter 3.
- In Long Island City, separate different parking and loading rules apply. Look in Article I, Chapter 6.
- In areas close to airports, lower maximum heights apply. Look in Article VI, Chapter 1.
- Along the waterfront, all types of special zoning rules apply. Look in Article VI, Chapter 2.
- For food stores in listed areas, different zoning rules can apply. Look in Article VI, Chapter 3.
- In the floodplain, all types of special zoning rules can apply. Look in Article VI, Chapter 4.
- Next to train stations, all types of special zoning rules apply. Look in Article VI, Chapter 6.

Of course, there are times where both a special area and a Special Purpose District apply to the same site. Sometimes multiple special districts or special areas can even apply. For example, imagine a site next to a train station in a Special Purpose District. Zoning looks to sort these situations out in its applicability language. It typically allows the special area rules to supersede the Special Purpose District rules (and the baseline rules too). In rare instances, two Special Purpose Districts can apply to a property. The applicability rules in the Special Purpose Districts look to make clear what rules from each district apply.



## Certifications

Most zoning rules only require one to file plans with the Department of Buildings (DOB). However, zoning also includes actions that first require compliance review by the City Planning Commission or its Chair. Zoning calls ministerial actions like this a “certification.” CPCs must confirm, or “certify,” to DOB that a project meets specific conditions listed in the Zoning Resolution for that action. Zoning includes certifications in situations where its rules would go beyond the typical plan review undertaken at DOB.

For example, the floor area bonus granted for public plazas requires a CPC chair certification. To receive a floor area bonus, applicants must design and construct a public plaza that meets zoning’s detailed requirements for these spaces (found in Section 37-70). Department of City Planning staff support the review of these applications. Once the CPC chair certifies to DOB that the applicant’s plaza would meet all the listed zoning requirements, they can continue with their application there.

Zoning includes dozens of other certifications covering a wide range of topics. Most are in Special Purpose Districts. Each certification lists out, like a checklist, specific requirements that an application must follow to get approval. If one needs a certification for a project, they should review the information on DCP’s website for applicants.

## Discretionary actions—authorizations and special permits

Zoning includes actions that allow applicants to request modification of specific zoning rules. These actions come in three types — special permits from the Board of Standards and Appeals (BSA), and authorizations or special permits from the City Planning Commission (CPC). Zoning considers these “discretionary” actions since the BSA or CPC must decide if the application meets the conditions and findings listed in the Resolution for each action.

For example, zoning includes a CPC special permit to reduce the parking requirement for residences on a zoning lot far from transit (Section 74-52). Before approving the application, the Commission must agree it meets two findings listed in the section. These findings both focus on the possible effect that the parking reduction could have on the area surrounding the lot.

Zoning includes hundreds of discretionary actions like this. Each allows modification of specific zoning rules in specific areas of the city. They also each have unique findings tailored to the modifications they allow.

CPC special permits allow for the broadest range of zoning modifications while CPC authorizations allow for more limited relief. BSA special permits allow for limited modifications that require technical knowledge particular to the BSA.

Each of the three types requires different review procedures, which include a mix of public notice and public hearings. CPC special permits follow the Uniform Land Use Review Process (ULURP), the most stringent of the three.



If one needs a special permit or authorization for their project, they should review the information on DCP's or BSA's website for applicants, as applicable.

## New terms and districts

Over the last few years, the Zoning Resolution has seen a great deal of change. Major text amendments have rewritten the Resolution to better address the city's needs. These text changes have added and updated many terms and concepts. The list below highlights some of the most important ones and their acronyms.

**Ancillary Dwelling Unit (ADU):** Created in 2024, this defined term allows an additional small housing unit on lots with one-or two-family homes. These units can take many forms including backyard cottages, garage conversions, and basement apartments. The term lists out restrictions on certain forms in certain areas to address concerns around flooding and neighborhood context. Look in Section 12-10.

**Energy Infrastructure Equipment (EIE):** Created in 2023, this defined term groups renewable energy generation systems (such as solar panels) and energy storage systems (such as batteries) into a single use. Zoning allows this use, subject to size and screening rules, in all districts to support the energy grid's transition to fully renewable energy sources. Look in Section 12-10.

**Reference Plane:** Created in 2021, this defined term provides a consistent framework in the city's floodplain for additional building height to support resiliency improvements. In areas with the highest risk, building owners can measure zoning's height rules from a consistent "reference plane" set 10 feet above grade. This encourages owners to make resiliency improvements that address long-term climate change, lower insurance costs, and improve the pedestrian experience. Buildings using this height must follow strict flood-resistant construction standards. Look in Article VI Chapter 4.

**Home Occupation:** Significantly updated in 2024, this defined term sets the zoning rules for home-based, small-scale businesses. The term lays out size and operational controls meant to ensure home occupations are good neighbors. These controls include environmental regulations and prohibitions on business signs. Zoning allows these home occupations as-of-right in all residences. Look in Section 12-10.

**M "A" Districts:** Created in 2024, this framework of 15 new Manufacturing Districts creates a range of new zoning options to support job growth. These districts range from 2-15 FAR, mimic the building form of older loft buildings, and come in several use-mix options. The first application of these districts occurred in the Atlantic Avenue Mixed Use area in Brooklyn. Look in Article IV.

**North American Industrial Classification System (NAICS):** Federal statistical agencies created NAICS as the standard to classify all businesses in the country. Since 2024, zoning uses NAICS to organize uses in the retail/service and production use groups (VI and X, respectively). This helps ensure that zoning fully considers the wide range of business activities that occur in these

categories. It also makes it easier for business owners to find their use within zoning. Look in Chapter 2 of both Article III and IV.

**Qualifying Residential Site (QRS) :** Created in 2024, this defined term supports new housing opportunities in lower-density districts. The term lists size and locational conditions. If a zoning lot can meet those conditions, it can apply special use, bulk, and parking rules. These rules look to allow “missing middle” apartment buildings of the scale and character of older buildings in these areas. Look in Section 12-10.

**R11 and R12 Residence Districts:** Created in 2024, these new zoning districts allow the highest residential densities in the city (15 and 18 FAR, respectively). Policymakers can only map these districts in Mandatory Inclusionary Housing areas. The first application of these districts occurred in Midtown South. R11 and R12 districts also come in contextual and Commercial District versions. Look in Articles II and III.

**Universal Affordability Preference (UAP):** Created in 2024, this term extends a floor area preference for affordable housing and supportive housing to all medium-and high-density districts that allow residential uses. Zoning uses a variety of defined terms to effectuate this program. Some use the “UAP” acronym, such as “UAP development.” “Qualifying Affordable Housing” is another defined term important to making UAP work throughout the Zoning Resolution. Look in Section 12-10 and Article II Chapter 7.

**Ultra Low Energy Building (ULEB):** Created in 2024, this defined term supports the decarbonization of the city’s building stock. Buildings that meet the strict energy standards listed in the term can take advantage of a five percent floor area deduction. Different requirements apply to new and existing buildings. Look in Section 12-10.

## Final advice

Do not fear the Zoning Resolution. Given zoning’s importance to the city, people should engage with it. Hopefully, the suggestions in this chapter will make that easier for readers.

Of course, at first, it will feel daunting. There are over 3,000 pages of rules here. But the more one uses the Resolution, the easier it is to use. Its structure and language will soon become familiar.

One final piece of advice: Read the text slowly. And then read it again. Even experienced zoning readers can miss things the first time around.

If one still has zoning questions, they can contact DCP’s Zoning Help Desk. One can either call 212-720-3291 or fill out an inquiry form on DCP’s website. A zoning specialist will return your call with an answer within two business days.



## CHAPTER 7

# Case Studies

Working with zoning regulations takes practice. Understanding foundational zoning principles and then applying them by navigating the Zoning Resolution can be tedious, especially when explained only in the abstract. To showcase how all the rules are pieced together in a more concrete manner, three case studies have been included.

These examples use hypothetical zoning lots in three different zoning districts. While by no means comprehensive, they intentionally illustrate the range in densities and intensities between districts. There are also three iterations within each example that highlight the subtle differences in permitted uses and building forms that can all be created within the same district.

The hope is that working through these examples will be like following the instructions of a recipe in a cookbook. Each is written with simple steps to follow to evaluate the permitted use, bulk and parking for a hypothetical building. As the steps are completed, a more complete composite of the potential building will emerge. While the steps are comprehensive in the range of zoning rules, they are certainly not exhaustive in the application of every regulation.

These examples all produce very common building typologies that are permissible through the zoning regulations. They typically represent the ideal outcome from the application of the regulations in a particular district. There are many other permissible variations of buildings possible in these districts. There are also some alternatives that would render a building impermissible.

The first example compares three different 50 x 100-foot properties in R4A Districts in Queens. While each iteration includes residences, the proximity to transit and the presence of a commercial overlay alter the possibilities for each site.

The second example compares three different 100 x 100-foot properties in R6A Districts in Brooklyn. Each case study includes residences, but the usage of affordable housing tools and special rules available near the subway station slightly alter the potential options.

The third example compares three different 100 x 200-foot properties in the financial district of Lower Manhattan. Here, the case study uses an office tower as the baseline condition but shows how the usage of floor area bonuses or presence of Special District regulations may change the parameters.

## R4A

# One or two-family home with an ADU

This property sits on the midblock of a quiet residential street, about a mile from a commuter rail station. We will create a classic detached suburban house, with a modern twist – an ancillary dwelling unit. Since this is a Residence District, we will be using the rules of Article II of the Zoning Resolution to apply the chapters pertaining to use, bulk and parking regulations – Chapters 2, 3 and 5, respectively.

**Lot Configuration:** a 5,000 square foot, R4A zoned property on an interior lot, fronting on a narrow street, outside the Greater Transit Zone.

### Instructions:

**Step 1: Check the permitted use regulations (ZR 22-10)**

Residential uses are contained within Use Group II (ZR 22-12) and detached single or two-family residences are the only residential uses permitted without restrictions in R4A Districts. Within the definitions for these two uses (in ZR 12-10), “ancillary dwelling units” are also permitted.

**Step 2: Determine the minimum lot size needed (ZR 23-10)**

Single or two-family homes in R4A Districts require a minimum lot area of 2,375 square feet and lot width of 25 feet (ZR 23-11).

**Step 3: Establish the maximum floor area (ZR 23-20)**

R4A Districts allow a maximum floor area ratio (FAR) of 1.0 for standard zoning lots (ZR 23-21). On a 5,000 square foot lot, this would mean the maximum floor area permitted is 5,000 square feet.

**Step 4: Determine the permitted building footprint (ZR 23-30)**

Single-or two-family detached homes on interior lots in R4A Districts typically require a front yard of 10 feet (ZR 23-321), two side yards with a minimum width of five feet (ZR 23-332) and a rear yard of 20 feet (ZR 23-342). On interior lots, the footprint of the home also cannot exceed a maximum lot coverage of 60 percent of the lot area in this district (ZR 23-361). On this lot, that would mean the maximum footprint could not exceed 3,000 square feet.

Additionally, up to one-third of the area of the rear yard may be used for the ancillary dwelling unit, as a permitted obstruction, if it does not exceed a height of one or two stories, depending on whether a garage is configured as part of it (ZR 23-341).

**Step 5: Determine the permitted building height (ZR 23-40)**

Single-or two-family residences in R4A Districts are governed by pitched roof envelopes where the maximum perimeter height is 25 feet and the overall height, under sloping planes, is 35 feet (ZR 23-421). Obstructions like dormers and chimneys may puncture the envelope (ZR 23-41).

**Step 6:****Design the building**

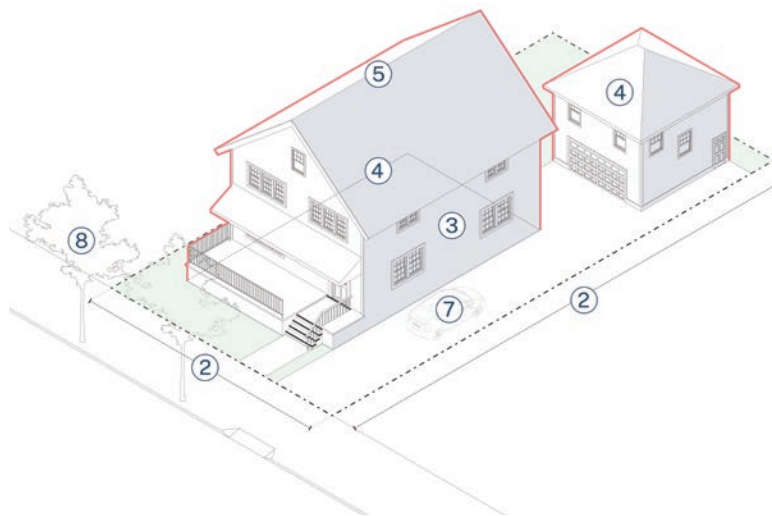
The combination of the footprint restrictions and the height parameters create the maximum building envelope. The permitted floor area can be configured into a building design that is contained anywhere within this volume.

**Step 7:****Provide parking (ZR 25-20, 25-60)**

In R4A Districts beyond the Greater Transit Zone, one parking space is required for each standard dwelling unit, but none is required for an ancillary dwelling unit (ZR 25-232). Parking design regulations orient the location of a driveway with these spaces to the side of the home (ZR 25-621) and govern the number and size of curb cuts (ZR 25-631).

**Step 8:****Other rules**

Street trees and front yard planting are required for all new developments (ZR 23-61).



## R4A

# Transit-oriented-development (TOD)

This property is only a quarter of a mile from the commuter rail station, on a corner lot, amongst a mix of building types. Here we will construct a small apartment building on a qualifying residential site. This site is in a Residence District, so the pertinent chapters of Article II for use, bulk and parking rules will again be Chapters 2, 3 and 5, respectively.

**Lot configuration:** a 5,000 square foot, R4A zoned property on a corner lot, fronting the short end of the block, within the Outer Transit Zone of the Greater Transit Zone. This property meets the size, location and geographic criteria of paragraph (a)(1) of the definition of “qualifying residential site” (ZR 12-10).

### Instructions:

**Step 1: Check the permitted use regulations (ZR 22-10)**

Qualifying residential sites permit all types of residential uses, including multi-family apartment buildings (ZR 22-12).

**Step 2: Determine the minimum lot size needed (ZR 23-10)**

The minimum lot area and lot width requirements for general residences are 1,700 square feet and 18 feet, respectively (ZR 23-11).

**Step 3: Establish the maximum floor area (ZR 23-20)**

Qualifying residential sites in R4A Districts have a maximum floor area ratio (FAR) of 1.5 (ZR 23-21). On a 5,000 square foot lot, this would permit a building with up to 7,500 square feet of floor area.

Multi-family buildings have allowances to deduct an amount of floor space allocated to building amenities like fitness rooms from floor area to encourage their inclusion (ZR 23-23).

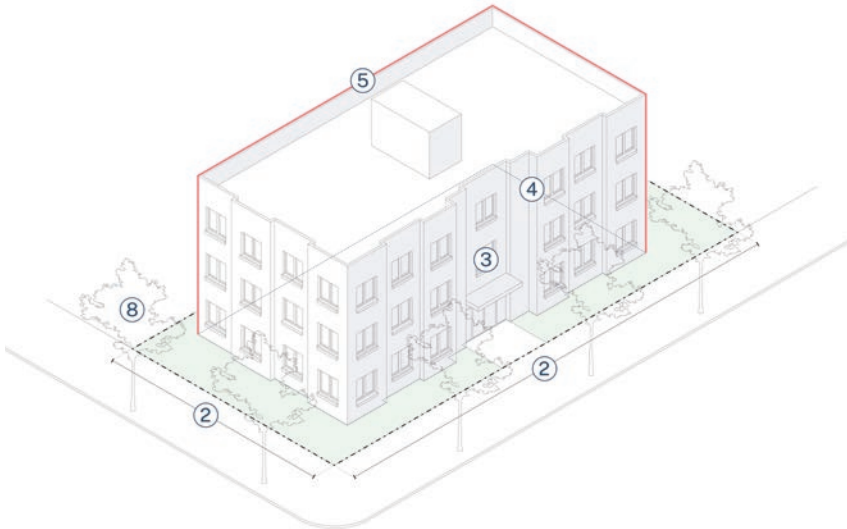
**Step 4: Determine the permitted building footprint (ZR 23-30)**

A corner lot in an R4A district would typically require one front yard of at least 10 feet and another of at least 5 feet. An apartment building on a qualifying residential site would typically need no side yards, unless they were provided on the neighboring property (ZR 23-333). No rear yards are required on corner lots, by virtue of having no rear lot line. For zoning lots like this, 100 percent lot coverage is permitted (ZR 23-361), so long as all legally required windows face the street, as required by the NYS Multiple Dwelling Law.

**Step 5: Determine the permitted building height (ZR 23-40)**

Buildings on qualifying residential sites in R4A Districts are permitted to have a building with a maximum base height of 35 feet and building height of 45 feet (ZR 23-424). There is no pitched roof envelope. Before the maximum base height, a setback needs to be provided along each street (ZR 23-423). Obstructions like elevator bulkheads may exceed the height limit (ZR 23-41).



<b>Step 6:</b>	<p><b>Establish the maximum density (ZR 23-50)</b></p> <p>For multi-family residences, the maximum number of dwelling units permitted is determined by dividing the permitted residential floor area (7,500 square feet) by the dwelling unit factor of 680 (ZR 23-52). This calculation establishes that, at most, eleven apartment units are allowed on this zoning lot.</p>
<b>Step 7:</b>	<p><b>Design the building</b></p> <p>The permitted floor area and dwelling units are designed into a building configuration that fits within the building envelope.</p>
<b>Step 8:</b>	<p><b>Provide parking (ZR 25-20, 25-10)</b></p> <p>In the Outer Transit Zone parking is required for 50 percent of the number of residential units in a building. However, on qualifying residential sites, parking may be waived for buildings like this with a limited number of units (ZR 25-222). If vehicle parking was desired, it may still be provided, electively, subject to overall maximums (ZR 25-12).</p>
<b>Step 9:</b>	<p><b>Other rules</b></p> <p>Street trees and front yard planting are required (ZR 23-61).</p>
	

## R4A

## Town center

This property sits midway along a commercial corridor within a very short walk to the commuter rail station. The surrounding properties are 3–5 stories, most with ground floor retail. Given this context, we will create a similar mixed-use building with retail on the ground floor and apartments above. This is another variant of a qualifying residential site. However, this site is in a Commercial District, so Article III contains the relevant chapters. These include Chapter 2 for use regulations, Chapter 5 for mixed building bulk rules and Chapter 6 for parking regulations.

**Lot configuration:** a 5,000 square foot, midblock property within an R4A District with a C2-2 commercial overlay that is contiguous along multiple blocks. The property is in the Outer Transit Zone (and thus in the Greater Transit Zone). The site meets the criteria in paragraph (b) of the definition of “qualifying residential sites” (ZR 12-10).

### Instructions:

#### Step 1: Check the permitted use regulations (ZR 32-10)

In C2 commercial overlays, all types of residences are permitted, no matter what Residence District the overlay is mapped within (ZR 32-121). C2 Districts also permit a wide range of commercial uses, including most retail and service uses in Use Group VI (ZR 32-161).

Commercial uses may not be located above residences (ZR 32-421). Tier A streetscape rules apply to the ground floor level (ZR 32-30). Any signs provided for a storefront would be subject to size and illumination regulations (ZR 32-60).

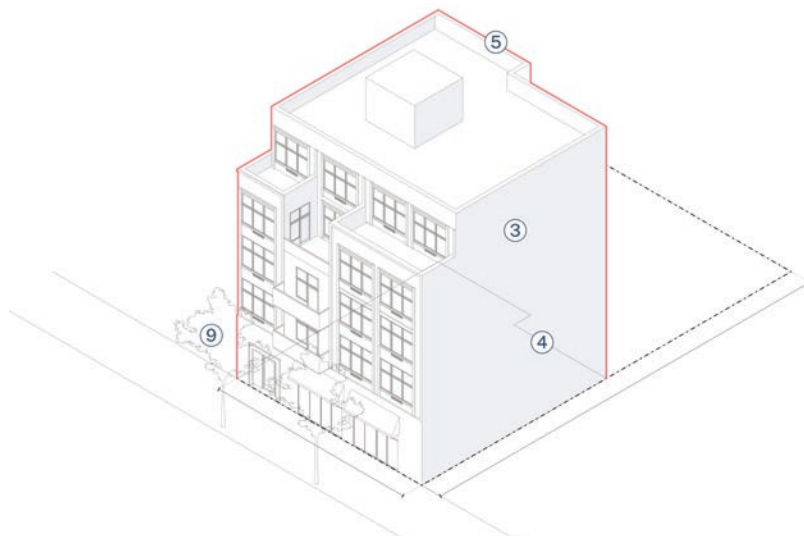
#### Step 2: Determine the bulk rules to follow (ZR 35-20)

The bulk rules of Article II, Chapter 3 generally apply to the residential portion of the building, based on the residence district that the commercial overlay is mapped within (R4A in this case). However, on qualifying residential sites in the Greater Transit Zone, the residential bulk regulations of an R5 District apply instead (ZR 35-22).

#### Step 3: Establish the maximum floor area (ZR 35-30)

R5 Districts on qualifying residential sites permit a maximum residential FAR of 2.0 (ZR 23-21), and mixed buildings allow a total FAR of 2.5 (ZR 35-32). C2-2 Commercial Districts allow 1.0 FAR for commercial uses at this density. On a 5,000 square foot site, the total floor area allowed is 12,500 square feet. This could be achieved by adding up to 10,000 square feet of floor area for residences, and up to 5,000 square feet of floor area for commercial uses. However, since the total floor area allowed is slightly less than that of the individual maximums combined, the 2,500 square foot difference will need to be accounted for by reducing the square footage allocated to one or both uses.

<b>Step 4:</b>	<b>Determine the permitted building footprint (ZR 35-50)</b> Commercial Districts do not require front yards (ZR 35-51) or side yards (ZR 35-52) for mixed buildings. On interior lots, a 20-foot rear yard is required (ZR 23-342) starting at the first story with dwelling units (ZR 35-53), and the residential lot coverage is limited to 80 percent of the lot area (ZR 23-362).
<b>Step 5:</b>	<b>Determine the permitted building height (ZR 35-60)</b> R5 District regulations for qualifying residential sites permit a building with a maximum base height of 45 feet before setback, and an overall height of 55 feet (ZR 35-62 and 23-424). Obstructions like roof parapets or a solar canopy could exceed the overall height limits (ZR 23-41).
<b>Step 6:</b>	<b>Establish the maximum density (ZR 35-40)</b> The maximum number of dwelling units allowed on the property is determined by dividing the permitted residential floor area (10,000 square feet) by the dwelling unit factor of 680 (ZR 23-52). The commercial floor area is not included. Through this calculation, fifteen apartment units would be the most permitted.
<b>Step 7:</b>	<b>Design the building</b> The permitted floor area is configured into a mixed building that fits within the envelope.
<b>Step 8:</b>	<b>Provide parking (ZR 36-20, 36-30 and 36-70)</b> In Commercial Districts, no parking is required for residences on qualifying residential sites in the Greater Transit Zone (ZR 36-31). Parking is also waived for the commercial component of a mixed-use building on smaller lots such as this one in the Outer Transit Zone (ZR 36-26). Bicycle parking would need to be provided for 50 percent of the units (ZR 36-71).
<b>Step 9:</b>	<b>Other rules</b> Medium-sized residential buildings like this trigger a requirement for recreation space (ZR 23-63). Street tree planting would apply, but other planting would not be needed (ZR 35-71).



## R6A

# Standard Residential Building

This property is located on the midblock in the heart of the neighborhood. Here we will work through the construction of a standard apartment building. Properties in Residence Districts would utilize Article II of the Resolution, and a residential building would primarily utilize the use, bulk and parking regulations in Chapters 2, 5 and 6, respectively.

**Lot configuration:** a 10,000 square foot, R6A zoned property on an interior lot fronting on a narrow street in the Outer Transit Zone.

### Instructions:

**Step 1: Check the permitted use regulations (ZR 22-10)**

R6A districts permit all types of residences (ZR 22-12).

**Step 2: Determine the minimum lot size needed (ZR 23-10)**

General residences require a minimum lot area of 1,700 square feet and lot width of 18 feet (ZR 23-11).

**Step 3: Establish the maximum floor area (ZR 23-20)**

Standard residences in R6A Districts have a maximum floor area ratio (FAR) of 3.0 (ZR 23-22). On a 10,000 square foot lot, this would permit a 30,000 square foot residential building.

**Step 4: Determine the permitted building footprint (ZR 23-30)**

R6A districts have no front yard requirements (ZR 23-322) nor side yard requirements (ZR 23-335). On interior lots, a rear yard with a depth of 20 feet is required (ZR 23-342), and the lot coverage of a building cannot exceed 80 percent (ZR 23-362).

**Step 5: Determine the permitted building height (ZR 23-40)**

Most of the street wall of the building will need to be located within ten feet of the lot line (ZR 23-431). Standard residences in R6A districts are permitted a maximum base height of 65 feet before a setback along the street, and an overall height of 75 feet (ZR 23-432). The setback depth on a narrow street is 15 feet, but it may include ground floor level setbacks (ZR 23-433). Permitted obstructions like dormers could be located within the required setback area (ZR 23-41).

**Step 6: Establish the maximum density (ZR 23-50)**

The maximum number of dwelling units permitted is determined by dividing the maximum residential floor area (30,000 square feet) by the dwelling unit factor of 680 (ZR 23-52). This zoning lot would permit 44 dwelling units at most.

**Step 7: Design the building**

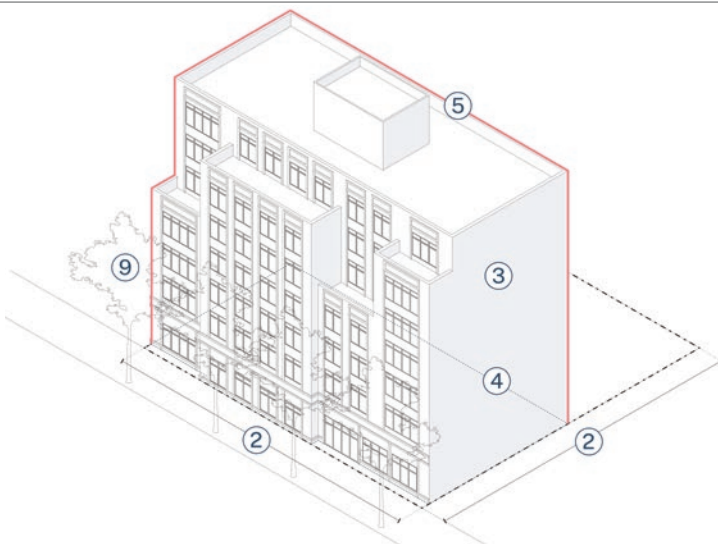
The permitted floor area and dwelling units are designed into a building configuration that fits within the building envelope.

**Step 8:****Provide parking (ZR 25-20, 25-10, 25-80)**

For developments in the Outer Transit Zone, parking is required for 25 percent of the residences but may be waived if that number is lower than 15 spaces (ZR 25-211). Parking may optionally be provided (ZR 25-12). Enclosed bicycle parking would be required for half the number of units (ZR 25-81).

**Step 9:****Other rules**

Recreation space is required and may be provided indoors or outdoors (ZR 23-63). Street trees and planting in front of the building are also required (ZR 23-61).



## R6A

## UAP Development

This property is on a corner lot in the center of the neighborhood. This building incorporates affordable housing units through the “universal affordability preference (UAP)” program. Like the previous example, a residential building in a Residence District would utilize Article II, Chapters 2, 5 and 6 of the Zoning Resolution for use, bulk and parking regulations, as well as Chapter 7 for UAP program requirements.

**Lot configuration:** a 10,000 square foot, R6A zoned property on a corner lot in the Inner Transit Zone. The corner lot faces a wide and narrow street.

### Instructions:

**Step 1: Check the permitted use regulations (ZR 22-10)**

R6A districts permit all types of residences (ZR 22-12), including affordable housing.

**Step 2: Determine the minimum lot size needed (ZR 23-10)**

Multi-family residences require zoning lot with a minimum lot area of 1,700 square feet and lot width of 18 feet (ZR 23-11).

**Step 3: Establish the maximum floor area (ZR 23-20)**

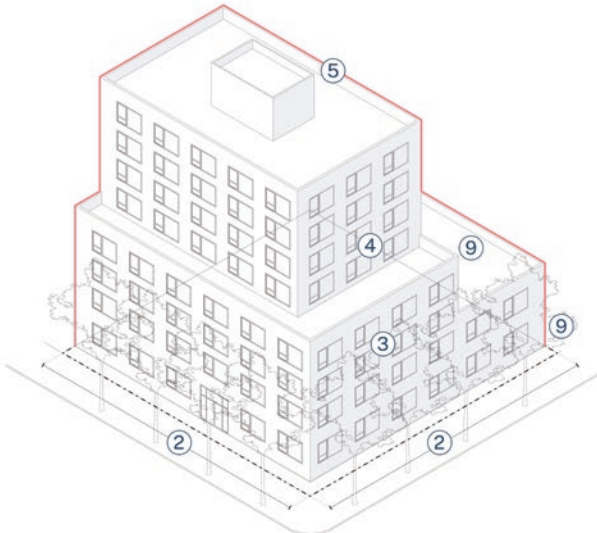
“Qualifying affordable housing,” which includes “UAP developments,” permits a maximum floor area ratio (FAR) of 3.9 in R6A districts (ZR 23-22). On a 10,000 square foot lot, this would permit a 39,000 square foot residential building. This building could be entirely affordable housing, but if it includes standard residences, the maximum floor ratio for those units could not exceed 3.0, or 30,000 square feet of floor area. To fully maximize the FAR, 9,000 square feet of affordable housing would be provided.

**Step 4: Determine the permitted building footprint (ZR 23-30)**

R6A districts have no front yard requirements (ZR 23-322), nor side yard requirements (ZR 23-335) for residential buildings. Since this is a corner lot, no rear yard is required either, and the maximum permitted lot coverage is 100 percent (ZR 23-362). However, to provide legally required windows on the building walls facing the center of the block, an inner court will need to be provided (ZR 23-352).

**Step 5: Determine the permitted building height (ZR 23-40)**

The building is required to provide street walls, but on corner lots, a street wall is optional on one frontage (ZR 23-436). This lot has wide and narrow street frontage, and the wide street takes priority. On this wide street, a street wall must be provided within eight feet of the wide street (ZR 23-431). Zoning lots with qualifying affordable housing in R6A districts are permitted a maximum base height of 65 feet before a setback along the street, and an overall height of 95 feet (ZR 23-432). Since this lot faces two streets, two setbacks are required. The frontage on the wide street necessitates a ten-foot setback, and that along the narrow street needs fifteen (ZR 23-433).

<b>Step 6:</b>	<b>Establish the maximum density (ZR 23-50)</b> The maximum number of dwelling units permitted is determined by dividing the maximum residential floor area (39,000 square feet) by the dwelling unit factor of 680 (ZR 23-52). This property would permit 57 dwelling units at most.
<b>Step 7:</b>	<b>Design the building</b> The building is designed in a manner that arranges the permitted floor area into a massing that fits within the building envelope.
<b>Step 8:</b>	<b>Provide parking (ZR 25-20)</b> For developments in the Inner Transit Zone, no vehicle parking is required for residences, whether they be standard or affordable units (ZR 25-211), but bicycle parking is needed.
<b>Step 9:</b>	<b>Other rules</b> Affordable housing units will need to comply with the UAP program requirements. These include affordability, distribution and other guidelines (ZR 27-10). Recreation space (ZR 23-63), street trees and planting continue to be required (ZR 23-61).
 <p>An isometric architectural diagram of a multi-story building massing. The building is composed of several interconnected rectangular volumes. Numbered callouts in blue circles are placed around the building: '2' is at the base of the front-left corner; '3' is on the front-left side of the main volume; '4' is on the side of the upper volume; '5' is on the top of the upper volume; '9' is on the side of the upper volume; and another '9' is at the base of the front-right corner. The building is shown with a grid of windows and is surrounded by a street with trees and a sidewalk.</p>	



## R6A

# Residential Equivalent— Subway Adjacent

This property is on one of the main commercial streets in the neighborhood and is at a street corner where there is a J / M subway station entrance. In this example we will develop a standard mixed-use building and incorporate a subway access easement into the development. Commercial Districts utilize Article III of the zoning for their base rules, including Chapter 2 for use, Chapter 5 for bulk in mixed buildings and Chapter 6 for parking. These regulations are sometimes modified in Article VI, Chapter 6, for properties near mass transit stations.

**Lot configuration:** a 10,000 square foot property zoned C4-2A that occupies the corner of a block in the Inner Transit Zone. The corner lot fronts a subway station on an elevated portion of the line.

### Instructions:

**Step 1: Apply the special area rules (ZR 66-00)**

The transit agency will need to determine if a transit easement volume is needed on the development site so they can improve access to the subway station (ZR 66-21). If the agency establishes an easement, then many zoning rules are slightly modified to account for the impact of the transit volume.

**Step 2: Check the permitted use regulations (ZR 66-20, 32-10 and 32-60)**

C4-2A districts permit all types of residences (ZR 32-12), and most commercial uses in Use Groups VI, VII and VIII (ZR 32-16 – 32-18). Tier B streetscape rules would apply to the ground floor level (ZR 32-30), but the easement area is excluded (ZR 66-25). Signage for any storefront would be subject to sign regulations (ZR 32-60).

**Step 3: Determine the bulk rules to follow (ZR 35-20)**

In C4-2A districts, the residential portion of the building follows the bulk regulations applicable to the district's residential equivalent, an R6A district (ZR 35-23 and 34-112).

**Step 4: Establish the maximum floor area (ZR 66-20 and 35-30)**

Standard residences in C4-2A (via R6A districts) are allowed a maximum floor area ratio (FAR) of 3.0 (ZR 23-22), as are commercial uses in C4-2A districts (ZR 33-122). This would allow a mixed building with a floor area of 30,000 square feet. If transit access in an easement volume is provided inside a building, the floor space is exempted from floor area (ZR 66-231).

**Step 5: Determine the permitted building footprint (ZR 35-50)**

C4-2A districts have no front yard requirements (ZR 35-51) or side yard requirements (ZR 35-52) for mixed buildings. Corner lots allow up to 100 percent lot coverage for residential uses (ZR 23-362). However, on a large lot, legally required windows will likely need to face an inner court (ZR 23-352).



**Step 6:****Determine the permitted building height (ZR 66-20 and 35-60)**

The building is required to provide a street wall along most of the frontage of one of the streets the corner lot fronts upon (ZR 35-631 and ZR 35-633). Zoning lots with a residential equivalent of an R6A district that are providing standard residences are typically permitted a maximum base height of 65 feet before a setback, and an overall building height of 85 feet (ZR 35-632 and 23-432). However, to accommodate the easement volume, this overall height may be increased by 10 feet, to 95 feet (ZR 66-234).

**Step 7:****Establish the maximum density (ZR 35-40)**

The number of dwelling units that, at most, may be provided is established by dividing the permitted residential floor area (30,000 square feet) by the dwelling unit factor of 680 (ZR 35-40 and 23-52). The calculation is blind to floor area for commercial uses; it is not counted. A maximum of 44 apartments are allowed in the building.

**Step 8:****Design the building**

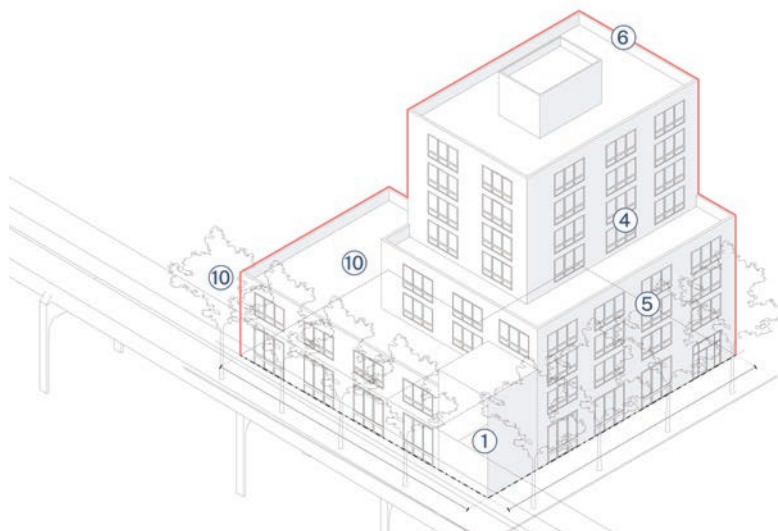
The permitted floor area is designed into a building that is shaped by the building envelope.

**Step 9:****Provide parking (ZR 36-20 and 36-30)**

For developments in the Inner Transit Zone, no parking is required for residences (ZR 36-31 and 25-21). Required commercial parking is waived in mixed buildings (ZR 36-26). If the majority of the ground floor was occupied by a retail storefront, one loading berth would be required (ZR 36-62). Bike parking is also required (ZR 36-71).

**Step 10:****Other rules**

Recreation space (ZR 23-63) and street trees are required (ZR 23-61).



## C6-4 Office Tower

This property is along the edge of the financial district in lower Manhattan, along an entire short end of the blockfront. In this example we will construct a standard office tower. A commercial building in a Commercial District would utilize Article III, Chapters 2, 3 and 6 of the Zoning Resolution for its use, bulk and parking regulations. Special Manhattan Core parking regulations are in Article I, Chapter 3.

**Lot configuration:** a 20,000 square foot property zoned C6-4 in the Manhattan Core. The property is comprised of two abutting corner lots.

### Instructions:

**Step 1: Check the permitted use regulations (ZR 32-10)**

C6-4 districts permit many types of commercial uses, including offices in Use Group VII (ZR 32-17). Tier B streetscape rules would apply to the ground floor level (ZR 32-30). If the office sought to provide a sign, it would be subject to certain size and illumination limits (ZR 32-60).

**Step 2: Establish the maximum floor area (ZR 33-10)**

The maximum floor area ratio (FAR) permitted for a commercial building in a C6-4 District is 10.0 (ZR 33-122). On this site, this FAR would allow an office tower with a floor area of 200,000 square feet.

**Step 3: Determine the permitted building footprint (ZR 33-20)**

For commercial buildings, no side yards are required (ZR 33-25). On corner lots, no rear yards are required. Commercial buildings have no maximum lot coverage.

**Step 4: Determine the permitted building height (ZR 33-40)**

The height in commercial buildings in C6-4 districts is governed by a sloping sky exposure plane that begins at 85 feet, or six stories, above the street line (ZR 33-43 and 33-44). On corner lots, each street has a separate sky exposure plane. A tower may penetrate through the sky exposure plane, if it is set back from the street and its coverage does not exceed 40 percent of the lot area (ZR 33-45). The tower footprint could be 8,000 square feet at the most.

**Step 5: Design the building**

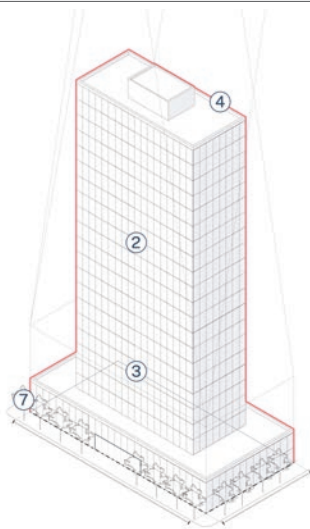
The permitted floor area for the office tower is configured into a form determined by the various building envelope controls.

**Step 6:****Provide parking (ZR 36-00, 13-10, 36-60 and 36-79)**

For developments in the Manhattan Core, no parking is required (ZR 36-023 and 13-10). If parking is voluntarily provided, there is a limited amount permitted without seeking discretionary approvals (ZR 13-12). Office buildings that are larger than 100,000 square feet, but smaller than 300,000 square feet, need to provide one loading berth (ZR 36-62). One bike parking space would be required for each 10,000 square feet of office floor area (ZR 36-71).

**Step 7:****Other rules**

Street trees are required along each street frontage (ZR 33-04).



## C6-4 Office Tower with Plaza

This property is along a midblock in the financial district. In this variant of the office tower, we will add a public plaza to the development. Like the prior example, Article III, Chapters 2, 3 and 6 of the Zoning Resolution would establish use, bulk and parking regulations for commercial buildings in Commercial Districts. This case will also use Chapter 7 for the urban design rules governing public plazas.

**Lot configuration:** a 20,000 square foot property zoned C6-4 located on a midblock through lot.

### Instructions:

#### Step 1: Check the permitted use regulations (ZR 32-10)

A wide range of commercial uses are permitted in C6-4 districts. Offices are allowed as part of Use Group VII (ZR 32-17). At the ground floor level, Tier B streetscape rules would apply (ZR 32-30).

#### Step 2: Establish the maximum floor area (ZR 33-10)

The starting floor area ratio (FAR) for a commercial building in a C6-4 district is 10.0 (ZR 33-122). If a public plaza is provided, then the floor area may be increased, based on the size of the plaza, to a maximum of 12.0 FAR. This would permit an office tower with up to 240,000 square feet of floor area.

#### Step 3: Determine the permitted building footprint (ZR 33-20)

No side yards are required for commercial buildings (ZR 33-25). On through lots, C6 districts are exempted from needing a rear yard equivalent for commercial buildings (ZR 33-281).

#### Step 4: Determine the permitted building height (ZR 33-40)

Commercial buildings in C6-4 districts are governed by sky exposure planes that slope inward from each street beginning at a height of 85 feet, or six stories, above the street line (ZR 33-43 and 33-44). A tower is permitted to pierce through this plane, if it is set back from the street and the tower coverage does not exceed 40 percent of the lot area (ZR 33-45). This percentage would mean the tower's footprint would be limited to 8,000 square feet.

#### Step 5: Design the building

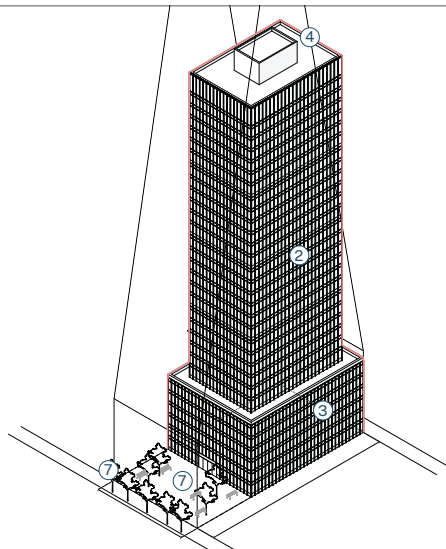
The office tower is designed in a manner that arranges the permitted floor area into a form that aligns with the various building envelope rules.

#### Step 6: Provide parking (ZR 36-00)

No parking is required for developments located within the Manhattan Core (ZR 36-023 and 13-10). Loading (ZR 36-62) and bike parking (ZR 36-71) would be required.

**Step 7:****Other rules**

The public plaza that generates the floor area bonus is governed by a series of dimensional and design standards (ZR 37-70). The Chairperson of the City Planning Commission certifies compliance with these rules. Street trees continue to be required along each street frontage (ZR 33-04).



## C6-4 Office Tower in LM Special District

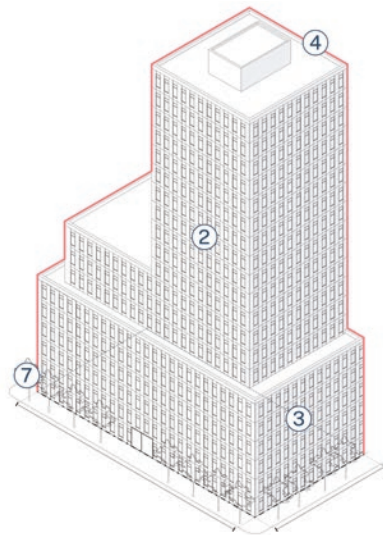
This property is in the heart of the financial district, along an entire block end. In this example we will create an office tower whose bulk controls are modified by the Special Lower Manhattan District. This example continues to use the Commercial District regulations of Article III, Chapters 2, 3 and 6 of the Zoning Resolution to establish use, bulk and parking regulations. However, in addition to the Manhattan Core parking regulations of Article I, Chapter 3, these underlying rules are sometimes superseded by Article IX, Chapter 1 for the Special District regulations.

**Lot configuration:** a 20,000 square foot property zoned C6-4 in the Special Lower Manhattan District. The property again has two corner lot portions. The long end of the property fronts a prominent street with various Special District controls.

### Instructions:

- |                |   |
|----------------|---|
| <b>Step 1:</b> | <b>Check the permitted use regulations (ZR 91-10 and 32-10)</b><br>C6-4 districts permit many types of commercial uses, including offices in Use Group VII (ZR 32-17). These individual uses are not modified by the Special District. The ground floor fronts a street designated in the text map as having Tier C streetscape rule applicability through the Special District (ZR 91-41 and 32-30). Standard sign regulations apply, but if the office tower wanted to install banners, they would be permitted as well (ZR 91-112).  |
| <b>Step 2:</b> | <b>Establish the maximum floor area (ZR 91-20 and 33-10)</b><br>The basic maximum floor area ratio (FAR) permitted for a commercial building in a C6-4 District is not modified by the Special Lower Manhattan District – it remains 10.0 (ZR 91-22). While the Special District does permit them, no other bonuses or special FAR rules are being sought in this example. This basic FAR would allow an office tower with a floor area of 200,000 square feet on the zoning lot.   |
| <b>Step 3:</b> | <b>Determine the permitted building footprint (ZR 33-20)</b><br>For commercial buildings, no side yards are required (ZR 33-25), and on corner lots, no rear yards are required.  |
| <b>Step 4:</b> | <b>Determine the permitted building height (ZR 91-30 and 33-40)</b><br>In the Special Lower Manhattan District, special height and setback regulations apply. The property fronts a Type 2A street. Along this frontage, the building's street wall must rise to a height between the minimum base height of 85 feet and the maximum base height of 150 feet, before a setback is provided (ZR 91-31). After this setback of 15 feet (ZR 91-32), a tower may rise without any height limits, so long as its footprint adheres to certain size parameters. The tower's coverage may not exceed 65 percent of the lot area up to a height of 300 feet (13,000 square feet, in this case) and may not exceed 50 percent (10,000 square feet) above that height (ZR 91-33). Additionally, above a height of 300 feet, the length of the tower, measured in any manner, cannot exceed 175 feet (ZR 91-34). |

<b>Step 5:</b>	<b>Design the building</b> The allowable floor area is designed into an office tower that adheres to all building envelope regulations.
<b>Step 6:</b>	<b>Provide parking (ZR 91-50 and 36-00)</b> For developments in the Manhattan Core, no parking is required (ZR 36-023 and 13-10). If parking is voluntarily provided, there are limits to the as-of-right amounts (ZR 13-12). Loading and bike parking continue to be required (ZR 36-62 and 36-71). In the Special District there are limits on the frontages that can have a curb cut accessing parking spaces or loading berths (ZR 91-52).
<b>Step 7:</b>	<b>Other rules</b> In the Special Lower Manhattan District, additional open space to alleviate pedestrian congestion is required on larger lots (ZR 91-42). Additionally, street trees are required along each street frontage (ZR 33-04).



## CHAPTER 8

# Charts and Maps

This chapter includes helpful charts and maps to help readers understand the Zoning Resolution and its districts. These are not a replacement for the Zoning Resolution but can provide a handy reference to its core rules.

## District charts

This section includes a group of charts that look to distill hundreds of pages of zoning rules into an easily digestible form.

This starts with a six-page overview of the full scope of zoning rules that apply to each Residence District. After that, a single page chart further summarizes the most important bulk rules that apply to these districts. Similarly, two individual pages look to summarize the key bulk and parking rules that apply to Commercial and Manufacturing Districts. The final chart looks to summarize the use groups that zoning permits in each zoning district. For simplicity, this chart groups zoning districts into broad categories. DCP's website also includes more information about individual zoning districts. This section also includes an outline of all the articles and chapters in the Resolution. This can make it easier for readers to find the zoning rules they need.



## R1–R3 Districts

Typology			Standard									Qualifying Residential Site	
			R1-1	R1-2/ R1-2A	R2	R2A	R2X	R3-1	R3-2	R3A	R3X	R1-R3	
Single-family	Detached		•	•	•	•	•	•	•	•	•	•	
	Detached							•	•	•	•	•	
Single- and Two-family	Zero Lot Line								•			•	
	Semi-detached							•	•			•	
	Attached								•			•	
Multi-family	All								•			•	
Bulk													
Lot Area (min.)	Detached or Zero Lot Line		7,125 sf	4,750 sf	2,850 sf					2,375 sf	2,850 sf	5,000 sf (Additional regulations apply) <sup>1</sup>	
	Other		n/a					1,700 sf		n/a			
Lot Width (min.)	Detached or Zero Lot Line		75 ft	50 ft	30 ft				25 ft	30 ft	Same as underlying		
	Other		n/a				18 ft		n/a				
Front Yard (min.) <sup>2</sup>			20 ft		15 ft				10 ft		Same as underlying		
Side Yards (min.) Interior or Through Lots	Detached	Number	2										
		Each	8 ft		5 ft								
	Semi-detached or Zero Lot Line <sup>2</sup>	Number	n/a					1		N/A	1		
		Each						5 ft			5 ft		
	Other <sup>2</sup>	Number	0										
Each		0 ft											
Rear Yard (min.)	Detached		20 ft										
	Other		20/30 ft <sup>3</sup>										
Lot Coverage (max.)	Single and Two family buildings	Interior Lot	40%					50%				N/A	
		Corner Lot	80%										
	Multiple Dwellings	Interior Lot	80%										
		Corner Lot	100%										
Community Facility FAR			1.00										
Residential FAR			0.75 <sup>4</sup>				1.00	0.75				1.00	
Perimeter/ Street Wall (max.)			25 ft								35 ft		
Building Height (max.)			35 ft								35 ft		
Dwelling Unit Factor	Single and Two family DUS/ Qualifying Senior Housing		N/A										
	Multiple DUS		680										
Parking													
Inner Transit Zone (min. % of DU)	All Residences		0%										
	Standard		100%					50%	35%	50%	Same as underlying		
Outer Transit Zone (min. % of DU)	Qualifying Affordable Housing/ Qualifying Senior Housing/ Ancillary Dwelling Unit		0%										
Beyond Greater Transit Zone (min. % of DU)	Standard		100%										
	Qualifying Affordable Housing		50%										
	Qualifying Senior Housing		10%										
	Ancillary Dwelling Unit		0%										
Waived Requirements (max. number of spaces)	Inner Transit Zone		N/A										
	Outer Transit Zone		0					0 <sup>5</sup>	5	0 <sup>5</sup>	0 (all spaces waived where 75 or fewer DUs)		
	Beyond Greater Transit Zone		0					0 <sup>5</sup>	1	0 <sup>5</sup>			

1 5,000 sf unless: located in the greater transit zone and includes a building that contains floor space allocated to community facility uses existing on December 5, 2024; OR is located in an R3-2 District, and contains qualifying senior housing

2 Some modifications apply depending on lot widths and neighboring lot conditions.

3 20 ft for zoning lots wider than 40 feet

4 For single family zoning lots greater than 4,000 sf, maximum FAR is 0.6.

5 For zoning lots existing on December 5, 2024 where the lot width is 25 feet or less, no parking shall be required.

## R4–R5 Districts

Typology			Standard							Qualifying Residential Site		
			R4	R4-1	R4A	R4B	R5	R5A	R5B	R5D	R4 QRS	R5 QRS
Single-family	Detached		•	•	•	•	•	•	•	•	•	•
	Detached		•	•	•	•	•	•	•	•	•	•
Single- and Two-family	Zero Lot Line			•		•			•	•	•	•
	Semi-detached		•	•		•	•		•	•	•	•
	Attached		•			•	•		•	•	•	•
Multi-family	All		•				•		•	•	•	•
Bulk												
Lot Area (min.)	Detached or Zero Lot Line		2,850 sf	2,375 sf		2,850 sf	2,375 sf		5,000 sf (Additional regulations apply) <sup>1</sup>			
	Other		1,700 sf		n/a	1,700 sf		n/a	1,700 sf			
Lot Width (min.)	Detached or Zero Lot Line		30 ft	25 ft		30 ft	25 ft		Same as underlying			
	Other		18 ft		n/a	18 ft		n/a	18 ft			
Front Yard (min.) <sup>2</sup>			10 ft		5 ft	10 ft		5 ft		Same as underlying		
Side Yards (min.)	Detached or Zero Lot Line	Number	2									
		Each	5									
	Semi-detached or Zero Lot Line <sup>2</sup>	Number	1	n/a	1	1	n/a	1				
		Each	5 ft		5 ft	5 ft		5 ft				
Other	Number	0										
	Each	0 ft										
Rear Yard (min.)	Detached		20 ft									
	Other		20/30 ft <sup>3</sup>									
Lot Coverage (max.)	Single and Two family buildings	Interior Lot	60%							N/A		
		Corner Lot	80%									
	Multiple Dwellings	Interior Lot	80%									
		Corner Lot	100%									
Community Facility FAR			2.00									
Residential FAR			1.00			1.50			2.00	1.50	2.00	
Perimeter/Street Wall (max.)	Basic		25 ft		N/A	35 ft	25 ft	N/A	N/A	35 ft	45 ft	
Building Height (max.)	Basic		35 ft		25 ft	45 ft	35 ft		45 ft		55 ft	
Dwelling Unit Factor	Single and Two family DUS/Qualifying Senior Housing		N/A									
	Multiple DUs		680									
Parking												
Inner Transit Zone (min. % of DU)	All Residences		0									
Outer Transit Zone (min. % of DU)	Standard		35	50		35	50	25	Same as underlying			
	Qualifying Affordable Housing/Qualifying Senior Housing		0									
Beyond Greater Transit Zone (min. % of DU)	Standard		50	100		50	100	50	Same as underlying			
	Qualifying Affordable Housing		50		25	50	25					
	Qualifying Senior Housing		10									
	Ancillary Dwelling Unit		0									
Waived Requirements (max. number of spaces)	Inner Transit Zone		N/A									
	Outer Transit Zone		5	0 <sup>4</sup>		10	0 <sup>4</sup>	10	0 (all spaces waived where 75 or fewer DUs)			
	Beyond Greater Transit Zone		3	0 <sup>4</sup>		5	0 <sup>4</sup>	5				

<sup>1</sup> 5,000 sf unless: located in the greater transit zone and includes a building that contains floor space allocated to community facility uses existing on December 5, 2024; OR is located in an R3-2 District, and contains qualifying senior housing

<sup>2</sup> Some modifications apply depending on lot widths and neighboring lot conditions.

<sup>3</sup> 20 ft for zoning lots wider than 40 feet

<sup>4</sup> For zoning lots existing on December 5, 2024 where the lot width is 25 feet or less, no parking shall be required.

## R6 Districts

Bulk			R6A	R6B	R6D	R6	R6-1	R6-2
Lot Area (min.)	All		1,700 sf					
Lot Width (min.)	All		18 ft					
Rear Yard (min.)	All		20/30 ft <sup>1</sup>					
Lot Coverage (max.)	Corner Lot		100%					
	Other		80%					
	Eligible Site	Lots greater than 30,000 sf (not large sites)	65%					
		Large Site	50%					
Community Facility FAR			3.00	2.00	2.50	4.80		2.50
Residential FAR	Basic	Narrow Street	3.00	2.00	2.50	2.20	3.00	2.50
		Wide Street				3.00		
	Qualifying Affordable Housing		3.90	2.40	3.00	3.90		3.00
Base Height (min.-max.)	Basic	Narrow Street	40-65 ft	30-45 ft	30-45 ft	30-45 ft	40-65 ft	30-45 ft
		Wide Street				40-65 ft		
	Qualifying Affordable Housing	Narrow Street	65 ft	45 ft	55 ft	65 ft		
		Wide Street						
Building Height (max.)	Basic	Narrow Street	75 ft	55 ft	65 ft	55 ft	75 ft	65 ft
		Wide Street				75 ft		
	Qualifying Affordable Housing	Narrow Street	95 ft	65 ft	75 ft	85 ft	95 ft	75 ft
		Wide Street				95 ft		
		Eligible Site		N/A			125 ft	
Dwelling Unit Factor	Special Density Areas, <sup>2</sup> Qualifying Senior Housing, Conversions <sup>3</sup>		N/A					
	Other		680					
Parking								
Inner Transit Zone (min. % of DU)	All Residences		0					
Outer Transit Zone (min. % of DU)	Standard		25					
	Qualifying Affordable Housing/ Qualifying Senior Housing		0					
Beyond Greater Transit Zone (min. % of DU)	Standard		50					
	Qualifying Affordable Housing		25					
	Qualifying Senior Housing		10					
	Ancillary Dwelling Unit		0					
Waived Requirements (max. number of spaces)	Inner Transit Zone		N/A					
	Outer Transit Zone		15					
	Beyond Greater Transit Zone		10					

<sup>1</sup> 20 ft for zoning lots wider than 40 feet and for buildings or portions thereof at or below a height of 75 feet

<sup>2</sup> Manhattan Core and Special Downtown Brooklyn District

<sup>3</sup> In special density areas: Conversions of any non-residential building (or portion of non-residential building) to residences. Outside of special density areas: conversions of community facility buildings (or portion of community facility buildings) to residences

## R7 Districts

Bulk			R7A	R7B	R7D	R7X	R7-1	R7-2	R7-3
Lot Area (min.)	All		1,700 sf						
Lot Width (min.)	All		18 ft						
Rear Yard (min.)	All		20/30 ft <sup>1</sup>						
Lot Coverage (max.)	Corner Lot		100%						
	Other		80%						
	Eligible Site	Lots greater than 30,000 sf (not large sites)	65%						
		Large Site	50%						
		Community Facility FAR		4.00	3.00	4.66	5.00	4.80	6.50
Residential FAR	Basic	Narrow Street	4.00	3.00	4.66	5.00	3.44		5.00
		Wide Street					4.00		
	Qualifying Affordable Housing		5.01	3.90	5.60	6.00	5.01		6.00
Base Height (min.-max.)	Basic	Narrow Street	40-75 ft	40-65 ft	60-85 ft	60-95 ft	40-65 ft	40-65 ft	60-95 ft
		Wide Street					40-75 ft	40-75 ft	
	Qualifying Affordable Housing	Narrow Street	85 ft	65 ft	95 ft	105 ft	85 ft		105 ft
Building Height (max.)	Basic	Narrow Street	85 ft	75 ft	105 ft	125 ft	75 ft		125 ft
		Wide Street					85 ft		
	Qualifying Affordable Housing	Narrow Street	115 ft	95 ft	125 ft	145 ft	105 ft		145 ft
		Wide Street					115 ft		
	Eligible Site		N/A					155 ft	
Dwelling Unit Factor	Special Density Areas, <sup>2</sup> Qualifying Senior Housing, Conversions <sup>3</sup>		N/A						
	Other		680						
	Parking								
Inner Transit Zone (min. % of DU)	All Residences		0						
Outer Transit Zone (min. % of DU)	Standard		15				25		15
	Qualifying Affordable Housing/Qualifying Senior Housing		0						
	Standard		50 <sup>4</sup>					50 <sup>5</sup>	
Beyond Greater Transit Zone (min. % of DU)	Qualifying Affordable Housing		12						
	Qualifying Senior Housing		10						
	Ancillary Dwelling Unit		0						
	Inner Transit Zone		N/A						
Waived Requirements (max. number of spaces)	Outer Transit Zone		15		25		15		25
	Beyond Greater Transit Zone		15	10	15		10	15	

1 20 ft for zoning lots wider than 40 feet and for buildings or portions thereof at or below a height of 75 feet

2 Manhattan Core and Special Downtown Brooklyn District

3 In special density areas: Conversions of any non-residential building (or portion of non-residential building) to residences. Outside of special density areas: conversions of community facility buildings (or portion of community facility buildings) to residences

4 For zoning lots in R7-1, R7A, R7B, R7D and R7X Districts, the parking requirement per standard dwelling unit shall be reduced to 30 percent where the lot area is 10,000 square feet or less.

5 For zoning lots in R7-2 and R7-3 Districts, the parking requirement per standard dwelling unit shall be reduced to 30 percent where the lot area is between 10,001 and 15,000 square feet and waived where the lot area is 10,000 square feet or less.

## R8–R9 Districts

Bulk			R8A	R8B	R8X	R8	R9A	R9D	R9X	R9	R9-1	
Lot Area (min.)	All		1,700 sf									
Lot Width (min.)	All		18 ft									
Rear Yard (min.)	All		20/30 ft <sup>1</sup>									
Lot Coverage (max.)	Corner Lot		100%									
	Other		80%									
	Eligible Site	Lots greater than 30,000 sf (not large sites)	65%									
Large Site			50%									
Community Facility FAR			6.50	4.00	6.00	6.50	7.50	9.00		10.00		
Residential FAR	Basic	Narrow Street	6.02	4.00	6.02	6.02	7.52	9.00		7.52	9.00	
		Wide Street				7.20						
	Qualifying Affordable Housing	Narrow Street	7.20	4.80	7.20	7.20	9.02	10.80		9.02	10.80	
		Wide Street				8.64 <sup>2</sup>						
Base Height (min.-max.)	Basic	Narrow Street	60-95 ft	55-65 ft	60-95 ft	60-85 ft	60-95 ft	60-125 ft	60-125 ft	60-95 ft	60-125 ft	
		Wide Street				60-105 ft	105-125 ft		60-105 ft			
		Wide Street <sup>2</sup>				60-95 ft	N/A	N/A	N/A			
	Qualifying Affordable Housing	Narrow Street	105 ft	85 ft	105 ft	105 ft	135 ft	155 ft	155 ft	135 ft	155 ft	
		Wide Street										
		Wide Street <sup>2</sup>	N/A			125 ft	N/A			N/A		
Building Height (max.) Outside Manhattan Core	Basic	Narrow Street	125 ft	75 ft	155 ft	115 ft	135 ft	175 ft	165 ft	135 ft	175 ft	
		Wide Street				145 ft	175 ft		145 ft			
						Wide Street <sup>1</sup>	135 ft	N/A	N/A	N/A		
		Qualifying Affordable Housing	Narrow Street	145 ft	95 ft	175 ft	145 ft	185 ft	215 ft	215 ft	185 ft	215 ft
			Wide Street									
			Wide Street <sup>2</sup>	N/A			175 ft	N/A				
		Eligible Site	Narrow/Wide Street	N/A			215 ft	N/A			285	
		Wide Street (UAP/MIH)	255 ft									
Tower Permitted			No					Yes	No	Yes		
Tower Lot Coverage (max. %)	Permitted up to a height of 300 ft		N/A					65	N/A	65		
	Permitted above a height of 300 ft		N/A					50	N/A	50		
Dwelling Unit Factor	Special Density Areas, <sup>3</sup> Qualifying Senior Housing, Conversions <sup>4</sup>		N/A									
	Other		680									
Parking												
Inner Transit Zone (min. % of DU)	All Residences		0									
Outer Transit Zone (min. % of DU)	Standard		12									
	Qualifying Affordable Housing/ Qualifying Senior Housing		0									
Beyond Greater Transit Zone (min. % of DU)	Standard		40 <sup>5</sup>									
	Qualifying Affordable Housing		12									
	Qualifying Senior Housing		10									
Waived Requirements (max. number of spaces)	Ancillary Dwelling Unit		0									
	Inner Transit Zone		N/A									
	Outer Transit Zone		30				40					
	Beyond Greater Transit Zone						15					

1 20 ft for zoning lots wider than 40 feet and for buildings or portions thereof at or below a height of 75 feet

2 Outside of Mandatory Inclusionary Housing areas, for zoning lots, or portions thereof, located within 100 feet of a wide street, containing UAP developments or qualifying senior housing

3 Manhattan Core and Special Downtown Brooklyn District

4 In special density areas: Conversions of any non-residential building (or portion of non-residential building) to residences. Outside of special density areas: conversions of community facility buildings (or portion of community facility buildings) to residences

5 For zoning lots in R8, R9, R10, R11 and R12 Districts, the parking requirement per standard dwelling unit shall be reduced to 20 percent where the lot area is between 10,001 and 15,000 square feet and waived where the lot area is 10,000 square feet or less.

## R10–R12 Districts

Bulk			R10A	R10X	R10	R11A	R11	R12	
Lot Area (min.)	All		1,700 sf						
Lot Width (min.)	All		18 ft						
Rear Yard (min.)	All		20/30 ft <sup>1</sup>						
Lot Coverage (max.)	Corner Lot		100%						
	Other		80%						
	Eligible Site	Lots greater than 30,000 sf (not large sites)	65%						
		Large Site		50%					
Community Facility FAR			10.00			12.00		15.00	
Residential FAR	Basic		10.00	10.00		12.00		15.00	
	Qualifying Affordable Housing		12.00	12.00		15.00		18.00	
Base Height (min.-max.)	Basic	Narrow Street	60-125 ft			60-155 ft	60-155 ft	60-155 ft	
		Wide Street	125-155 ft	60-155 ft		125-155 ft			
		Qualifying Affordable Housing							155 ft
Building Height (max.)	Basic	Narrow Street	185 ft			255 ft		325 ft	
		Wide Street	215 ft						
		Qualifying Affordable Housing		235 ft			325 ft	325 ft	395 ft
		Eligible Site		N/A		355 ft	N/A	405 ft	495 ft
Tower Permitted			No	Yes	Yes	No	Yes	Yes	
Tower Lot Coverage (max. %)	Permitted up to a height of 300 ft		N/A	65		N/A	65		
	Permitted above a height of 300 ft		N/A	50		N/A	50		
Dwelling Unit Factor	Special Density Areas, <sup>2</sup> Qualifying Senior Housing, Conversions <sup>3</sup>		N/A						
	Other		680						
	Parking								
Inner Transit Zone (min. % of DU)	All Residences		0						
Outer Transit Zone (min. % of DU)	Standard		12						
	Qualifying Affordable Housing/Qualifying Senior Housing		0						
	Standard		40 <sup>4</sup>						
Beyond Greater Transit Zone (min. % of DU)	Qualifying Affordable Housing		12						
	Qualifying Senior Housing		10						
	Ancillary Dwelling Unit		0						
Waived Requirements (max. number of spaces)	Inner Transit Zone		N/A						
	Outer Transit Zone		50			60		75	
	Beyond Greater Transit Zone		15						

1 20 ft for zoning lots wider than 40 feet and for buildings or portions thereof at or below a height of 75 feet

2 Manhattan Core and Special Downtown Brooklyn District

3 In special density areas: Conversions of any non-residential building (or portion of non-residential building) to residences. Outside of special density areas: conversions of community facility buildings (or portion of community facility buildings) to residences

4 For zoning lots in R8, R9, R10, R11 and R12 Districts, the parking requirement per standard dwelling unit shall be reduced to 20 percent where the lot area is between 10,001 and 15,000 square feet and waived where the lot area is 10,000 square feet or less.

# Residence Districts

## R1–R5 Districts

P = Pitched roof F = Flat roof  
1 = Single-family 2 = Two-family M = Multi-family D = Detached

Zoning District	Standard residences			QRS or senior housing	
	FAR	Max base height/Max height	Type	FAR	Max base height/Max height**
R1-1	0.75*	P: 25' / 35'	1 / D	1.00	35' / 35'
R1-2	0.75*	P: 25' / 35'	1 / D	1.00	35' / 35'
R1-2A	0.75*	P: 25' / 35'	1 / D	1.00	35' / 35'
R2	0.75*	P: 25' / 35'	1 / D	1.00	35' / 35'
R2A	0.75*	P: 25' / 35'	1 / D	1.00	35' / 35'
R2X	1.00	P: 25' / 35'	1 / D	1.00	35' / 35'
R3-1	0.75*	P: 25' / 35'	2	1.00	35' / 35'
R3-2	0.75*	P or F: 25' / 35'	M	1.00	35' / 35'
R3A	0.75*	P: 25' / 35'	2	1.00	35' / 35'
R3X	0.75*	P: 25' / 35'	2 / D	1.00	35' / 35'
R4	1.00	P or F: 25' / 35'	M	1.50	35' / 45'
R4-1	1.00	P: 25' / 35'	2	1.50	35' / 45'
R4A	1.00	P: 25' / 35'	2 / D	1.50	35' / 45'
R4B	1.00	F: None / 25'	2	1.50	35' / 45'
R5	1.50	F: 35' / 45'	M	2.00	45' / 55'
R5A	1.50	P: 25' / 35'	2 / D	2.00	45' / 55'
R5B	1.50	F: None / 35'	M	2.00	45' / 55'
R5D	2.00	F: None / 45'	M	2.00	45' / 55'

\* For standard zoning lots with a lot area of 4,000 sf or more, the max. residential floor area associated with any single dwelling unit shall not exceed an equivalent FAR of 0.60.

\*\* All flat-roof envelopes

## R6–R10 Districts

E = Eligible sites T = Tower option

Zoning District	Standard residences			Qualifying affordable housing	
	FAR	Max base height/Max height	FAR	Max base height/Max height	Other bulk options
R6	W: 3.00 N: 2.20	W: 65' / 75' N: 45' / 55'	3.90	W: 65' / 95' N: 65' / 85'	E
R6-1	3.00	65' / 75'	3.90	65' / 95'	E
R6-2	2.50	45' / 65'	3.00	55' / 75'	E
R6A	3.00	65' / 75'	3.90	65' / 95'	-
R6B	2.00	45' / 55'	2.40	45' / 65'	-
R6D	2.50	45' / 65'	3.00	55' / 75'	-
R7-1	W: 4.00	W: 75' / 85'	5.01	W: 85' / 115' N: 85' / 105'	E
R7-2	N: 3.44	N: 65' / 75'			
R7-3	5.00	95' / 125'	6.00	105' / 145'	E
R7A	4.00	75' / 85'	5.01	85' / 115'	-
R7B	3.00	65' / 75'	3.90	65' / 95'	-
R7D	4.66	85' / 105'	5.60	95' / 125'	-
R7X	5.00	95' / 125'	6.00	105' / 145'	-
R8	W: 7.20 N: 6.02	95' / 135' N: 85' / 115'	8.64* / 7.20	105' / 145'	E
R8A	6.02	95' / 125'	7.20	105' / 145'	-
R8B	4.00	65' / 75'	4.80	85' / 95'	-
R8X	6.02	95' / 155'	7.20	105' / 175'	-
R9	7.52	W: 105' / 145' N: 95' / 135'	9.02	135' / 185'	E / T
R9-1	9.00	125' / 175'	10.80	155' / 215'	E / T
R9A	7.52	W: 105' / 145' N: 95' / 135'	9.02	135' / 185'	-
R9D	9.00	125' / 175'	10.80	155' / 215'	T
R9X	9.00	W: 125' / 175' N: 125' / 165'	10.80	155' / 215'	-
R10	10.00	W: 155' / 215' N: 125' / 185'	12.00	155' / 235'	E / T
R10A	10.00	W: 155' / 215' N: 125' / 185'	12.00	155' / 235'	-
R10X	10.00	W: 155' / 215' N: 125' / 185'	12.00	155' / 235'	T
R11	12.00	155' / 255'	15.00	155' / 325'	E / T
R11A	12.00	155' / 255'	15.00	155' / 325'	-
R12	15.00	155' / 325'	18.00	155' / 395'	E / T

# Commercial Districts

Zoning District	Res. Equiv.	Max. C FAR	Max CF FAR	PRC-A2 (per sf)
C1-6 C2-6	R7-2	2.00	6.50	None
C1-6A C2-6A	R7A	2.00	4.00	None
C1-7	R8	2.00	6.50	None
C1-7A	R8A	2.00	6.50	None
C1-8 C2-7	R9	2.00	10.00	None
C1-8A C2-7A	R9A	2.00	7.50	None
C1-8X C2-7X	R9X	2.00	9.00	None
C1-9 C2-8	R10	2.00	10.00	None
C1-9A C2-8A	R10A	2.00	10.00	None
C3	R3-2	0.50	1.00	1 per 150
C3A	R3A	0.50	1.00	1 per 150
C4-1	R5	1.00	2.00	1 per 150
C4-2	R6	3.40	4.80	1 per 300
C4-2A C4-3 C4-3A	R6A	3.00	3.00	1 per 400
C4-2F	R8	3.40	6.50	1 per 400
C4-4	R7-2	3.40	6.50	1 per 1000
C4-4A C4-4L C4-5A	R7A	4.00	4.00	None
C4-4D	R8A	3.40	6.50	1 per 1000
C4-5	R7-2	3.40	6.50	None
C4-5D	R7D	4.20	4.20	1 per 1000
C4-5X	R7X	4.00	5.00	None
C4-6	R10	3.40	10.00	None
C4-6A	R10A	3.40	10.00	None
C4-7	R10	10.00	10.00	None
C4-7A	R10A	10.00	10.00	None
C4-8	R8	3.40	6.50	None
C4-9	R9	3.40	10.00	None
C4-11	R11	3.40	12.00	None
C4-12	R12	3.40	15.00	None
C5-1	R10	4.00	10.00	None
C5-1A	R10A	4.00	10.00	None
C5-2 C5-4	R10	10.00	10.00	None
C5-2A	R10A	10.00	10.00	None
C5-3 C5-5	R10	15.00	15.00	None
C6-1	R7-2	6.00	6.50	None
C6-1A	R6	6.00	6.00	None
C6-2	R8	6.00	6.50	None
C6-2A	R8A	6.00	6.50	None

Zoning District	Res. Equiv.	Max. C FAR	Max CF FAR	PRC-A2 (per sf)
C6-3	R9	6.00	10.00	None
C6-3A	R9A	6.00	7.50	None
C6-3D	R9D	9.00	9.00	None
C6-3X	R9X	6.00	9.00	None
C6-4 C6-5 C6-8	R10	10.00	10.00	None
C6-4A	R10A	10.00	10.00	None
C6-4X	R10X	10.00	10.00	None
C6-6 C6-7 C6-9	R10	15.00	15.00	None
C6-11	R11	12.00	12.00	None
C6-12	R12	15.00	15.00	None
C7-1	None	2.00	2.00	Beyond GTZ: 1 per 1000
C7-2	None	3.00	3.00	Beyond GTZ: 1 per 1000
C7-3	None	4.00	4.00	Beyond GTZ: 1 per 1000
C7-4	None	5.00	5.00	Beyond GTZ: 1 per 1000
C7-5	None	6.50	6.50	Beyond GTZ: 1 per 1000
C7-6	None	8.00	8.00	Beyond GTZ: 1 per 1000
C7-7	None	10.00	10.00	Beyond GTZ: 1 per 1000
C7-8	None	12.00	12.00	Beyond GTZ: 1 per 1000
C7-9	None	15.00	15.00	Beyond GTZ: 1 per 1000
C8-1	None	1.00	2.40	1 per 300
C8-2	None	2.00	4.80	1 per 400
C8-3	None	2.00	6.50	1 per 1000
C8-4	None	5.00	6.50	None

## Commercial Overlays

Zoning District	Max. Commercial FAR		PRC - A2 (per sf)
	In R1-R5 Districts	In R6-R10 Districts	
C1-1 C2-1	1.00	2.00	1 per 150
C1-2 C2-2	1.00	2.00	1 per 300
C1-3 C2-3	1.00	2.00	1 per 400
C1-4 C2-4	1.00	2.00	1 per 1000
C1-5 C2-5	1.00	2.00	None



# Manufacturing Districts

Zoning District	Max. Permitted FAR		Max Base Height/ Max Height	PRC - A2 (per sf)
M1-1	1.00	2.40	1 per 300	Beyond GTZ: 1 per 300
M1-2	1.00	4.80	1 per 300	Beyond GTZ: 1 per 300
M1-3	5.00	6.50	1 per 300	Beyond GTZ: 1 per 300
M1-4	2.00	6.50	None	Beyond GTZ: 1 per 300
M1-5	5.00	6.50	None	Beyond GTZ: 1 per 300
M1-6	10.00	10.00	None	Beyond GTZ: 1 per 300
M2-1	2.00	-	1 per 300	Beyond GTZ: 1 per 300
M2-2	5.00	-	1 per 300	Beyond GTZ: 1 per 300
M2-3	2.00	-	None	Beyond GTZ: 1 per 300
M2-4	5.00	-	None	Beyond GTZ: 1 per 300
M3-1	2.00	-	1 per 300	Beyond GTZ: 1 per 300
M3-2	2.00	-	None	Beyond GTZ: 1 per 300

## Manufacturing Districts with an A suffix

Zoning District	Max. Permitted FAR		Max Base Height/ Max Height	PRC - A2 (per sf)
	Qualifying uses	Other uses		
M1-1A	2.00		45' / 65'	Beyond GTZ: 1 per 300
M1-2A	3.00		65' / 95'	Beyond GTZ: 1 per 300
M1-3A	4.00		95' / 125'	Beyond GTZ: 1 per 300
M1-4A	5.00		125' / 155'	Beyond GTZ: 1 per 300
M1-5A	6.50		155' / 205'	Beyond GTZ: 1 per 300
M1-6A	8.00		155' / 245'	Beyond GTZ: 1 per 300
M1-7A	10.00		155' / 325'	Beyond GTZ: 1 per 300
M1-8A	12.00		155' / -	Beyond GTZ: 1 per 300
M1-9A	15.00		155' / -	Beyond GTZ: 1 per 300
M2-1A	2.00	1.00	45' / 65'	Beyond GTZ: 1 per 300
M2-2A	3.00	2.00	65' / 95'	Beyond GTZ: 1 per 300
M2-3A	4.00	3.00	95' / 125'	Beyond GTZ: 1 per 300
M2-4A	5.00	4.00	125' / 155'	Beyond GTZ: 1 per 300
M3-1A	2.00	1.00 or 10,000 sf	45' / 65'	Beyond GTZ: 1 per 300
M3-2A	3.00	1.00 or 10,000 sf	65' / 95'	Beyond GTZ: 1 per 300

# Use Regulations

	R1 R2	R3-R5 (two- family)	R3-R5 (multi- family)	R6-R12	C1-C2	C3	C4 C5 C6	C7	C8	M1	M2 M3
<b>Use Group I -</b> Agriculture and Open Uses	○	●	●	●	●	●	●	●	●	●	○
<b>Use Group II -</b> Residences	●	●	●	●	●	●	●	-	-	-	-
<b>Use Group III(A) -</b> CF with sleeping	●	●	●	●	●	●	●	●	○	-	-
<b>Use Group III(B) -</b> CF without sleeping	●	●	●	●	●	●	●	●	●	○	-
<b>Use Group IV(A) -</b> Public Service	-	-	-	-	●	-	●	●	●	●	●
<b>Use Group IV(B) -</b> Infrastructure	○	○	○	○	○	○	○	○	○	●	●
<b>Use Group IV(C) -</b> Renewable Energy	○	○	○	○	●	●	●	●	●	●	●
<b>Use Group V -</b> Transient Accommodations	-	-	-	-	○	○	○	○	○	○	○
<b>UG Use Group VI(A) -</b> Retail	-	-	-	-	●	○	●	●	●	●	●
<b>Use Group VI(B) -</b> Service	-	-	-	-	●	○	●	●	●	●	●
<b>Use Group VII -</b> Office / Lab	-	-	-	-	●	-	●	●	●	●	●
<b>Use Group VIII -</b> Recreation, etc.	-	-	-	-	●	○	●	●	●	●	●
<b>Use Group IX(A) -</b> General Storage	-	-	-	-	○	-	○	○	●	●	●
<b>Use Group IX(B) -</b> Specialized Storage	-	-	-	-	-	-	-	-	-	●	●
<b>Use Group IX(C) -</b> Vehicle Storage	-	-	-	-	○	○	○	○	●	●	●
<b>Use Group X -</b> Production	-	-	-	-	○	-	○	○	○	●	●

- Fully permitted AOR, subject to conditions
- Mostly permitted AOR, subject to conditions
- Limited or AOR, subject to conditions
- Not permitted AOR

# Zoning Chapters

## **ARTICLE I - GENERAL PROVISIONS**

- Chapter 1 Title, Establishment of Controls and Interpretation of Regulations
- Chapter 2 Construction of Language and Definitions
- Chapter 3 Comprehensive Off-street Parking and Loading Regulations in the Manhattan Core
- Chapter 5 Residential Conversion within Existing Buildings
- Chapter 6 Comprehensive Off-Street Parking Regulations in the Long Island City Area

## **ARTICLE II - RESIDENCE DISTRICT REGULATIONS**

- Chapter 1 Statement of Legislative Intent
- Chapter 2 Use Regulations
- Chapter 3 Residential Bulk Regulations in Residence Districts
- Chapter 4 Bulk Regulations for Community Facilities in Residence
- Chapter 5 Accessory Off-Street Parking and Loading Regulations
- Chapter 6 Special Urban Design Regulations
- Chapter 7 Additional Regulations and Administration in Residence Districts

## **ARTICLE III - COMMERCIAL DISTRICT REGULATIONS**

- Chapter 1 Statement of Legislative Intent
- Chapter 2 Use Regulations
- Chapter 3 Bulk Regulations for Commercial or Community Facility Buildings in Commercial Districts
- Chapter 4 Bulk Regulations for Residential Buildings in Commercial Districts
- Chapter 5 Bulk Regulations for Mixed Buildings in Commercial Districts
- Chapter 6 Accessory Off-Street Parking and Loading Regulations
- Chapter 7 Special Urban Design Regulations

## **ARTICLE IV - MANUFACTURING DISTRICT REGULATIONS**

- Chapter 1 Statement of Legislative Intent
- Chapter 2 Use Regulations
- Chapter 3 Bulk Regulations
- Chapter 4 Accessory Off-Street Parking and Loading Regulations

## **ARTICLE V - NON-CONFORMING USES AND NON-COMPLYING BUILDINGS**

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- Chapter 2 Non-Conforming Uses
- Chapter 3 Conforming Uses in Violation of Supplementary Use Regulations
- Chapter 4 Non-Complying Buildings

## **ARTICLE VI - NON-CONFORMING USES AND NON-COMPLYING BUILDINGS**

- Chapter 1 Special Regulations Applying Around Major Airports
- Chapter 2 Special Regulations Applying in the Waterfront Area
- Chapter 3 Special Regulations Applying to FRESH Food Stores
- Chapter 4 Special Regulations Applying in Flood Zones
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- Chapter 6 Special Regulations Applying Around Mass Transit Stations

## **ARTICLE VII - ADMINISTRATION**

- Chapter 1 Enforcement, Administration and Amendments
- Chapter 2 Interpretations and Variances
- Chapter 3 Special Permits by the Board of Standards and Appeals
- Chapter 4 Special Permits by the City Planning Commission
- Chapter 5 Authorizations and Certifications by the City Planning Commission
- Chapter 6 Location of District Boundaries
- Chapter 7 Special Provisions for Zoning Lots Divided by District Boundaries
- Chapter 8 Special Regulations Applying to Large-Scale Residential Developments
- Chapter 9 Special Regulations Applying to Large-Scale Community Facility Developments

# Special Districts & Appendices

## ARTICLE VIII

- Chapter 1 Special Midtown District (MiD)
- Chapter 2 Special Lincoln Square District (L)
- Chapter 3 Special Limited Commercial District (LC)
- Chapter 4 Special Battery Park City District (BPC)
- Chapter 5 Special United Nations Development District (U)
- Chapter 6 Special Forest Hills District (FH)
- Chapter 7 Special Harlem River Waterfront District (HRW)
- Chapter 8 Special Hudson Square District (HSQ)
- Chapter 9 Special Hudson River Park District (HRP)

## ARTICLE IX

- Chapter 1 Special Lower Manhattan District (LM)
- Chapter 2 Special Park Improvement District (PI)
- Chapter 3 Special Hudson Yards District (HY)
- Chapter 4 Special Sheepshead Bay District (SB)
- Chapter 5 Special Transit Land Use District (TA)
- Chapter 6 Special Clinton District (CL)
- Chapter 7 Special 125th Street District (125)
- Chapter 8 Special West Chelsea District (WCh)
- Chapter 9 Special Madison Avenue Preservation District (MP)

## ARTICLE X

- Chapter 1 Special Downtown Brooklyn District (DB)
- Chapter 2 Special Scenic View District (SV-1)
- Chapter 3 Special Planned Community Preservation District (PC)
- Chapter 4 Special Manhattanville Mixed Use District (MMU)
- Chapter 5 Special Natural Area District (NA)
- Chapter 6 Special Coney Island Mixed Use District (CO)
- Chapter 7 Special South Richmond Development District (SRD)
- Chapter 8 Special Hunts Point District (HP)
- Chapter 9 Special Little Italy District (LI)

## ARTICLE XI

- Chapter 1 Special Tribeca Mixed Use District (TMU)
- Chapter 2 Special City Island District (CD)
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- Chapter 4 Special Bay Ridge District (BR)
- Chapter 5 Special Downtown Jamaica District (DJ)
- Chapter 6 Special Stapleton Waterfront District (SW)
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- Chapter 8 Special Union Square District (US)
- Chapter 9 Special Hillside Preservation District (HS)

## ARTICLE XII

- Chapter 1 Special Garment Center District (GC)
- Chapter 2 Special Grand Concourse Preservation District (C)
- Chapter 3 Special Mixed Use District (MX)
- Chapter 4 Special Willets Point District (WP)
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## ARTICLE XIII

- Chapter 1 Special Coney Island District (CI)
- Chapter 2 Special Enhanced Commercial District (EC)
- Chapter 3 Special Southern Roosevelt Island District (SRI)
- Chapter 4 Special Governors Island District (GI)
- Chapter 5 Special Bay Street Corridor District (BSC)
- Chapter 6 Special Downtown Far Rockaway District (DFR)
- Chapter 7 Special Coastal Risk District (CR)
- Chapter 8 Special East Harlem Corridors District (EHC)
- Chapter 9 Special Gowanus Mixed Use District (G)

## ARTICLE XIV

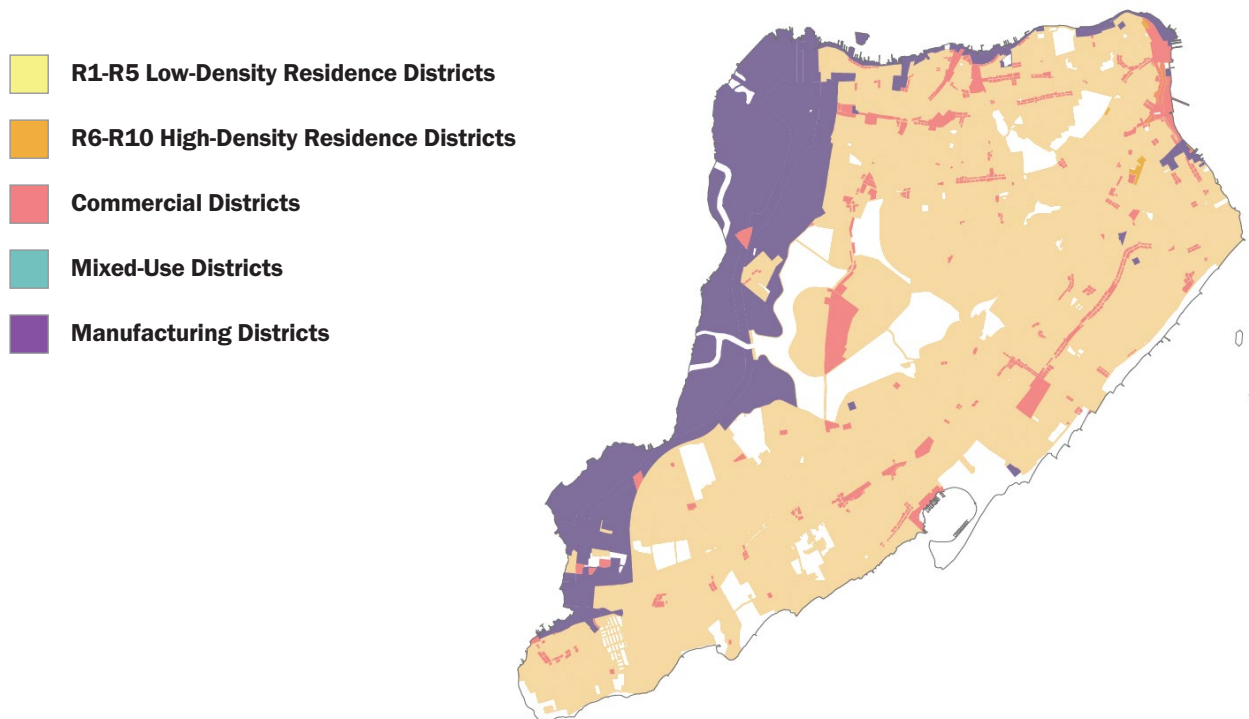
- Chapter 1 Special Jerome Corridor District (J)
- Chapter 2 Special Inwood District (IN)
- Chapter 3 Special SoHo-NoHo Mixed Use District (SNX)
- Chapter 4 Special Brooklyn Navy Yard District (BNY)
- Chapter 5 Special Eastchester – East Tremont Corridor District (ETC)
- Chapter 6 Special Atlantic Avenue Mixed Use District (AAM)

## APPENDICES

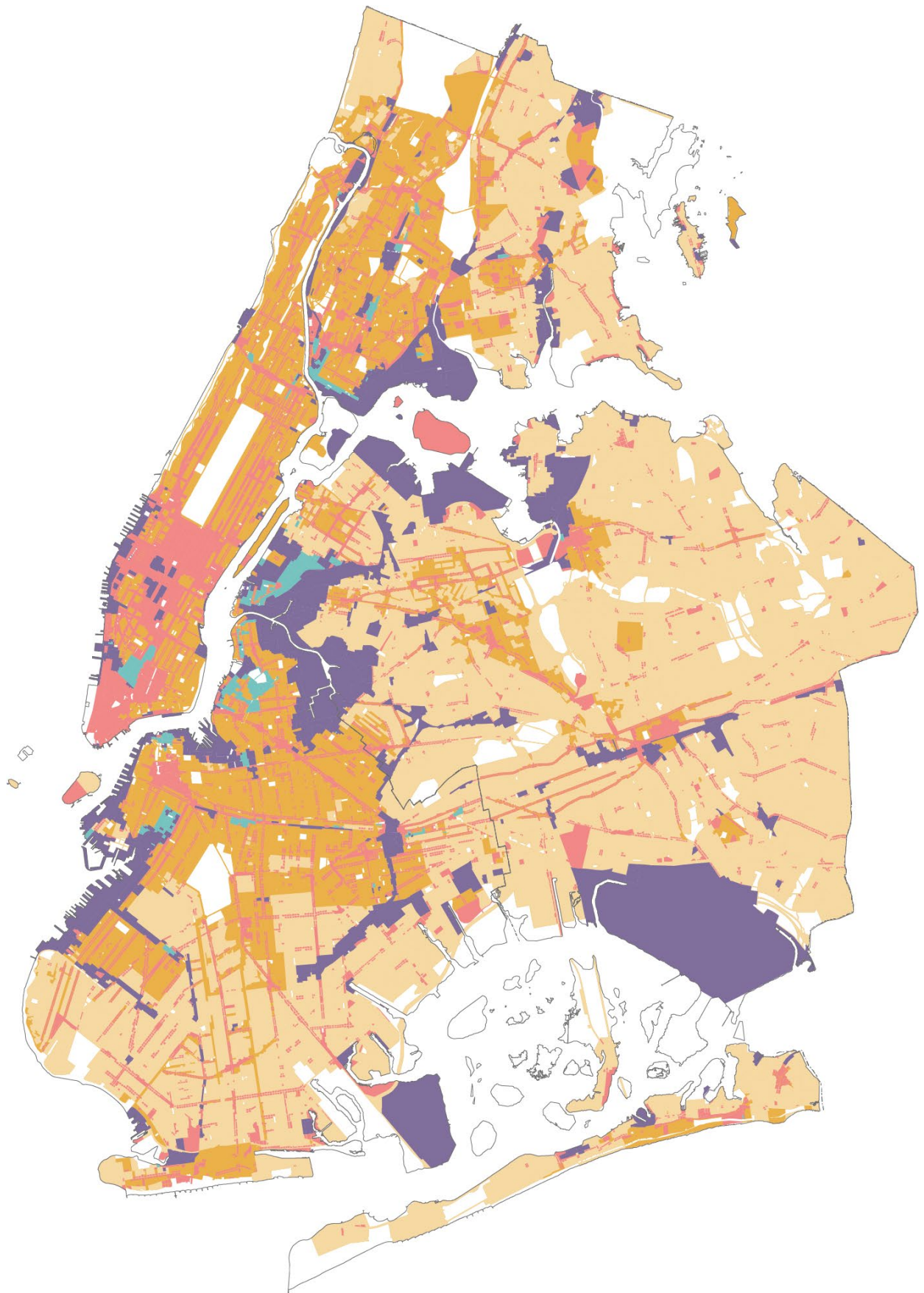
- Appendix B Index of Special Purpose Districts
- Appendix C Table 1, City Environmental Quality Review (CEQR)  
Environmental Requirements: (E) Designations  
Table 2, City Environmental Quality Review (CEQR)  
Environmental Requirements: Environmental  
Restrictive Declarations
- Appendix D Zoning Map Amendment (“D”) Restrictive  
Declarations
- Appendix E Design Requirements for Plazas, Residential Plazas  
and Urban Plazas Developed Prior to October 17,  
2007
- Appendix F Mandatory Inclusionary Housing Areas and former  
Inclusionary Housing Designated Areas
- Appendix G Radioactive Materials
- Appendix H Arterial Highways
- Appendix I (Areas near Transit)
- Appendix J Designated Areas Within Manufacturing Districts
- Appendix K Areas With Nursing Home Restrictions

# Zoning Maps

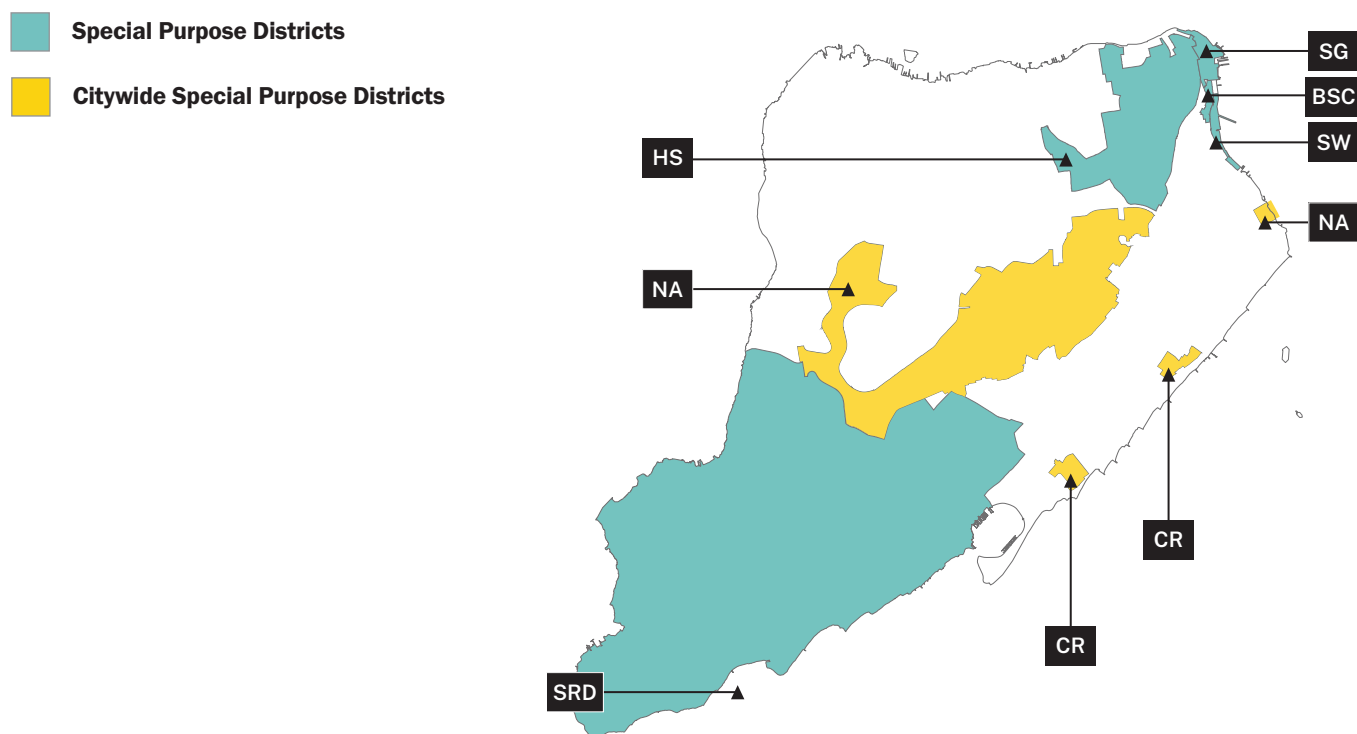
The section includes two stylized maps showing zoning districts and Special Purpose Districts. For legibility, the zoning district map groups the 180+ zoning districts into five broad categories. The Special Purpose District map on the next page shows the locations of these 50+ districts in the city. For more detailed maps, go to ZoLa. Additionally, ZoLa and DCP's website includes more information about zoning districts and Special Purpose Districts.



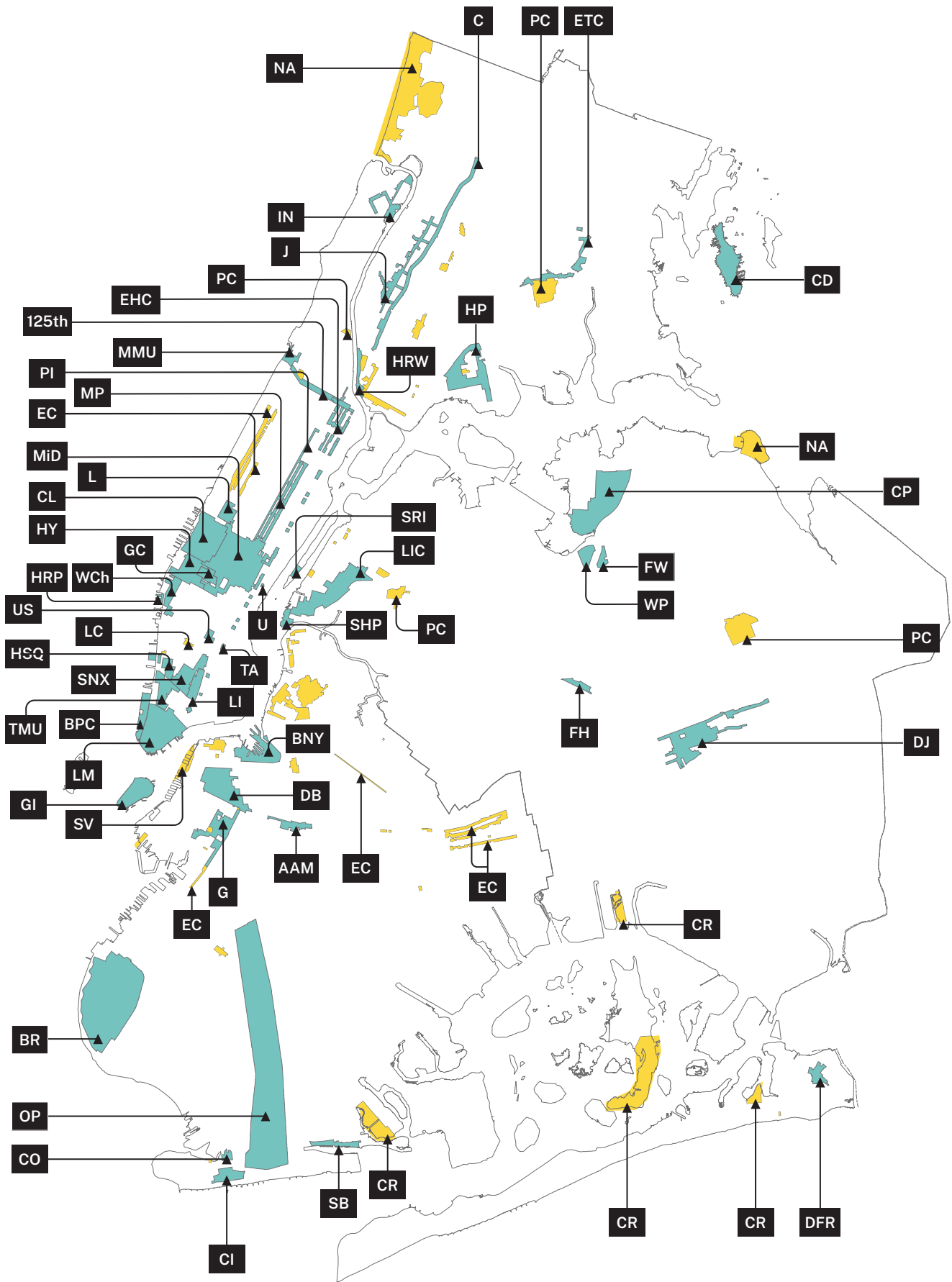




# Special Purpose Districts



Acronyms shown on map correspond with those listed on page 115.



Mixed-Use Districts not labeled for legibility purposes.



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