



Zoning Resolution

THE CITY OF NEW
YORK
Bill de Blasio, Mayor

CITY PLANNING COMMISSION
Marisa Lago, Chair

62-837 - Bulk and parking modifications on waterfront blocks

File generated by <https://zr.planning.nyc.gov> on 5/31/2020

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LAST AMENDED
3/22/2016

(a) #Bulk# modifications on waterfront blocks

In all districts, the City Planning Commission may permit modification of any applicable #yard#, #lot coverage#, height and setback, and distance between #buildings# regulations, for a #development# on a #zoning lot# within a #waterfront block#, excluding any portion on a #pier# or #new platform#, provided the Commission finds that such modifications will not adversely affect access to light and air on surrounding #waterfront public access areas#, #streets# and properties; and

- (1) will result in a better site plan and a better relationship between the #zoning lot# and the adjacent #streets#, surrounding neighborhood, adjacent open areas and #shoreline# than would be possible through strict adherence to the regulations; or
- (2) are necessary to protect unique natural features such as rock outcroppings, significant grade changes or wetlands, or to accommodate existing #buildings# or other structures#.

(b) Reduction or waiver of parking requirements for accessory group parking facilities

For #developments# on #zoning lots# in the #Transit Zone#, the City Planning Commission may, in conjunction with an application for a #bulk# modification pursuant to paragraph (a) of this Section, reduce or waive the number of required #accessory residential# off-street parking spaces, including any spaces previously required for an existing #building# on the #zoning lot#, provided that the Commission finds that:

- (1) where the applicant is seeking a reduction of parking spaces required by Section 25-23 (Requirements Where Group Parking Facilities Are Provided), such reduction will facilitate the #development#, #enlargement# or preservation of #income-restricted housing units#. Such finding shall be made upon consultation with the Department of Housing Preservation and Development;
- (2) the anticipated rates of automobile ownership for residents of such #development# are minimal and that such reduction or waiver is warranted;
- (3) such reduction of parking spaces will not have undue adverse impacts on the residents, businesses or #community facilities# in the surrounding area; and
- (4) such reduction of parking spaces will result in a better site plan.

In determining the amount of parking spaces to reduce or waive, the Commission may take into account current automobile ownership patterns for an existing #building# containing #residences# on the #zoning lot#, as applicable.