



Zoning Resolution

THE CITY OF NEW YORK

Eric Adams, Mayor

CITY PLANNING COMMISSION

Daniel R. Garodnick, Chair

128-50 - PARKING REGULATIONS

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128-50 - PARKING REGULATIONS

LAST AMENDED
10/23/2008

In the #Special St. George District#, the underlying regulations governing permitted and required #accessory# off-street parking spaces are modified as set forth in this Section.

128-51 - Required Off-street Parking and Loading

LAST AMENDED
2/2/2011

In the #Special St. George District#, the following parking and loading regulations shall apply:

(a) In C4-2 Districts, the following special regulations shall apply:

(1) #Residential uses#

One off-street parking space shall be provided for each #dwelling unit# created after October 23, 2008, including any #dwelling units# within #buildings# #converted# pursuant to Article I, Chapter 5 (Residential Conversion Within Existing Buildings), except that the provisions of Section [25-25](#) (Modification of Requirements for Income-restricted Housing Units, Affordable Independent Residences for Seniors or Other Government-assisted Dwelling Units) shall apply to #income-restricted housing units#. However, where the total number of required spaces is five or fewer or, for #conversions#, where the total number of required spaces is 20 or fewer, no parking shall be required, except that such waiver provision shall not apply to any #zoning lot# subdivided after October 28, 2008. The provisions of Section [73-46](#) (Waiver of Requirements for Conversions) shall apply to #conversions# where more than 20 parking spaces are required.

(2) #Commercial# #uses#

For #commercial# #uses#, the off-street parking and loading requirements of a C4-3 District shall apply, except that food stores with 2,000 or more square feet of #floor area# per establishment shall require one parking space per 400 square feet of #floor area# and, for places of assembly and hotels, the off-street parking and loading requirements of a C4-2 District shall apply.

(3) #Community facility use#

For ambulatory diagnostic or treatment health care facilities listed in Use Group 4, the off-street parking requirements of a C4-3 District shall apply.

(b) In R7-3 Districts, the parking and loading regulations of an R7-2 District shall apply, except as modified by Sections [128-52](#) (Special Floor Area Regulations) through [128-56](#) (Curb Cuts on Commercial Streets).

(c) In C2-4 Districts mapped within R6 Districts, the underlying regulations shall apply, except as modified by Sections [128-52](#) through [128-56](#).

128-52 - Special Floor Area Regulations

LAST AMENDED

10/23/2008

The #floor area# of a #building# shall not include floor space used for off-street parking spaces provided in any #story# that complies with the provisions of Section [128-54](#) (Location of Accessory Off-street Parking Spaces).

128-53 - Use of Parking Facilities

LAST AMENDED

10/23/2008

All #accessory# off-street parking spaces may be provided within parking facilities, including #public parking garages#, on #zoning lots# other than the same #zoning lot# as the #use# to which they are #accessory#, provided:

- (a) such parking facilities are located within the #Special St. George District# ;
- (b) the off-street parking space within such facility is counted only once in meeting the parking requirements for a specific #zoning lot# ; and
- (c) the number of #accessory# parking spaces within such facility shall not exceed the combined number of spaces permitted on each #zoning lot# using such facility, less the number of spaces provided on each #zoning lot# using such facility.

128-54 - Location of Accessory Off-street Parking Spaces

LAST AMENDED

2/2/2011

No open parking areas shall be located between the #street wall# of a #building# and the #street line#, and no open parking area shall front upon a #commercial street#. All open parking areas, regardless of the number of parking spaces, shall comply with the perimeter screening requirements of Section 37-921.

All off-street parking spaces within structures shall be located within facilities that, except for entrances and exits, are:

- (a) entirely below the level of each #street# upon which such facility fronts; or
- (b) located, at every level above-grade, behind #floor area# or screening in accordance with the provisions of Section [37-35](#) (Parking Wrap and Screening Requirements). For the purpose of applying such provisions, #commercial streets# designated on Map 2 in Appendix A of this Chapter shall be considered designated retail #streets#; and
- (c) no parking shall be permitted on the roof of such facilities.

128-55 - Special Requirements for Roofs of Parking Facilities

LAST AMENDED

2/2/2011

The roof of a facility containing off-street parking spaces, not otherwise covered by a #building#, which is larger than 400 square feet, shall be landscaped. No parking spaces shall be provided on the roof of such facility. Up to five percent of such roof area may be used for mechanical equipment, provided that such mechanical equipment is screened from view by a fence which is at least 75 percent opaque or by at least three feet of dense planting. No less than 75 percent of such roof area shall be accessible for the recreational use of the occupants of the #building# in which it is located; and no more than 25 percent may be accessible solely from an adjacent #dwelling unit#. Hard surfaced areas shall not cover more than 60 percent of such roof area.

128-56 - Curb Cuts on Commercial Streets

LAST AMENDED

10/23/2008

No curb cuts shall be permitted on #commercial streets# as shown on Map 2 in the Appendix to this Chapter. However, if access to a required #accessory# parking facility or loading berth is not possible because of such restriction, a curb cut may be allowed if the Chairperson of the City Planning Commission certifies to the Commissioner of Buildings that such location is the only possible location for the facility or loading berth, is not hazardous to traffic safety, is at least 50 feet from the intersection of two #street lines#, and is constructed so as to have minimal effect on the streetscape.