Zoning Resolution

THE CITY OF NEW YORK
Zohran K. Mamdani, Mayor

CITY PLANNING COMMISSION
Sideya Sherman, Chair

25-20 - REQUIRED ACCESSORY OFF-STREET PARKING SPACES FOR RESIDENCES

File generated by https://zr.planning.nyc.gov on 11/16/2026

25-20 - REQUIRED ACCESSORY OFF-STREET PARKING SPACES FOR RESIDENCES

LAST AMENDED
12/5/2024

In the districts indicated, #accessory# off-street parking spaces shall be required for #residences# in accordance with the provisions of this Section, inclusive. Separate requirements are set forth for #zoning lots# in the #Inner Transit Zone# pursuant to Section 25-21, inclusive, the #Outer Transit Zone#, pursuant to Section 25-22, inclusive, and beyond the #Greater Transit Zone#, pursuant to Section 25-23, inclusive.

25-21 - Required Parking in the Inner Transit Zone

LAST AMENDED
12/5/2024

25-211 - General provisions

LAST AMENDED
12/5/2024

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10 R11 R12

In the districts indicated, within the #Inner Transit Zone#, no #accessory# off-street parking spaces shall be required for #dwelling units# or #rooming units# created after December 5, 2024.

For #dwelling units# or #rooming units# in #multiple dwelling residences# created between July 20, 1950 and December 5, 2024, off-street parking spaces #accessory# to such #dwelling units# or #rooming units# shall continue to be provided in accordance with the calculation methods set forth in Section 25-212 (Existing parking requirements in the Inner Transit Zone). The number of parking spaces required pursuant to Section 25-212 may only be reduced or eliminated pursuant to the provisions of Section 73-432 (Reduction of existing parking spaces for income-restricted housing units) or Section 75-31 (Authorization to Remove Required Parking).

For the purposes of this Section, the term "created" shall mean that, for the applicable #dwelling unit# or #rooming unit#, a temporary certificate of occupancy has been issued or, where no temporary certificate of occupancy has been issued, a final certificate of occupancy has been issued.

25-212 - Existing parking requirements in the Inner Transit Zone

LAST AMENDED
12/5/2024

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10 R11 R12

Where #accessory# off-street parking is required to be maintained for #multiple dwelling residences# pursuant to Section 25-211, the number of required #accessory# off-street parking spaces may be calculated pursuant to either paragraph (a) or (b) of this Section.

For the purposes of calculating the number of required parking spaces for any #building# containing #residences#, any fraction of a space 50 percent or greater shall be counted as an additional space, and for the purposes of applying such provisions to #rooming units#, three #rooming units# shall be considered the equivalent of one #dwelling unit#.

Any #accessory# off-street parking spaces serving a #zoning lot# in excess of the number required by this Section shall be considered permitted spaces and shall not be regulated by the provisions of Section 25-20, inclusive.

(a) Previously approved applications

The number of required #accessory# off-street parking spaces shall be the number of spaces that were required at the time of the #development#, #enlargement# or #conversion#, as applicable, unless it would no longer be required pursuant to the regulations in effect prior to December 5, 2024. Such calculation may include all applicable parking reductions, waivers, geographically based modifications, or modifications for specific #uses#.

For the purpose of establishing this amount, the Department of Buildings may accept any historical evidence deemed appropriate by the Department of Buildings, such as construction documents, zoning analyses, or other documents submitted as an approved application for a building permit.

Where a #building# was subsequently #enlarged# or #converted# after its #development#, this historical evidence must include materials indicating the most-recent parking requirement in effect for all #dwelling units# on the #zoning lot# prior to December 5, 2024.

(b) Simplified reference table

As an alternative to the method set forth in paragraph (a), the number of required #accessory# off-street parking spaces shall be the number of spaces set forth in this paragraph (b).

The number of required off-street spaces shall be determined by the total number of #dwelling units# on a #zoning lot# existing prior to December 5, 2024 multiplied by the applicable parking requirement in Column A or B, as applicable. However, where the calculation results in a number of parking spaces less than or equal to the number in Column C, no parking spaces

shall be required for #residences# on the #zoning lot#.

REQUIREMENTS FOR DWELLING UNITS LOCATED WITHIN MULTIPLE DWELLINGS			
District	**Requirement**		**Waive**
	Column A	**Column B**	**Column**
	Parking requirement per standard #dwelling unit# (in percent)	Parking requirement per #dwelling unit# that is #qualifying senior housing# or an income-restricted unit in #qualifying affordable housing# (in percent)	Maximum waive
R1	100	0	0
R2	100	0	0
R3	100	0	0
R4	100	0	1
R5	85	0	1
R6	50	0	5
R7	50	0	25
R8	40	0	30

R9	40	0	40
R10	40	0	50
R11	40	0	60
R12	40	0	75

No spaces shall be required on any #zoning lot# where there is no way to arrange the required spaces with access to the #street# to conform to the provisions of Section 25-63 (Location of Access to the Street).

25-22 - Required Parking in the Outer Transit Zone

LAST AMENDED
12/5/2024

25-221 - General provisions

LAST AMENDED
12/5/2024

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10 R11 R12

In the districts indicated, within the #Outer Transit Zone#, #accessory# off-street parking spaces shall be required for #dwelling units# created as part of a #development# or #enlargement# after December 5, 2024, in accordance with the provisions of Section 25-222. No #accessory# off-street parking spaces shall be required for #rooming units# created as part of a #development# or #enlargement# after March 22, 2016.

For #dwelling units# created pursuant to the zoning regulations in effect after July 20, 1950, and prior to December 5, 2024, off-street parking spaces #accessory# to such #dwelling units# cannot be removed if such spaces were required by such zoning regulations at the time such #dwelling units# were created. However, such spaces can be removed if:

(a) such spaces would not be required pursuant to the applicable zoning regulations currently in effect, as well as those in effect prior to December 5, 2024; or

(b) such spaces would not be required pursuant to an amendment to the applicable zoning regulations effectuated after December 5, 2024.

For #rooming units# created pursuant to the zoning regulations in effect after July 20, 1950, and prior to March 22, 2016, the applicable zoning regulations in effect prior to March 22, 2016 shall continue to apply. For the purposes of applying such provisions to #rooming units#, three #rooming units# shall be considered the equivalent of one #dwelling unit#.

The number of parking spaces required pursuant to Section 25-22, inclusive, may only be reduced or eliminated pursuant to the provisions of Sections 73-432 (Reduction of existing parking spaces for income-restricted housing units), 73-433 (Reduction of existing parking spaces for qualifying senior housing) or 74-52 (Special Permit to Remove Required Parking).

For the purposes of this Section, the term “created” shall mean that, for the applicable #dwelling unit# or #rooming unit#, a temporary certificate of occupancy has been issued or, where no temporary certificate of occupancy has been issued, a final certificate of occupancy has been issued.

25-222 - Requirements for developments or enlargements in the Outer Transit Zone

LAST AMENDED

12/5/2024

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10 R11 R12

In the districts indicated, within the #Outer Transit Zone#, for #dwelling units# created as part of a #development# or #enlargement# after December 5, 2024, the number of required #accessory# off-street parking spaces shall be determined by multiplying the number of #dwelling units# by the applicable parking requirement set forth for the applicable district in Columns A or B of the table below. However, where the calculation results in a number of parking spaces less than or equal to the number in Column C, no parking spaces shall be required for #residences# on the #zoning lot#.

REQUIREMENTS FOR DWELLING UNITS			
District	**Requirement**		**Waiver**
	Column A	**Column B**	**Column**
	Parking requirement per standard #dwelling unit# (in percent)	Parking requirement per #dwelling unit# that is an #ancillary dwelling unit#, #qualifying senior housing# or an income-restricted unit in #qualifying affordable housing# (in percent)	Maximum wa spaces)[1],
R1 R2	100	0	0

R3-1 R3A R3X R4-1 R4A R4B R5A	50	0	0[3]
R3-2 R4	35	0	5
R5	35	0	10
R5B R5D	25	0	10
R6 R7-1 R7-2	25	0	15
R7A R7B	15	0	15
R7-3 R7D R7X	15	0	25
R8	12	0	30
R9	12	0	40
R10	12	0	50
R11	12	0	60
R12	12	0	75

1 For #qualifying residential sites# in R1 through R5 Districts, #accessory# off-street parking spaces shall be waived where the number of #dwelling units# is 75 or less.

2 For #zoning lots# in R7-2, R7-3, R8, R9, R10, R11 or R12 Districts, the parking requirements shall be waived where the #lot area# is 10,000 square feet or less.

3 For #zoning lots# existing on December 5, 2024 where the #lot width# is 25 feet or less, no parking shall be required. In addition, irrespective of the #lot width# of the #zoning lot#, in R4B Districts, one #accessory# off-

street parking space may be waived.

No spaces shall be required on any #zoning lot# where there is no way to arrange the required spaces with access to the #street# to conform to the provisions of Section 25-63 (Location of Access to the Street).

25-23 - Required Parking Beyond the Greater Transit Zone

LAST AMENDED
12/5/2024

25-231 - General provisions

LAST AMENDED
12/5/2024

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10 R11 R12

In the districts indicated, beyond the #Greater Transit Zone#, #accessory# off-street parking spaces shall be required for #dwelling units# created as part of a #development# or #enlargement# December 5, 2024, in accordance with the provisions of Section 25-232. No #accessory# off-street parking spaces shall be required for #rooming units# created as part of a #development# or #enlargement# after March 22, 2016.

For #dwelling units# created pursuant to the zoning regulations in effect after July 20, 1950, and prior to December 5, 2024, off-street parking spaces #accessory# to such #dwelling units# cannot be removed if such spaces were required by such zoning regulations at the time such #dwelling units#

were created. However, such spaces can be removed if:

(a) such spaces would not be required pursuant to the applicable zoning regulations currently in effect, as well as those in effect prior to December 5, 2024; or

(b) such spaces would not be required pursuant to an amendment to the applicable zoning regulations effectuated after December 5, 2024.

For #rooming units# created pursuant to the zoning regulations in effect after July 20, 1950, and prior to March 22, 2016, the applicable zoning regulations in effect prior to March 22, 2016 shall continue to apply. For the purposes of applying such provisions to #rooming units#, three #rooming units# shall be considered the equivalent of one #dwelling unit#.

The number of parking spaces required pursuant to Section 25-23, inclusive, may only be reduced or eliminated pursuant to the provisions of Section 73-433 (Reduction of existing parking spaces for qualifying senior housing) or Section 74-52 (Special Permit to Remove Required Parking).

For the purposes of this Section, the term “created” shall mean that, for the applicable #dwelling unit# or #rooming unit#, a temporary certificate of occupancy has been issued or, where no temporary certificate of occupancy has been issued, a final certificate of occupancy has been issued.

25-232 - Requirements for developments or enlargements beyond the Greater Transit Zone

LAST AMENDED
12/5/2024

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10 R11 R12

In the districts indicated, beyond the #Greater Transit Zone#, for #dwelling units# created as part of a #development# or #enlargement# after December 5, 2024, the number of required #accessory# off-street parking spaces shall be determined by multiplying the number of #dwelling units# by the applicable parking requirement set forth for the applicable district in Columns A or B of the table below. However, where the calculation results in a number of parking spaces less than or equal to the number in Column C, no parking spaces shall be required for #residences# on the #zoning lot#.

REQUIREMENTS FOR DWELLING UNITS					
District	**Requirement**				**Waiv**
	Column A	**Column B**			**Colum**
	Parking requirement per standard #dwelling unit# (in percent)	Parking requirement per #dwelling unit# that is an income-restricted unit in #qualifying affordable housing# (in percent)	Parking requirement per #dwelling unit# that is #qualifying senior housing# (in percent)	Parking requirement per #dwelling unit# that is an #ancillary dwelling unit# (in percent)	Maximum (in spac
R1 R2	100	50	10	0	0
R3A R3-1 R3X R4-1 R4B R4A R5A	100	50	10	0	0[5]
R3-2	50	50	10	0	1
R4	50	50	10	0	3
R5 R5B R5D	50	25	10	0	5

R6	50	25	10	0	10
R7-1 R7B	50[1]	12	10	0	10
R7A R7D R7X	50[1]	12	10	0	15
R7-2 R7-3	50[2]	12	10	0	15
R8 R9 R10 R11 R12	40[3]	12	10	0	15

1 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.

2 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.

3 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.

4 For #qualifying residential sites# in R1 through R5 Districts, #accessory# off-street parking spaces shall be waived where the number of #dwelling units# is 75 or less.

5 For #zoning lots# existing on December 5, 2024 where the #lot width# is 25 feet or less, no parking shall be required. In addition, irrespective of the #lot width# of the #zoning lot#, in R4B Districts, one #accessory# off-street parking space shall be waived.

No spaces shall be required on any #zoning lot# where there is no way to arrange the required spaces with access to the #street# to conform to the provisions of Section 25-63 (Location of Access to the Street).

25-24 - Special Provisions for Certain Areas

LAST AMENDED
12/5/2024

25-241 - Special provisions for certain community districts

LAST AMENDED
12/5/2024

(a) Borough of the Bronx

Within the portion of Community District 12 in the Borough of the Bronx that is within the #Outer Transit Zone#, the parking requirements applicable to #zoning lots# located beyond the #Greater Transit Zone#, other than those for #qualifying affordable housing# or #qualifying senior housing#, shall apply.

(b) Borough of Queens

Within the portions of Community Districts 3 & 4 east of Junction Boulevard in the Borough of the Queens that is within the #Outer Transit Zone#, the parking requirements applicable to #zoning lots# located beyond the #Greater Transit Zone#, other than those for #qualifying affordable housing# or #qualifying senior housing#, shall apply.

Within the portion of Community District 14 in the Borough of the Queens that is within the #Outer Transit Zone#, the parking requirements applicable to #zoning lots# located beyond the #Greater Transit Zone#, other than those for #qualifying affordable housing# or #qualifying senior housing#, shall apply.