



Zoning Resolution

THE CITY OF NEW YORK

Eric Adams, Mayor

CITY PLANNING COMMISSION

Daniel R. Garodnick, Chair

Chapter 3 - Comprehensive Off-street Parking and Loading Regulations in the Manhattan Core

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Chapter 3 - Comprehensive Off-street Parking and Loading Regulations in the Manhattan Core

13-00 - GENERAL PURPOSES

LAST AMENDED
5/8/2013

The provisions of this Chapter establish comprehensive regulations for off-street parking in the #Manhattan Core#, as defined in Section [12-10](#).

These regulations reflect best practices to address sustainability goals, while accommodating the parking needs of residents and businesses in a balanced manner.

13-01 - General Provisions

LAST AMENDED
5/8/2013

Except as modified by the express provisions of this Chapter, the regulations of the underlying zoning districts or special purpose districts shall remain in effect.

13-02 - Definitions

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LAST AMENDED
12/6/2023

Access zone

For the purposes of this Chapter, an “access zone” shall refer to the portion of an #accessory# off-street parking facility, #public parking garage# or an automobile rental establishment, occupied by:

- (a) vehicular ramps between parking levels, or between a parking level and a vehicular entrance or exit, provided that such ramps are not used as parking spaces or associated maneuvering space;
- (b) vehicular elevators;
- (c) required reservoir spaces;
- (d) portions of required accessible pedestrian egress routes, including any associated ramps or elevators; or
- (e) bicycle parking spaces.

Parking zone

For the purposes of this Chapter, a “parking zone” shall refer to the portion of an #accessory# off-street parking facility, #public parking garage# or an automobile rental establishment, occupied by permitted off-street parking spaces and associated maneuvering space, and any other portion of such parking facility not included in the #access zone#. In attended parking facilities with parking lift systems, the #parking zone# shall also include the lifted tray a vehicle is stored upon.

13-03 - Maps

LAST AMENDED

5/8/2013

Maps are located in Section [13-141](#) of this Chapter for the purpose of specifying areas where special regulations and requirements set forth in this Chapter apply.

Map 1 – Area where #public parking lots# are not permitted in the midtown #Manhattan Core#

Map 2 – Area where #public parking lots# are not permitted in the downtown #Manhattan Core#

13-04 - Applicability

LAST AMENDED

5/8/2013

13-041 - Applicability of parking regulations within the Manhattan Core

LAST AMENDED

6/6/2024

The provisions of this Chapter shall apply to automotive equipment rental and leasing establishments listed under Use Group VI, #public parking lots#, and #public parking garages# listed under Use Group IX(C), and #accessory# off-street parking facilities, in the #Manhattan Core#, as follows:

- (a) for #accessory# off-street parking facilities, #public parking garages# and #public parking lots# constructed prior to May 8, 2013, the number of parking spaces required or permitted shall be as set forth in Section [13-07](#) (Existing Buildings and Off-street Parking Facilities);
- (b) for #accessory# off-street parking facilities, automobile rental establishments and #public parking lots developed# or #enlarged# after May 8, 2013, the as-of-right number of parking spaces permitted in a parking facility shall be as set forth in Section [13-10](#) (PERMITTED OFF-STREET PARKING IN THE MANHATTAN CORE). Special rules shall apply to all such #accessory# off-street parking spaces, automobile rental establishments and #public parking lots#, as set forth in Section [13-20](#) (SPECIAL RULES FOR MANHATTAN CORE PARKING FACILITIES);
- (c) any increase in the number of off-street parking spaces in an #accessory# off-street parking facility or #public parking lot# resulting in a capacity not otherwise allowed under the applicable regulations of Section [13-10](#); or a new #public parking lot# in a location not permitted by Section [13-14](#) (Permitted Parking in Public Parking Lots), shall be permitted only by the City Planning Commission, pursuant to the applicable special permit in Section [13-45](#) (Special Permits for Additional Parking Spaces);

- (d) #public parking garages# #developed# or #enlarged# after May 8, 2013, shall not be permitted as-of-right. Any #development# or #enlargement# of such #public parking garages# shall only be permitted in C1-5, C1-6, C1-7, C1-8, C1-9, C2, C4, C5, C6, C7, C8, M1, M2 or M3 Districts by the City Planning Commission, pursuant to the applicable special permit in Section [13-45](#). Commercial vehicles may occupy spaces in permitted #public parking garages# in accordance with the provisions of Section [13-16](#) (Permitted Parking for Car Sharing Vehicles and Commercial Vehicles).

13-042 - Applicability of special permits within the Manhattan Core

LAST AMENDED

6/6/2024

The following special permits shall not be applicable within the #Manhattan Core#:

Section [73-47](#) (Exceptions to Maximum Size of Accessory Group Parking Facilities);

Section [74-193](#) (Public parking garages or public parking lots outside high density areas);

Section [74-194](#) (Public parking garages or public parking lots in high density central areas), except as set forth in Section [13-06](#) (Previously Filed or Approved Special Permits or Authorizations); and

Section [74-53](#) (Accessory Group Parking Facilities for Uses in Large-Scale Residential Developments or Large-Scale Community Facility Developments or Large-Scale General Developments), inclusive.

13-043 - Applicability of loading regulations within the Manhattan Core

LAST AMENDED

5/8/2013

The provisions of Section [13-30](#) (OFF-STREET LOADING REGULATIONS IN THE MANHATTAN CORE), inclusive, shall apply to all #accessory# off-street loading berths provided as part of #developments#, #enlargements#, #extensions# or changes of #use# within the #Manhattan Core# after May 8, 2013.

13-05 - Exceptions

LAST AMENDED

7/24/2013

The provisions of this Chapter shall not apply to Roosevelt Island, in Community District 8, or to Governors Island, in Community District 1, in the Borough of Manhattan. In the #Hudson Yards parking regulations applicability area#, as defined in Section [93-81](#), the provisions of this Chapter shall apply as specified in Section [93-80](#) (OFF-STREET PARKING REGULATIONS).

Additional modifications to the provisions of this Chapter are found in the following Special Purpose Districts:

- (a) the #Special Midtown District#, as set forth in Section [81-30](#) (OFF-STREET PARKING AND OFF-STREET LOADING REGULATIONS), inclusive, Section [81-44](#) (Curb Cut Restrictions) and paragraph (c) of Section [81-84](#) (Mandatory Regulations and Prohibitions);
- (b) the #Special Lincoln Square District#, as set forth in Section [82-50](#) (OFF-STREET PARKING AND OFF-STREET LOADING REGULATIONS);
- (c) the #Special Battery Park City District#, as set forth in Section [84-14](#) (Parking Regulations and Curb Cuts), inclusive;
- (d) the #Special United Nations Development District#, as set forth in Section [85-03](#) (Modifications of Use Regulations);
- (e) the #Special Lower Manhattan District#, as set forth in Section [91-50](#) (OFF-STREET PARKING, LOADING AND CURB CUT REGULATIONS), inclusive;
- (f) the #Special Park Improvement District#, as set forth in Section [92-05](#) (Maximum Number of Accessory Off-street Parking Spaces);
- (g) the #Special Transit Land Use District#, as set forth in Section [95-09](#) (Special Regulations for Accessory Off-street Parking and Curb Cuts);
- (h) the #Special Clinton District#, as set forth in Section [96-111](#) (Off-street parking regulations);
- (i) the #Special Madison Avenue Preservation District#, as set forth in Section [99-06](#) (Off-street Parking Regulations);
- (j) the #Special Little Italy District#, as set forth in Sections [109-16](#) (Parking Regulations), [109-351](#) (Parking regulations), [109-352](#) (Curb cut regulations) and [109-521](#) (Modification of accessory off-street parking facilities); and
- (k) the #Special Hudson River Park District#, as set forth in Section [89-21](#) (Transfer of Floor Area From Hudson River Park).

13-06 - Previously Filed or Approved Special Permits or Authorizations

LAST AMENDED
5/8/2013

If, before May 8, 2013, an application for an authorization or special permit relating to parking regulations in the #Manhattan Core# has been certified or referred by the City Planning Commission or has been filed with the Board of Standards and Appeals, such application may continue pursuant to the regulations in effect at the time such authorization or special permit was certified or referred by the Commission or filed with the Board. Such authorizations or special permits, if granted by the Commission or Board, may be started or continued, in accordance with the terms thereof, or as such terms may be subsequently modified, pursuant to the regulations in effect at the time such authorization or special permits were certified or referred by the Commission or filed with the Board.

Any authorization or special permit relating to parking regulations in the #Manhattan Core# granted by the Commission or Board prior to May 8, 2013, may be started or continued, in accordance with the terms thereof, or as such terms may be subsequently modified, pursuant to the regulations in effect at the time such authorization or special permit was granted.

All such authorizations or special permits shall be subject to the provisions of Sections [11-42](#) (Lapse of Authorization or Special Permit Granted by the City Planning Commission Pursuant to the 1961 Zoning Resolution) and [11-43](#) (Renewal of Authorization or Special Permit).

Notwithstanding the foregoing, any subsequent modifications to such authorizations or special permits that involve an increase

in the number of off-street parking spaces provided, shall be only as permitted by the applicable special permit provisions of Section [13-45](#) (Special Permits for Additional Parking Spaces).

13-07 - Existing Buildings and Off-street Parking Facilities

LAST AMENDED

5/8/2013

The provisions of this Section shall apply to existing required or permitted #accessory# off-street parking spaces, #public parking lots# and #public parking garages#, established prior to May 8, 2013, in the #Manhattan Core#, as applicable, and to existing #buildings# #developed# without the provision of parking.

(a) Existing parking facilities

Existing required or permitted #accessory# off-street parking spaces, #public parking lots# and #public parking garages#, established prior to May 8, 2013, shall continue to be subject to the applicable zoning district regulations in effect prior to May 8, 2013, except that:

- (1) any reduction or elimination of existing #accessory# off-street parking spaces that were required under the applicable provisions in effect prior to April 29, 1982, or for public or publicly assisted housing under the applicable provisions in effect prior to May 8, 2013, shall only be allowed by authorization of the City Planning Commission pursuant to Section [13-443](#) (Reduction in the number of required existing parking spaces);
- (2) #enlargements#, #extensions# or any increase in the number of off-street parking spaces within such off-street parking facilities shall only be permitted by special permit by the Commission pursuant to the applicable provisions of Section [13-45](#) (Special Permits for Additional Parking Spaces);
- (3) #conversions# shall be permitted to retain all spaces in existing parking facilities. Additional #accessory# off-street parking spaces shall only be permitted by special permit by the Commission, pursuant to the applicable special permit provisions of Section [13-45](#); and
- (4) an #accessory# off-street parking facility in possession of a license issued by the Department of Consumer Affairs, pursuant to Section [20-321](#) of the New York City Administrative Code, to maintain, operate or conduct a garage or parking lot (as defined therein) prior to January 1, 2012, may make #accessory# parking spaces available for public use in accordance with the provisions of Section [13-21](#) (Public Use and Off-site Parking), provided that a copy of such license is filed with the Department of Buildings. However, any increase in the number of spaces in such a facility shall only be permitted by special permit by the Commission, pursuant to the applicable provisions of Section [13-45](#).

(b) Existing #buildings# #developed# without parking

Within the #Manhattan Core#, existing #buildings# #developed# without the provision of parking may add up to 15 #accessory# off-street parking spaces only where the City Planning Commission authorizes such additional spaces pursuant to the provisions of Section [13-442](#) (Limited increase in parking spaces for existing buildings without parking).

13-10 - PERMITTED OFF-STREET PARKING IN THE MANHATTAN CORE

LAST AMENDED

5/8/2013

No parking shall be required within the #Manhattan Core#. As-of-right off-street parking spaces located within #accessory# off-

street parking facilities, automobile rental establishments and #public parking lots# in the #Manhattan Core# shall be permitted only as set forth in this Section, inclusive.

13-11 - Permitted Parking for Residences

LAST AMENDED

5/8/2013

#Accessory# off-street parking spaces are permitted for #residences# in #developments# or #enlargements#, as follows:

- (a) for Community Districts 1, 2, 3, 4, 5, and 6, #accessory# off-street parking spaces may be provided for not more than 20 percent of the total number of new #dwelling units# contained in the #development# or #enlargement#, or 200 spaces, whichever is less;
- (b) for Community Districts 7 and 8, #accessory# off-street parking spaces may be provided for not more than 35 percent of the total number of new #dwelling units# contained in the #development# or #enlargement#, or 200 spaces, whichever is less.

13-12 - Permitted Parking for Non-Residential Uses

LAST AMENDED

6/6/2024

#Accessory# off-street parking spaces are permitted for non-#residential uses# in #developments# or #enlargements#, as follows:

- (a) #Transient hotels#

For #transient hotel# #developments# or #enlargements#, a maximum of 225 #accessory# off-street parking spaces shall be permitted. In no event may the number of parking spaces exceed 15 percent of the number of new #transient hotel# rooms;

- (b) Hospitals

For #developments# or #enlargements# of non-profit, voluntary or proprietary hospitals and related facilities listed under Use Group III(B), a maximum of 100 #accessory# off-street parking spaces are permitted;

- (c) Retail or service #uses#

For #developments# or #enlargements# comprising #commercial# #uses# listed under Use Group VI, the maximum number of #accessory# off-street parking spaces permitted shall not exceed one space per 4,000 square feet of #floor area#, or 10 spaces, whichever is less;

- (d) Other #commercial#, #community facility# and #manufacturing# #uses#

For #developments# or #enlargements# comprising #community facility# #uses# other than hospitals, #commercial#

#uses# other than those listed in paragraphs (a) and (c) of this Section, or #manufacturing# #uses#, the maximum number of #accessory# off-street parking spaces permitted shall not exceed one space per 4,000 square feet of such #community facility#, #commercial# or #manufacturing# #floor area# or 100 spaces, whichever is less.

13-13 - Permitted Parking for Zoning Lots With Multiple Uses

LAST AMENDED

5/8/2013

Where a #development# or #enlargement# contains a combination of #uses# for which parking regulations are set forth in Sections [13-11](#) (Permitted Parking for Residences) and [13-12](#) (Permitted Parking for Non-Residential Uses), the number of #accessory# off-street parking spaces for all such #uses# shall not exceed the number of spaces permitted for each #use# in accordance with the provisions of such Sections. However, in no event shall the maximum number exceed 225 #accessory# off-street parking spaces.

13-14 - Permitted Parking in Public Parking Lots

LAST AMENDED

6/6/2024

#Public parking lots#, with a maximum capacity of 150 spaces, are permitted in C1, C2, C4, C5, C6, C7, C8, M1-5, M1-6, M2 and M3 Districts, except that:

- (a) no #public parking lots# shall be permitted within:
- (1) the area shown on Map 1 (Area where public parking lots are not permitted in the midtown Manhattan Core) in Section [13-141](#);
 - (2) the area designated on Map 2 (Area where public parking lots are not permitted in the downtown Manhattan Core) in Section [13-141](#); and
 - (3) the Preservation Area of the #Special Clinton District#, as shown on the map in Appendix A of Article IX, Chapter 6; and
- (b) for M1-5 or M1-6 Districts, #public parking lots# shall only be permitted in the following locations:
- (1) north of 42nd Street and west of 10th Avenue;
 - (2) west of Ninth Avenue between 17th Street and 30th Street; and

(3) south of Canal Street.

In such districts, the City Planning Commission may permit a #public parking lot# in a location not allowed by this Section pursuant to the applicable special permit in Section [13-45](#) (Special Permits for Additional Parking Spaces). Any such proposed #public parking lots# located in the Preservation Area of the #Special Clinton District# shall also be subject to the additional findings set forth in Section [96-111](#) (Off-street parking regulations).

13-141 - Areas where public parking lots are not permitted

LAST AMENDED
5/8/2013

#Public parking lots# shall not be permitted in the areas shown on the following maps, except where permitted by Section [13-45](#) (Special Permits for Additional Parking Spaces).

Map 1 — Area where public parking lots are not permitted in the midtown Manhattan Core



Map 2 — Area where public parking lots are not permitted in the downtown Manhattan Core



13-15 - Permitted Parking for Automobile Rental Establishments

LAST AMENDED
6/6/2024

Automotive equipment rental and leasing establishments, listed under Use Group VI, are permitted, provided that:

- (a) in C1 or C2 Districts, the number of automobiles that may be stored in such establishments shall not exceed 150 spaces;
- (b) in C4, C5, C6, C7 and C8 Districts, the number of automobiles that may be stored in such establishments shall not exceed 225 spaces; and
- (c) in M1, M2 and M3 Districts, the number of automobiles that may be stored in such establishments shall not exceed 300 spaces.

13-20 - SPECIAL RULES FOR MANHATTAN CORE PARKING FACILITIES

LAST AMENDED
5/8/2013

All #accessory# off-street parking facilities, automobile rental establishments, and #public parking lots# #developed#, #enlarged#

or #extended# in the #Manhattan Core# after May 8, 2013, shall comply with the applicable provisions of this Section, inclusive.

13-21 - Public Use and Off-site Parking

LAST AMENDED

5/8/2013

All #accessory# off-street parking spaces may be made available for public use. However, any such space shall be made available to the occupant of a #residence# to which it is #accessory# within 30 days after written request therefor is made to the landlord.

No #accessory# off-street parking spaces shall be located on a #zoning lot# other than the same #zoning lot# as the #use# to which they are #accessory#.

13-22 - Applicability of Enclosure and Screening Requirements

LAST AMENDED

6/6/2024

- (a) #Accessory# off-street parking facilities and automobile rental establishments

All #accessory# off-street parking spaces shall be located within a #completely enclosed# #building#, with the exception of parking spaces #accessory# to a hospital listed under Use Group III(B), and as provided in Section [13-45](#) (Special Permits for Additional Parking Spaces). In addition, off-street parking spaces associated with an automobile rental establishment shall be located within a #completely enclosed building#.

The applicable streetscape provisions of Section [32-30](#), inclusive, shall apply to #ground floor level# portions of such facilities.

- (b) #Public parking lots# and certain permitted #accessory# parking lots

#Public parking lots# and open parking spaces #accessory# to a hospital shall provide screening in accordance with the provisions of [37-921](#) (Perimeter landscaping).

13-23 - Floor Area

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LAST AMENDED

12/6/2023

The definition of #floor area# in Section [12-10](#) shall be modified for purposes of this Chapter, as follows: floor space used for off-street parking spaces in an #accessory# #automated parking facility# up to a height of 40 feet above #curb level# shall be exempt from the definition of #floor area# upon certification of the Chairperson of the City Planning Commission, pursuant to the provisions of Section [13-432](#) (Floor area exemption for automated parking facilities).

13-24 - Curb Cut Restrictions

LAST AMENDED

13-241 - Location of curb cuts

LAST AMENDED

5/8/2013

For #accessory# off-street parking facilities, automobile rental establishments and #public parking lots#, curb cuts are required for entry and exit to such parking facilities. Such curb cuts:

- (a) shall not be permitted within 50 feet of the intersection of any two #street lines#, except where the Commissioner of Buildings certifies that such location:
- (1) is not hazardous to traffic safety;
 - (2) is not likely to create traffic congestion; and
 - (3) will not unduly inhibit surface traffic or pedestrian flow.

The Commissioner of Buildings may refer such matter to the Department of Transportation, or its successor, for a report;

- (b) shall not be located within two and one-half feet of any #side lot line# of the #zoning lot#, or prolongation thereof;
- (c) for #accessory# off-street parking facilities and automobile rental establishments, shall not be located on a #wide street#, except where authorized pursuant to Section [13-441](#) (Curb cuts); and
- (d) for #public parking lots#, shall not be permitted on the following #wide streets#, except where authorized pursuant to Section [13-441](#):
- (1) 14th Street, from Fourth Avenue to Seventh Avenue;
 - (2) Avenue of the Americas, from 23rd Street to 32nd Street;
 - (3) Canal Street, from the Bowery to West Broadway;
 - (4) Church Street, from Park Place to Worth Street;
 - (5) Delancey Street, from Clinton Street to the west side of Orchard Street;
 - (6) Fifth Avenue;
 - (7) Seventh Avenue, from 23rd Street to 32nd Street; and
 - (8) Worth Street, from Centre Street to Church Street.

13-242 - Maximum width of curb cuts

LAST AMENDED

5/8/2013

- (a) #Accessory# off-street parking facilities

For curb cuts accessing off-street parking spaces #accessory# to #residences# in the #Manhattan Core#, the provisions of

Sections [25-631](#) (Location and width of curb cuts in certain districts) and [36-532](#) (Location and width of curb cuts accessing residential parking spaces in certain districts) shall apply, as applicable.

In addition, the maximum width of a curb cut shall be 22 feet for curb cuts accessing off-street parking spaces #accessory# to #residences# in R9 or R10 Districts, C1 and C2 Districts mapped within R9 and R10 Districts, and in all other #Commercial Districts# where, as set forth in the tables in Section [34-112](#) or [35-23](#), as applicable, the equivalent #Residence District# is R9 or R10. This maximum curb cut width of 22 feet shall also apply to curb cuts accessing off-street parking spaces #accessory# to #commercial# or #community facility# #uses#, and to curb cuts accessing off-street parking facilities with parking spaces #accessory# to a mix of #uses#.

(b) Automobile rental establishments

For curb cuts accessing automobile rental establishments, the maximum width of a curb cut shall be 22 feet.

(c) #Public parking lots#

For curb cuts accessing #public parking lots#, the curb cut provisions of paragraph (c) of Section [36-58](#) (Parking Lot Maneuverability and Curb Cut Regulations) shall apply.

13-25 - Reservoir Spaces

LAST AMENDED
5/8/2013

For the purpose of determining required reservoir spaces, fractions equal to or greater than one-half resulting from the calculations in this Section shall be considered to be one reservoir space. In no event shall the dimensions of any reservoir space be less than 18 feet long and 8 feet, 6 inches wide.

(a) Attended parking facilities

For attended #accessory# off-street parking facilities or #public parking lots# with more than 25 off-street parking spaces, off-street reservoir space at the vehicular entrance shall be provided to accommodate:

- (1) five percent of the total number of parking spaces provided in parking facilities with more than 25 parking spaces and up to 50 parking spaces;
- (2) ten percent of the total number of parking spaces provided in parking facilities with more than 50 parking spaces and up to 100 parking spaces;
- (3) ten parking spaces in parking facilities with more than 100 off-street parking spaces and up to 200 parking spaces; and
- (4) five percent of the total number of parking spaces provided in parking facilities with more than 200 off-street parking spaces. However such number of reservoir spaces need not exceed 50.

(b) #Automated parking facilities#

For #automated parking facilities#, off-street reservoir space at the vehicle entrance shall be provided at the rate set forth in paragraph (a) of this Section.

Each individual parking location where a driver is permitted to leave a vehicle for transfer to a mechanized automobile

storage and retrieval unit shall constitute one reservoir space. Additional reservoir spaces may be located where drivers queue to access such locations for vehicle transfer.

In addition, the number of reservoir spaces required pursuant to this Section may be reduced where the Commissioner of Buildings determines that the operational characteristics of such #automated parking facility# warrant such a reduction.

(c) Automobile rental establishments

For automobile rental establishments, off-street reservoir space at the vehicle entrance shall be provided at the rate set forth in paragraph (a) of this Section.

(d) Self-parking facilities

For self-parking #accessory# off-street parking facilities and #public parking lots# where entering vehicles are required to stop before a mechanically operated barrier before entering such parking facility, such barrier shall be placed a minimum of 20 feet beyond the #street line#.

13-26 - Pedestrian Safety and Access

LAST AMENDED
5/8/2013

For all #accessory# off-street parking facilities, the following safety features shall be provided at all vehicular exit points:

- (a) a stop sign which shall be clearly visible to drivers. Such signage shall comply with the standards set forth in the Manual of Uniform Traffic Control Devices (MUTCD) issued by the Federal Highway Administration (FHWA) for a conventional single lane road; and
- (b) a speed bump, which shall be located within the exit lane of the parking facility. Such speed bump shall:
 - (1) span the width of the vehicular travel lane;
 - (2) have a minimum height of two inches, as measured from the adjoining grade of the exit lane, and a maximum depth of 12 inches; and
 - (3) shall be located a minimum of four feet beyond the #street line#, as measured perpendicular to the #street line#.

13-27 - Minimum and Maximum Size of Parking Facilities

LAST AMENDED
5/8/2013

For all #accessory# off-street parking facilities and automobile rental establishments, the minimum and maximum size requirements for the #parking zone# for such parking facilities shall be set forth in this Section. The #access zone# of such parking facilities shall not have a minimum or maximum gross surface area.

For the purpose of calculating surface area in attended parking facilities with parking lift systems, the lifted tray upon which a vehicle is stored shall constitute surface area.

(a) Attended parking facilities

- (1) For attended parking facilities without parking lift systems, the minimum gross surface area, in square feet, of the #parking zone# shall be 180 times the number of off-street parking spaces provided, and the maximum gross surface area, in square feet, of the #parking zone# shall not exceed 200 times the number of off-street parking spaces provided.
- (2) For attended parking facilities with parking lift systems, the minimum and maximum surface area of the portion of the #parking zone# allocated to non-elevated parking spaces shall be calculated at the rate set forth in paragraph (a)(1) of this Section; and the surface area, in square feet, of the portion of the #parking zone# allocated to elevated parking spaces shall be 153 times the number of elevated spaces able to be provided on lifted trays.

(b) #Automated parking facilities#

No minimum or maximum surface area requirement shall be required in off-street parking facilities that the Commissioner of Buildings determines to be #automated parking facilities#.

(c) Automobile rental establishments

The maximum gross surface area, in square feet, of the #parking zone# of an automobile rental establishment, shall be established at the rate set forth in paragraph (a) of this Section.

(d) Self-park facilities

The gross surface area, in square feet, of the #parking zone# of a self-parking #accessory# off-street parking facility shall be a minimum of 300 times the number of off-street parking spaces provided, and a maximum of 350 times the number of off-street parking spaces provided. However, an area of less than 300 square feet, but in no event less than 200 square feet, may be considered as one space, where the layout and design of the parking area are adequate to permit convenient access and maneuvering in accordance with regulations promulgated by the Commissioner of Buildings.

Such minimum and maximum #parking zone# requirements of this Section may be modified by the Chairperson of the City Planning Commission pursuant to the certification set forth in Section [13-431](#) (Reduction of minimum facility size).

13-30 - OFF-STREET LOADING REGULATIONS IN THE MANHATTAN CORE

LAST AMENDED

6/6/2024

All #accessory# off-street loading berths provided in the #Manhattan Core# after May 8, 2013, shall comply with the applicable provisions of this Section, inclusive.

13-31 - Floor Area Exemption

LAST AMENDED

6/6/2024

In addition to the #floor area# exemption for #accessory# off-street loading berths set forth in Section [12-10](#) (DEFINITIONS), for #buildings# with a total #floor area# in excess of 100,000 square feet, up to 300 square feet of floor space may be exempted from the definition of #floor area# where such #buildings# allocate a permanent space for dumpster storage, and such storage space has a minimum dimension of 12 feet by 25 feet. Such dumpster storage space shall be adjacent to a #building's# loading berth.

13-32 - Location of Access to the Street

LAST AMENDED

6/6/2024

In addition to the provisions of Sections [25-75](#), [36-662](#) and [44-562](#) (Location of access to the street), no entrance or exit to an #accessory# off-street loading berth shall be located on a #street# with a roadbed width that is less than 20 feet, as measured curb to curb.

13-33 - Modification of Loading Berth Requirements

LAST AMENDED

6/6/2024

The provisions of Sections [25-75](#) (Location of Access to the Street), [36-63](#) and [44-53](#) (Waiver of Requirements for All Zoning Lots Where Access Would Be Forbidden) shall be modified to allow the Commissioner of Buildings to reduce or waive the applicable loading berth requirements, provided that:

- (a) the #zoning lot# only has frontage upon a #street#, or portion thereof, where curb cuts or entrances and exits to #accessory# off-street loading berths are not permitted;
- (b) the #zoning lot# has frontage along a #street# where curb cuts accessing a loading berth are otherwise permitted, but there is no access to such #zoning lot# from the #street# due to the presence of:
 - (1) a #building#, existing on May 8, 2013, containing #residences# ;
 - (2) a #non-residential building#, existing on May 8, 2013, that is three or more #stories# in height; or
 - (3) a #building# designated as a landmark or considered a contributing #building# in an Historic District designated by the Landmarks Preservation Commission; or
- (c) there are subsurface conditions, ventilation requirements from below-grade infrastructure or other site planning constraints that would make accommodating such loading berths infeasible.

In the case of paragraph (c), as set forth in this Section, the Commissioner shall require a loading berth of not less than 33 feet in depth, if such a berth can be accommodated in consideration of the relevant site restraints. The Commissioner of Buildings may request reports from licensed engineers or registered architects in considering such reduction or waiver.

13-34 - Modification of Minimum Size of Loading Berth

■

LAST AMENDED
6/6/2024

For all permitted or required #accessory# loading berths, the minimum length requirements for uses in LRC-A, set forth in Sections [36-661](#) (Size of required berths) and [44-561](#) (Size of required berths), shall be 37 feet.

13-40 - CERTIFICATIONS, AUTHORIZATIONS AND SPECIAL PERMITS IN THE MANHATTAN CORE

LAST AMENDED
5/8/2013

13-41 - General Provisions

LAST AMENDED
5/8/2013

The City Planning Commission may grant certifications, authorizations and special permits in accordance with Section [13-40](#), inclusive. All such special permits and authorizations, in addition to meeting the requirements, conditions and safeguards prescribed by the Commission as specified in this Section, shall conform to and comply with all of the applicable regulations, except as otherwise specified herein.

13-42 - Requirements for Applications

LAST AMENDED
5/8/2013

An application to the City Planning Commission for the grant of a certification, authorization or special permit under the provisions of Section [13-40](#) shall include a site plan showing the location of all existing and proposed #buildings or other structures# on the #zoning lot#, the location of all vehicular entrances and exits and off-street parking spaces, and such other information as may be required by the Commission.

13-43 - Certifications in the Manhattan Core

LAST AMENDED
5/8/2013

13-431 - Reduction of minimum facility size

LAST AMENDED
5/8/2013

An off-street parking facility in the #Manhattan Core# may provide a gross unobstructed surface area less than the minimum size required by Section [13-27](#) (Minimum and Maximum Size of Parking Facilities) upon certification by the Chairperson of the City Planning Commission to the Commissioner of Buildings that the proposed layout of such parking facility, including, but not limited to, the arrangement of parking spaces, travel aisles and reservoir spaces, where applicable, is sufficient to accommodate the requisite vehicular navigation and turning movements associated with such a facility. In order to make such a determination, the applicant shall provide the Chairperson with dimensioned plan drawings that depict the proposed vehicular

movement through the facility, including any relevant maneuverability or turning radius information.

Where the Chairperson certifies that an #accessory# off-street parking facility may be reduced in size because vehicles will be limited in length, such restriction shall be noted on the certificate of occupancy.

13-432 - Floor area exemption for automated parking facilities

LAST AMENDED

6/6/2024

Floor space used for off-street parking spaces in an #accessory automated parking facility#, up to a height of 40 feet above #curb level#, shall be exempt from the definition of #floor area# upon certification of the Chairperson of the City Planning Commission to the Commissioner of Buildings that:

- (a) the entire #automated parking facility# will be contained within a #completely enclosed# #building#;
- (b) the portion of the #street wall# of such #automated parking facility# below a height of 14 feet, as measured above #curb level#, complies with the screening provisions of Section [13-22](#) (Enclosure and Screening Requirements), and the portion of the #street wall# above a height of 14 feet, will be similar in composition to the portion of the #building's# #street wall# immediately above such #automated parking facility#, including, but not limited to, the choice of building materials and arrangement and amount thereof; and
- (c) such #automated parking facility# is within a #building# with a #floor area ratio# of at least 2.0.

Any application for such certification shall include relevant plan, elevation and section drawings demonstrating compliance with the provisions of this Section.

A copy of an application for certification pursuant to this Section shall be sent by the Department of City Planning to the affected Community Board, which may review such proposal and submit comments to the Chairperson of the City Planning Commission. If the Community Board elects to comment on such application, it must be done within 30 days of receipt of such application. The Chairperson will not act on such application until the Community Board's comments have been received, or the 30 day comment period has expired, whichever is earlier.

13-44 - Authorizations in the Manhattan Core

LAST AMENDED

5/8/2013

13-441 - Curb cuts

LAST AMENDED

5/8/2013

The City Planning Commission may authorize, subject to the applicable zoning district regulations, curb cuts located on a #wide street#, provided the Commission finds that a curb cut at such a location:

- (a) is not hazardous to traffic safety;

- (b) will not create or contribute to serious traffic congestion, or unduly inhibit vehicular movement;
- (c) will not adversely affect pedestrian movement;
- (d) will not interfere with the efficient functioning of bus lanes, specially designated #streets# or public transit facilities; and
- (e) will not be inconsistent with the character of the existing streetscape.

The Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.

13-442 - Limited increase in parking spaces for existing buildings without parking

LAST AMENDED

6/6/2024

The City Planning Commission may, by authorization, allow an off-street parking facility in the #Manhattan Core# with a maximum capacity of 15 spaces in an existing #building developed# without the provision of parking, provided that the conditions of paragraph (a) and the findings of paragraph (b) of this Section are met.

(a) Conditions

As a condition for approval, the parking facility shall comply with the applicable provisions of Section [13-20](#) (SPECIAL RULES FOR MANHATTAN CORE PARKING FACILITIES), except that such parking facility need not comply with the provisions of Section [13-22](#) (Enclosure and Screening Requirements).

(b) Findings

The Commission shall find that:

- (1) the location of the vehicular entrances and exits to the parking facility will not unduly interrupt the flow of pedestrian traffic associated with #uses# or public facilities, including access points to mass transit facilities in close proximity thereto, or result in any undue conflict between pedestrian and vehicular movements, due to the entering and leaving movement of vehicles;
- (2) the location of the vehicular entrances and exits to such parking facility will not interfere with the efficient functioning of #streets#, including any lanes designated for specific types of users or vehicles, due to the entering and leaving movement of vehicles;
- (3) such #use# will not create or contribute to serious traffic congestion and will not unduly inhibit surface traffic and pedestrian flow; and
- (4) such parking facility will not be inconsistent with the character of the existing streetscape.

The Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.

13-443 - Reduction in the number of required existing parking spaces

LAST AMENDED

5/8/2013

For off-street parking facilities built prior to May 8, 2013, the City Planning Commission may authorize a reduction in the number of required #accessory# off-street parking spaces where the Commission finds that such reduction will not have undue adverse effects on residents, businesses or community facilities in the surrounding area, as applicable.

The Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.

13-45 - Special Permits for Additional Parking Spaces

LAST AMENDED

6/6/2024

In accordance with the special permit provisions of Sections [13-451](#) through [13-455](#), the City Planning Commission may permit the off-street parking facilities listed in paragraph (a) of this Section, provided that such parking facilities comply with the conditions of paragraph (b) and the findings of paragraphs (c) and (d) of this Section.

(a) Eligible parking facilities

The City Planning Commission may permit, subject to the otherwise applicable zoning district regulations:

(1) #accessory# off-street parking facilities on-site or off-site, open or enclosed, with any capacity, where such facilities:

(i) are proposed #developments# or #enlargements# with a capacity not otherwise allowed under the applicable regulations of Section [13-10](#) (PERMITTED OFF-STREET PARKING IN THE MANHATTAN CORE); or

(ii) are existing prior to May 8, 2013, and increasing the number of parking spaces, pursuant to the provisions of Section [13-07](#) (Existing Buildings and Off-street Parking Facilities);

(2) #public parking lots#, where such facilities:

(i) are proposed #developments# or #enlargements# with any capacity not otherwise allowed under the applicable regulations of Section [13-10](#);

- (ii) are existing prior to May 8, 2013, and increasing the number of parking spaces, pursuant to the provisions of Section [13-07](#); or
 - (iii) are proposed #developments# or #enlargements# in locations not permitted by Section [13-14](#) (Permitted Parking in Public Parking Lots);
- (3) #public parking garages#, where such facilities:
- (i) are proposed #developments# or #enlargements# in the zoning districts permitted, pursuant to paragraph (d) of Section [13-041](#) (Applicability of parking regulations within the Manhattan Core); or
 - (ii) are existing prior to May 8, 2013, and increasing the number of parking spaces pursuant to the provisions of Section [13-07](#).

The Commission may also permit floor space in such #public parking garages# used for off-street parking spaces in any #story# located not more than 23 feet above #curb level# to be exempt from the definition of #floor area#, as set forth in Section [12-10](#).

(b) Conditions

The proposed parking facility shall comply with the applicable provisions of Section [13-20](#) (SPECIAL RULES FOR MANHATTAN CORE PARKING FACILITIES). Proposed #public parking garages# shall utilize the applicable regulations for #accessory# off-street parking facilities. However, applications to increase the number of parking spaces in parking facilities existing prior to May 8, 2013, need not comply with the provisions of Section [13-22](#) (Enclosure and Screening Requirements).

(c) Findings

The Commission shall find that:

- (1) the location of the vehicular entrances and exits to such parking facility will not unduly interrupt the flow of pedestrian traffic associated with #uses# or public facilities, including access points to mass transit facilities in close proximity thereto, or result in any undue conflict between pedestrian and vehicular movements, due to the entering and leaving movement of vehicles;

- (2) the location of the vehicular entrances and exits to such parking facility will not interfere with the efficient functioning of #streets#, including any lanes designated for specific types of users or vehicles, due to the entering and leaving movement of vehicles;
- (3) such #use# will not create or contribute to serious traffic congestion and will not unduly inhibit surface traffic and pedestrian flow;
- (4) for #public parking garages#, that where any floor space is exempted from the definition of #floor area#, such additional floor space is needed in order to prevent excessive on-street parking demand and relieve traffic congestion; and
- (5) such parking facility will not be inconsistent with the character of the existing streetscape.

(d) Additional findings

The Commission shall also find that each proposed off-street parking facility complies with the additional findings set forth in one of the following Sections, as applicable:

- (1) Section [13-451](#) (Additional parking spaces for residential growth) shall apply to any such parking facility serving the parking needs of a predominantly #residential# #development# or #enlargement# on a tract of land that has or will have an area of less than 1.5 acres;
- (2) Section [13-452](#) (Additional parking spaces for health care, arts or public assembly uses) shall apply to any such parking facility serving the parking needs of any #use# listed in paragraph (a) of Section [13-452](#) on a tract of land that has or will have an area of less than 1.5 acres;
- (3) Section [13-453](#) (Additional parking spaces for economic development uses) shall apply to any such parking facility serving the parking needs of a non-#residential use# not otherwise listed in paragraph (a) of Section [13-452](#) on a tract of land that has or will have an area of less than 1.5 acres;
- (4) Section [13-454](#) (Additional parking spaces for large development sites) shall apply to any such parking facility serving the parking needs of a #large-scale development# or any other #development# or #enlargement# on a tract of land that has or will have an area of at least 1.5 acres; or
- (5) Section [13-455](#) (Additional parking spaces for existing accessory off-street parking facilities) shall apply to any such #accessory# parking facility existing prior to May 8, 2013.

In determining the amount of additional parking spaces to grant pursuant to such additional findings, the Commission may take into account levels of vacancy in existing off-street parking facilities within the area of the proposed parking facility.

13-451 - Additional parking spaces for residential growth

LAST AMENDED

5/8/2013

The City Planning Commission may permit a parking facility listed in paragraph (a) of Section [13-45](#) (Special Permits for Additional Parking Spaces), where such parking facility serves the parking needs of a predominantly #residential# #development# or #enlargement#, provided that, in addition to the conditions and findings set forth in Section [13-45](#), the Commission shall find that either:

- (a) the number of off-street parking spaces in such proposed parking facility is reasonable and not excessive in relation to recent trends in close proximity to the proposed facility with regard to:
 - (1) the increase in the number of #dwelling units# ; and
 - (2) the number of both public and #accessory# off-street parking spaces, taking into account both the construction, if any, of new off-street parking facilities and the reduction, if any, in the number of such spaces in existing parking facilities. In making this determination, the Commission may take into account off-street parking facilities for which building permits have been granted, or which have obtained City Planning Commission special permits pursuant to Section [13-45](#); or
- (b) the proposed ratio of parking spaces to #dwelling units# in the proposed #development# or #enlargement# does not exceed:
 - (1) 20 percent of the total number of #dwelling units#, where such units are located within Community District 1, 2, 3, 4, 5 or 6; or
 - (2) 35 percent of the total number of #dwelling units#, where such units are located within Community District 7 or 8.

The Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.

13-452 - Additional parking spaces for health care, arts or public assembly uses

LAST AMENDED

6/6/2024

The City Planning Commission may permit a parking facility listed in paragraph (a) of Section [13-45](#) (Special Permits for Additional Parking Spaces), where such parking facility would serve the parking needs of a health care, arts or public assembly #use#, provided that, in addition to the conditions and findings set forth in Section [13-45](#), the Commission shall find that:

- (a) the proposed parking facility is either in close proximity to or on the same #zoning lot# as one or more of the following #uses# :
 - (1) non-profit, voluntary or proprietary hospitals and related facilities, listed under Use Group III(B)

- (2) museums, listed in Use Group III(B);
 - (3) art, music, dancing or theatrical studios, or theaters, listed under Use Group VIII; or
 - (4) an arena, auditorium, trade exposition or stadium, listed under Use Group VIII or, where permitted by special permit, pursuant to Section [74-182](#) or other government agency approvals;
- (b) an increased number of permitted off-street parking spaces in such proposed parking facility is essential to the operation of such health care, arts or public assembly #use#; and
 - (c) reasonable measures to minimize parking demand have been identified. For existing or #enlarged# health care, arts or public assembly #uses#, such measures shall have been implemented, where feasible, prior to application, and a commitment by the applicant shall be made, in a form acceptable to the Commission, to continue and, where necessary, improve upon and supplement such measures. For new health care, arts or public assembly #uses#, such measures shall be committed to in a form acceptable to the Commission.

The Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.

13-453 - Additional parking spaces for economic development uses

LAST AMENDED
5/8/2013

The City Planning Commission may permit a parking facility listed in paragraph (a) of Section [13-45](#) (Special Permits for Additional Parking Spaces), where such parking facility serves the parking needs of a non-#residential use# not otherwise listed in paragraph (a) of Section [13-452](#), provided that, in addition to the conditions and findings set forth in Section [13-45](#), the Commission shall find that:

- (a) the proposed parking facility is in close proximity to or on the same #zoning lot# as a #commercial# #use#, #community facility# #use# or #manufacturing# #use# that is of significant importance to the economic well-being of the City of New York;
- (b) an increased number of permitted off-street parking spaces in such proposed parking facility is essential to the operation of such #use#; and
- (c) reasonable measures to minimize parking demand have been identified. For existing or #enlarged# #uses#, such measures shall have been implemented, where feasible, prior to application, and a commitment by the applicant shall be made, in a form acceptable to the Commission, to continue and, where necessary, improve upon and supplement such measures. For new #uses#, such measures shall be committed to in a form acceptable to the Commission.

The Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.

13-454 - Additional parking spaces for large development sites

LAST AMENDED

5/8/2013

The City Planning Commission may permit a parking facility listed in paragraph (a) of Section [13-45](#) (Special Permits for Additional Parking Spaces), where such parking facility serves the parking needs of a #large-scale development# or any other #development# or #enlargement# on a tract of land exceeding 1.5 acres, provided that, in addition to the conditions and findings set forth in Section [13-45](#), the Commission shall find that:

- (a) where an increased number of permitted off-street parking spaces in such proposed parking facility would serve the parking needs of a predominantly #residential# #development# or #enlargement#, either finding (a) or finding (b) of Section [13-451](#) (Additional parking spaces for residential growth) is met; or
- (b) where such proposed parking facility would serve the parking needs of a predominantly non-#residential# #development# or #enlargement#, an increased number of permitted off-street parking spaces in such proposed parking facility is essential to the operation of the non-#residential uses# in such #development# or #enlargement# ; and
- (c) where a parking deficit is created by the relocation of parking users from off-street parking spaces that will be eliminated through the proposed #development# or #enlargement#, the availability of off-street parking in the vicinity of such proposed #development# or #enlargement# will be of insufficient capacity to accommodate such potential parking users;
- (d) reasonable measures to minimize parking demand have been identified. For existing or #enlarged uses#, such measures shall have been implemented, where feasible, prior to application, and a commitment by the applicant shall be made, in a form acceptable to the Commission, to continue, and where necessary, improve upon and supplement such measures. For new #uses#, such measures shall be committed to in a form acceptable to the Commission; and
- (e) where phased construction will occur in the #large-scale development#, or #development# or #enlargement# on a tract of land exceeding 1.5 acres, a phased parking plan has been provided that demonstrates that a reasonable and not excessive amount of additional parking spaces is provided in the proposed parking facility in relation to the amount of completed construction within each phase.

The Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.

13-455 - Additional parking spaces for existing accessory off-street parking facilities

LAST AMENDED

5/8/2013

The City Planning Commission may permit an increase in the number of spaces in an #accessory# off-street parking facility existing prior to May 8, 2013, as listed in paragraph (a) of Section [13-45](#) (Special Permits for Additional Parking Spaces), provided that, in addition to the conditions and findings set forth in Section [13-45](#), the Commission shall find that:

- (a) where such increased number of permitted off-street parking spaces in such existing parking facility would serve the parking needs of a #zoning lot# or #zoning lots# comprised predominantly of #residential uses#, either:
 - (1) finding (a) of Section [13-451](#) (Additional parking spaces for residential growth) is met; or
 - (2) the sum of any existing off-street parking spaces, and the proposed increase, does not exceed:
 - (i) 20 percent of the total number of #dwelling units#, where such units are located within Community

District 1, 2, 3, 4, 5 or 6; or

- (ii) 35 percent of the total number of #dwelling units#, where such units are located within Community District 7 or 8; and
- (iii) the number of parking spaces that would be permitted for existing conforming non-#residential uses#, if the ratio of parking spaces to #floor area# for the applicable #use#, as specified in Section [13-10](#) (PERMITTED OFF-STREET PARKING IN THE MANHATTAN CORE), were applied.

Any #dwelling units# on the #zoning lot# or #zoning lots# which are #non-complying# as to density shall not be included in such calculation pursuant to paragraphs (a)(2)(i) or (a)(2)(ii) of this Section, and any #non-complying# #floor area# on such #zoning lot# or #zoning lots# shall be excluded in applying such ratio in paragraph (a)(2)(iii) of this Section; or

- (b) where an increased number of permitted off-street parking spaces in such existing parking facility would serve the parking needs of a #zoning lot# or #zoning lots# comprised predominantly of conforming non-#residential uses#, the sum of any existing off-street parking spaces, and the proposed increase, does not exceed the number of parking spaces that would be permitted if the ratio of parking spaces to #floor area# for the applicable #use#, as specified in Section [13-10](#), were applied. Any #non-complying# #floor area# on such #zoning lot# or #zoning lots# shall be excluded in applying such ratio.