

Part 2 City of Yes Presentation

city of **yes**

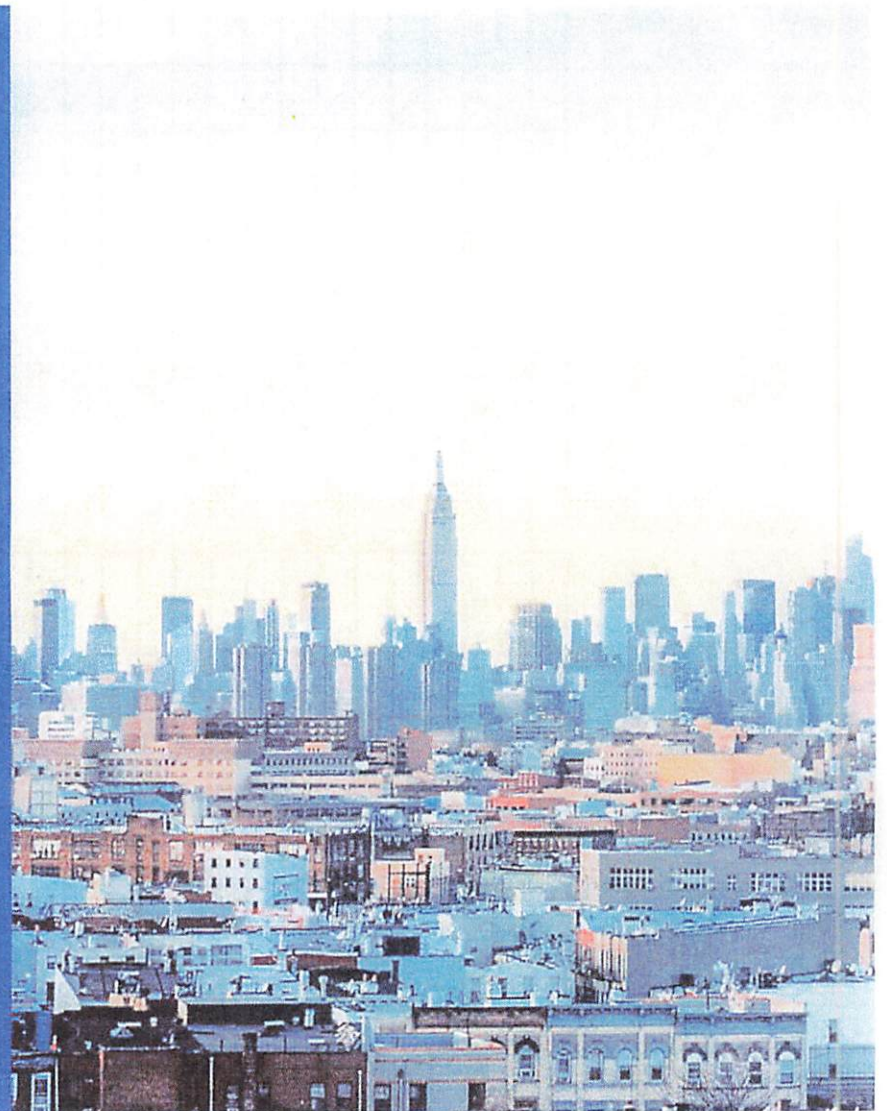
city of diversity

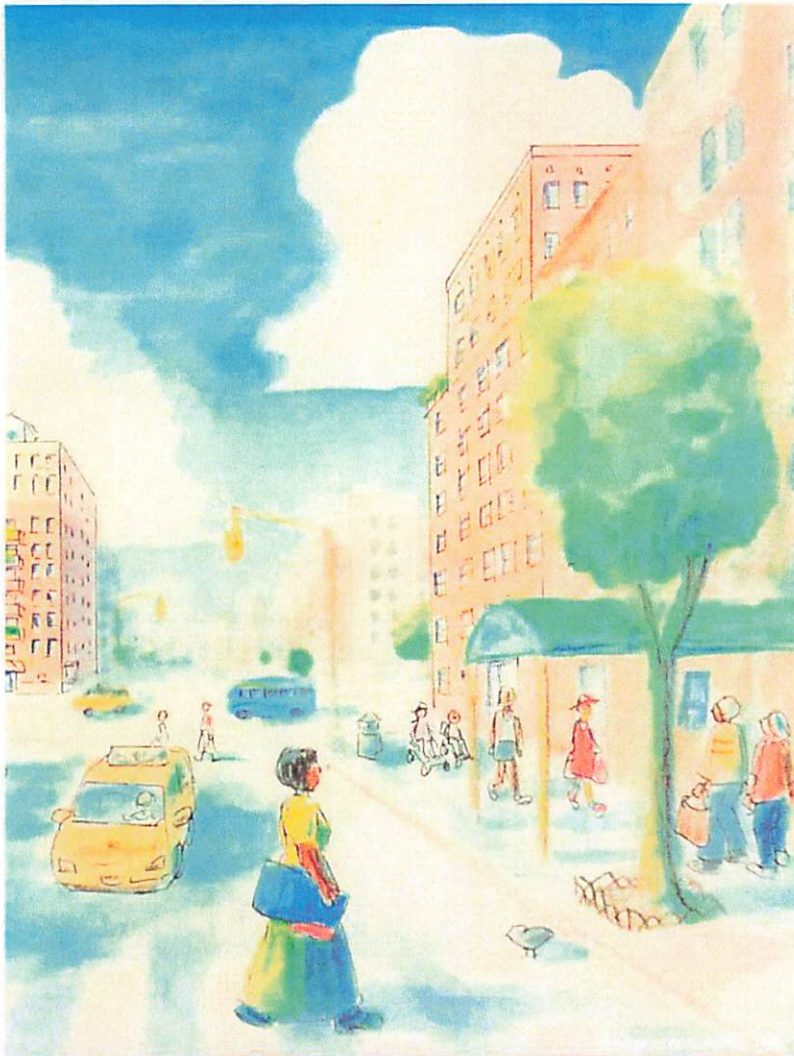
city of affordability

city of neighbors

city of housing opportunity

city of families





Overview

City of Yes for Housing Opportunity

This **citywide text amendment** would make it possible to build **a little bit more housing** in every neighborhood

“A little more housing in every neighborhood” means we can make a big impact on the housing shortage without dramatic change in any one neighborhood

Overview

Why do we need more housing in New York City?

New York City faces a severe housing shortage that makes homes scarce and expensive:

- The **apartment vacancy rate is 1.41%** – the lowest since 1968. 0.88% of Queens rental apartments are vacant
- **Over 50% of renters are “rent burdened,”** meaning they spend over 30% of income on rent
- **92,879 homeless New Yorkers**, including **33,399 children**, slept in the shelter system on a given night in December 2023



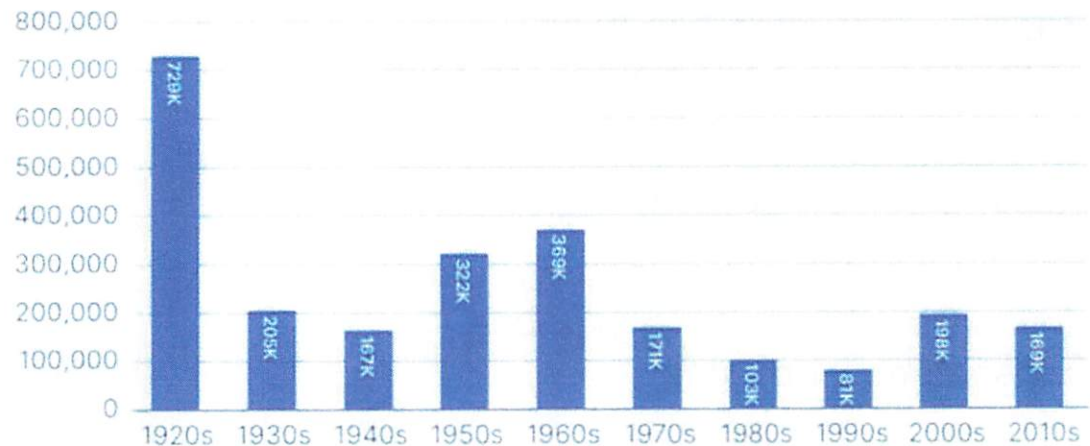
NYC is not building enough housing to meet New Yorkers' needs

New York City is creating far less housing than it used to

At the same time, average household size is declining so we need more homes to house people

The housing shortage is due in part to restrictive zoning rules that limit the number and types of homes that can be built

New Housing Production by Decade



Overview

New housing is concentrated in just a few neighborhoods

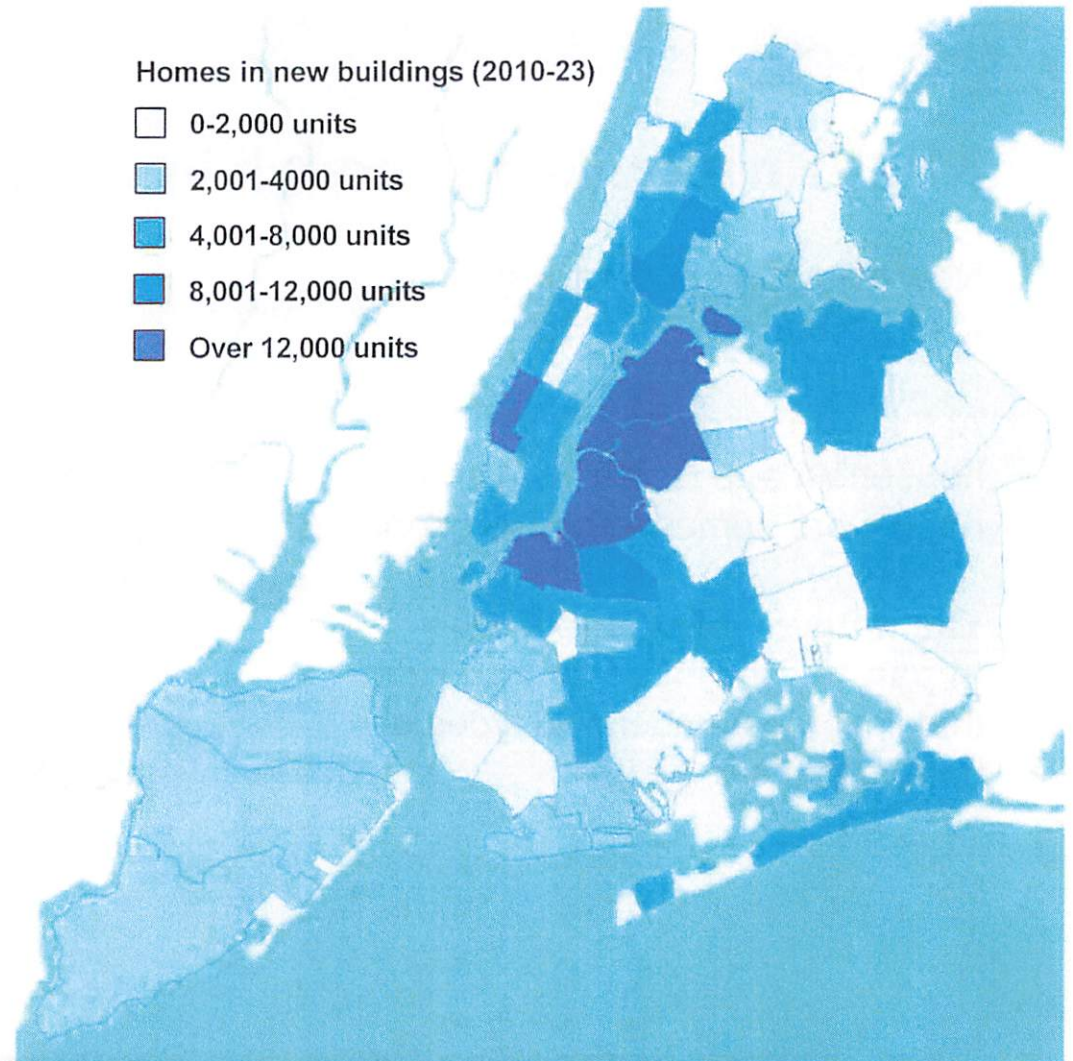
Almost all of New York City's recent housing production has been concentrated in a few neighborhoods

Some neighborhoods have created virtually zero new housing

This puts additional pressure on just a few parts of the city to produce almost all new housing

Homes in new buildings (2010-23)

- 0-2,000 units
- 2,001-4,000 units
- 4,001-8,000 units
- 8,001-12,000 units
- Over 12,000 units



Overview

When tenants have few options, landlords gain leverage

This leads to:

- High rents
- Displacement and gentrification pressure
- Segregation
- Homelessness
- Poor housing quality
- Tenant harassment

Over 52.8% of Queens renters are “rent burdened,” meaning they spend over 30% of income on rent



Overview

An average family of 3 would have to spend almost 50% of their income on rent to afford an average 2-bedroom home:

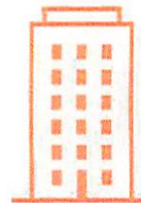
Income



\$5,833/month

A family of 3 with a household income of \$70,000 a year *

Rent



\$2,752/month

Average 2-bedroom apartment available in NYC

*Based on median household income of NYC in 2018

Overview

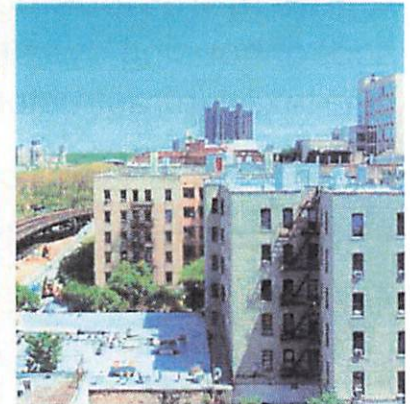
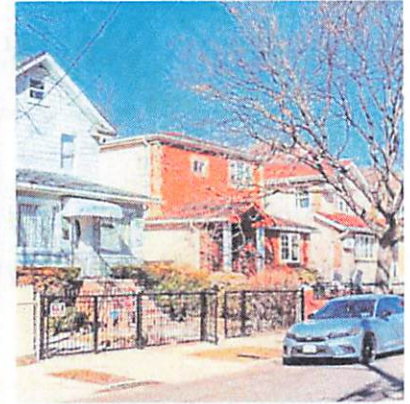
Zoning is one tool to address NYC's housing shortage

Zoning regulates the density and use of what is permitted to be built

- Zoning can include requirements for income-restricted affordable housing
- Zoning does not directly build or fund new housing
- Zoning is within the city's control

Other tools to support housing include:

- Subsidies and tax incentives to create and preserve affordable housing
- Support for homeownership models
- Tenant protections



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Overview

How can we help address the housing crisis with zoning?

We aim to update zoning rules to create **more housing** and **more types of housing** across all NYC neighborhoods.

A little more housing in every neighborhood means a lot of housing overall without dramatic change or overtaxed infrastructure. This approach can:

- Address the **root causes** of high housing costs
- Support **job growth** and New York City's **economy**
- Make NYC more **environmentally-friendly** by building more housing in areas with great access to jobs and transit



Proposal overview

Low-density proposals

- Allow for "missing middle" housing, including **town center zoning** and **transit-oriented apartment buildings**
- Help homeowners by providing additional flexibility and allowing **accessory dwelling units**

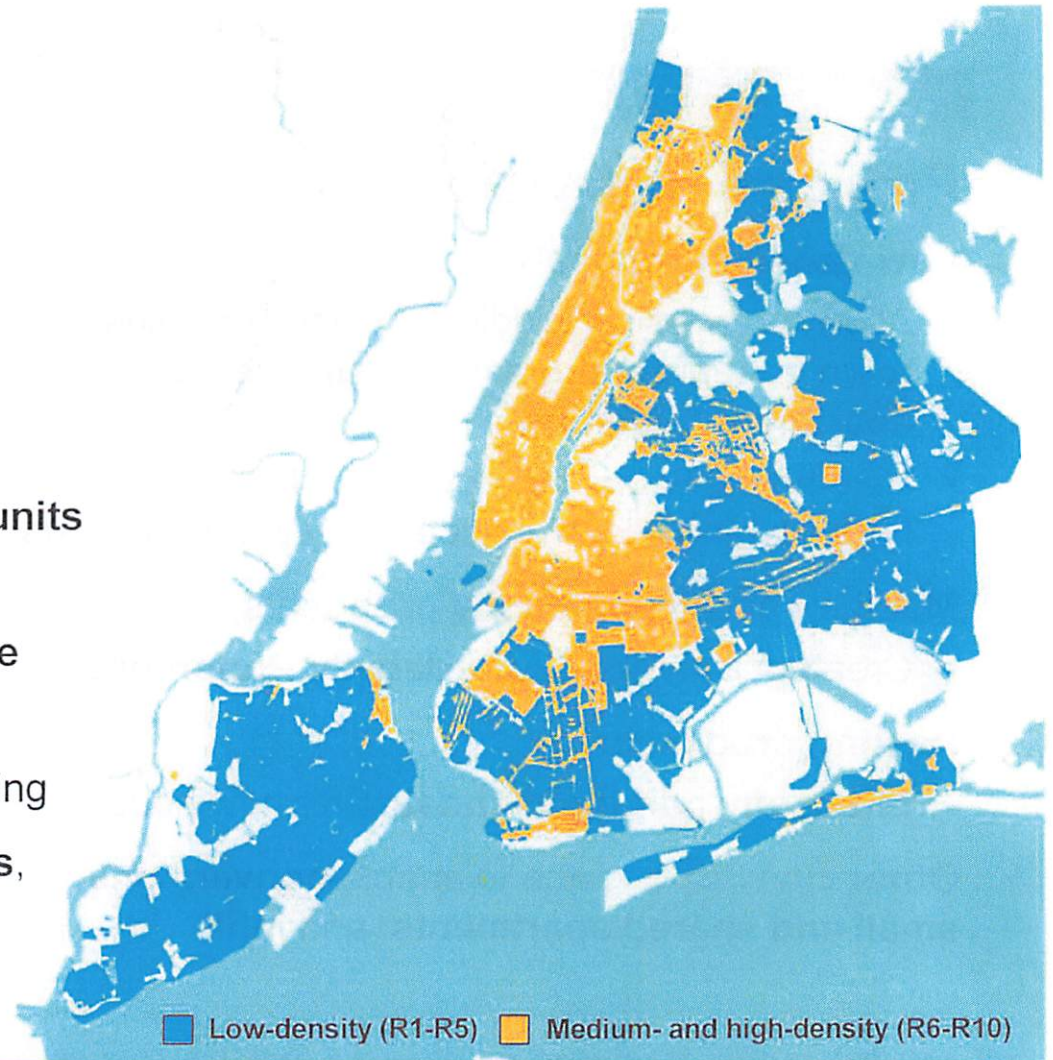
Medium- and high-density proposals

- Create a **Universal Affordability Preference**

Parking proposals

- **Lift costly parking mandates** for new housing

Other citywide actions to enable **conversions**, **small and shared apartments**, and **infill**



Housing Opportunity

Proposal overview

Low-density proposals

- Allow for "missing middle" housing, including **town center zoning** and **transit-oriented apartment buildings**
- Help homeowners by providing additional flexibility and allowing **accessory dwelling units**

Medium- and high-density proposals

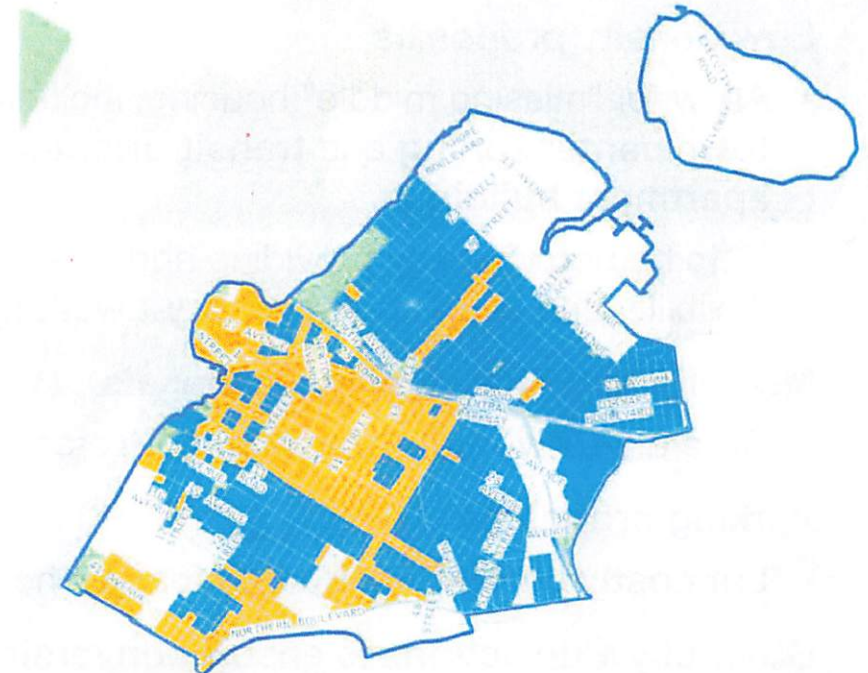
- Create a **Universal Affordability Preference**

Parking proposals

- **Lift costly parking mandates** for new housing

Other citywide actions to enable conversions, small and shared apartments, and infill

Queens CD 01





Low-density

Image credit: Alfred Twu

Low-density areas

Overview

Due to restrictive zoning, most low-density areas have stopped building new homes, contributing to our city's housing shortage

- We want to allow for the creation of a little more housing across low-density areas, in ways that won't impact neighborhood look and feel



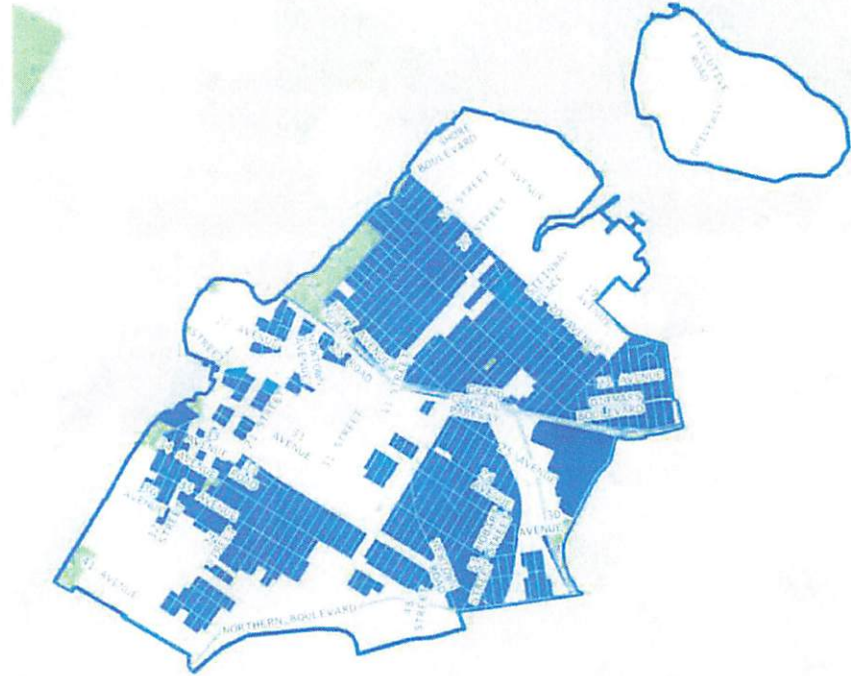
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Modest apartment buildings exist across low-density neighborhoods but could not be built today

Queens CD 01



- Community District
- 1-family districts
- 2-family districts
- LD multi-family districts

Low-density areas

Town center zoning

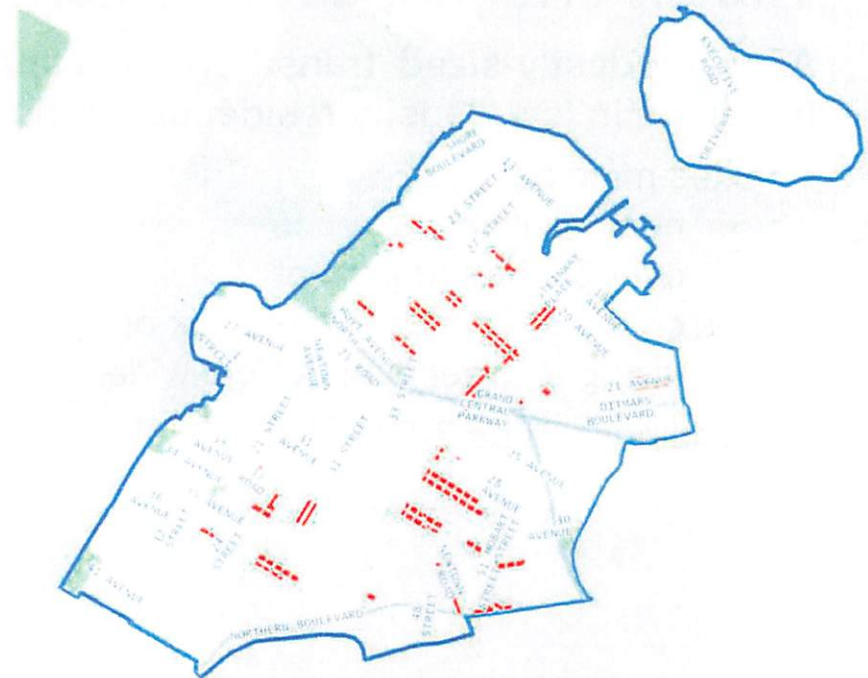
Relegalize housing above businesses on commercial streets in low-density areas

- New buildings would have 2-4 stories of residential above a commercial ground floor, mirroring existing buildings



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Queens CD 01



Community District Commercial overlays in low-density districts, where town center zoning applies

Low-density areas

Transit-oriented development

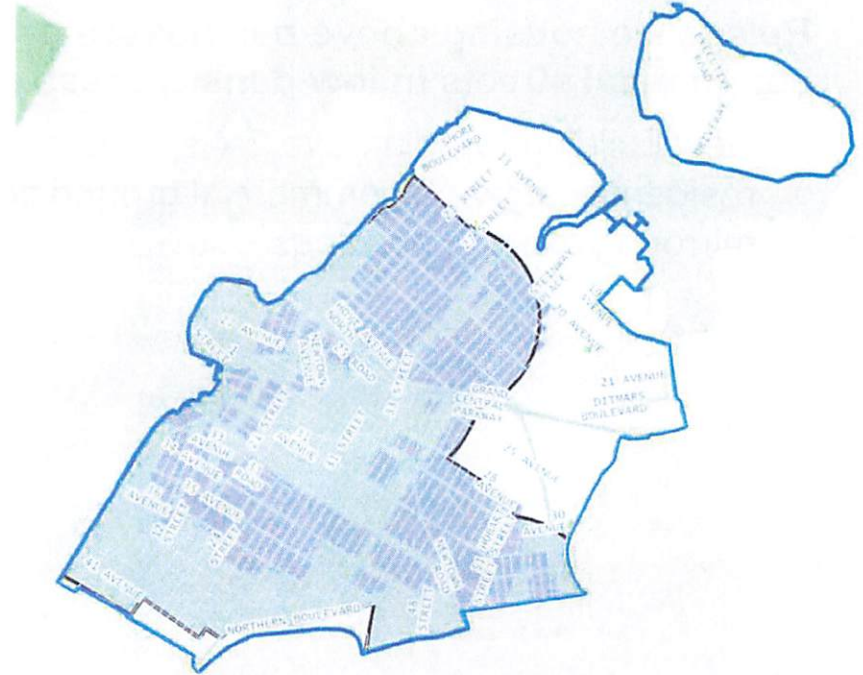
Allow modestly-sized, transit-oriented apartment buildings in low-density residence districts

- Sites must be:
 - near transit,
 - over 5,000 square feet
 - on the short end of the block or facing a street over 75 feet wide
- Buildings will be 3-5 stories



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Queens CD 01



Community District Low density districts Greater Transit Zone

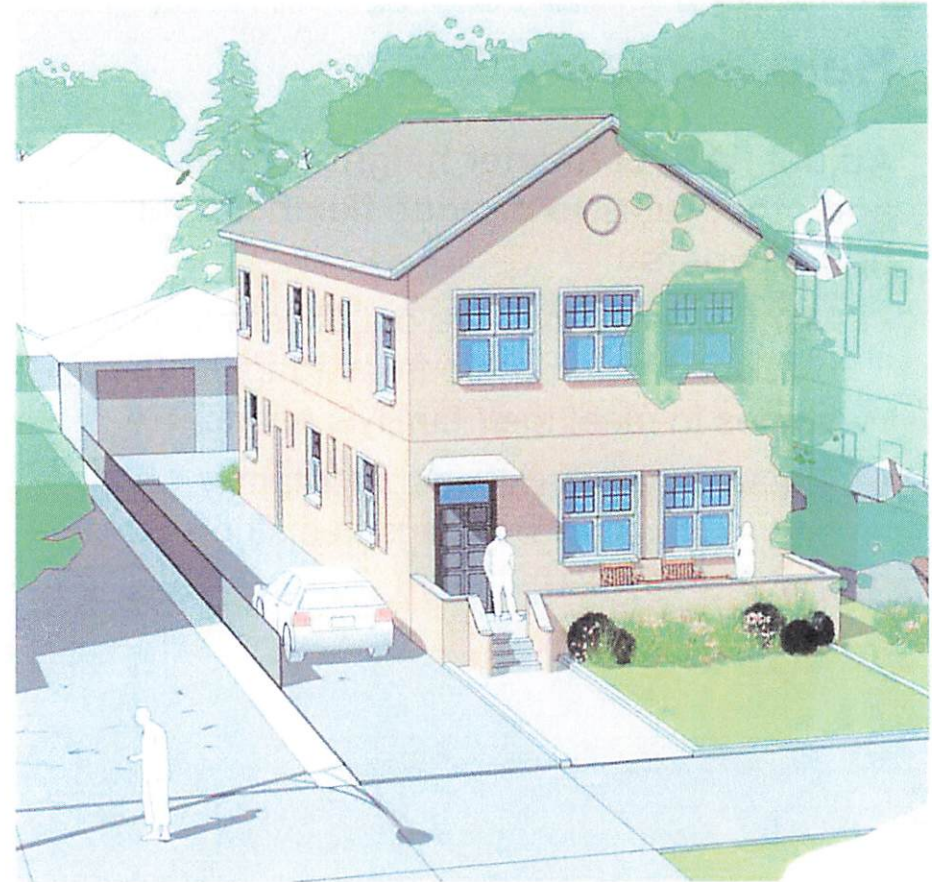
Low-density areas

Help homeowners

Allow 1- or 2-family homes to add a small accessory dwelling unit (ADU)

- ADUs provide important housing options for small households in low-density areas
- ADUs give multi-generational families more space and help homeowners pay for household expenses
- Many other cities have already legalized ADUs and experienced these benefits

Legalizing existing basement ADUs is not only a matter of zoning and would require changes to other state and local laws



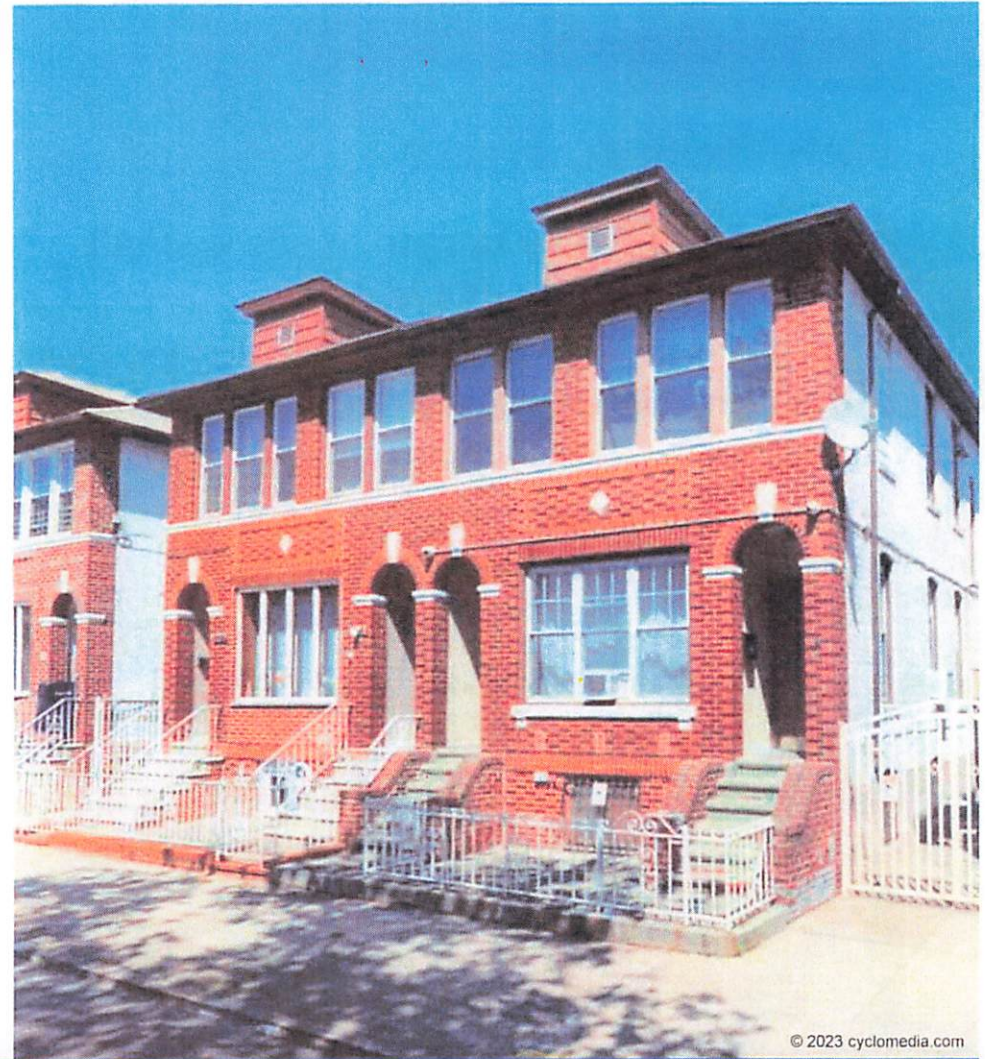
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Low-density areas

Help homeowners

Adjust FAR, perimeter heights, yards, and other rules to provide flexibility for homeowners

- Many older homes are out of compliance, blocking homeowners from adapting their homes to meet their family's needs
- These changes will enable 2-family and multi-family buildings in districts that already permit them



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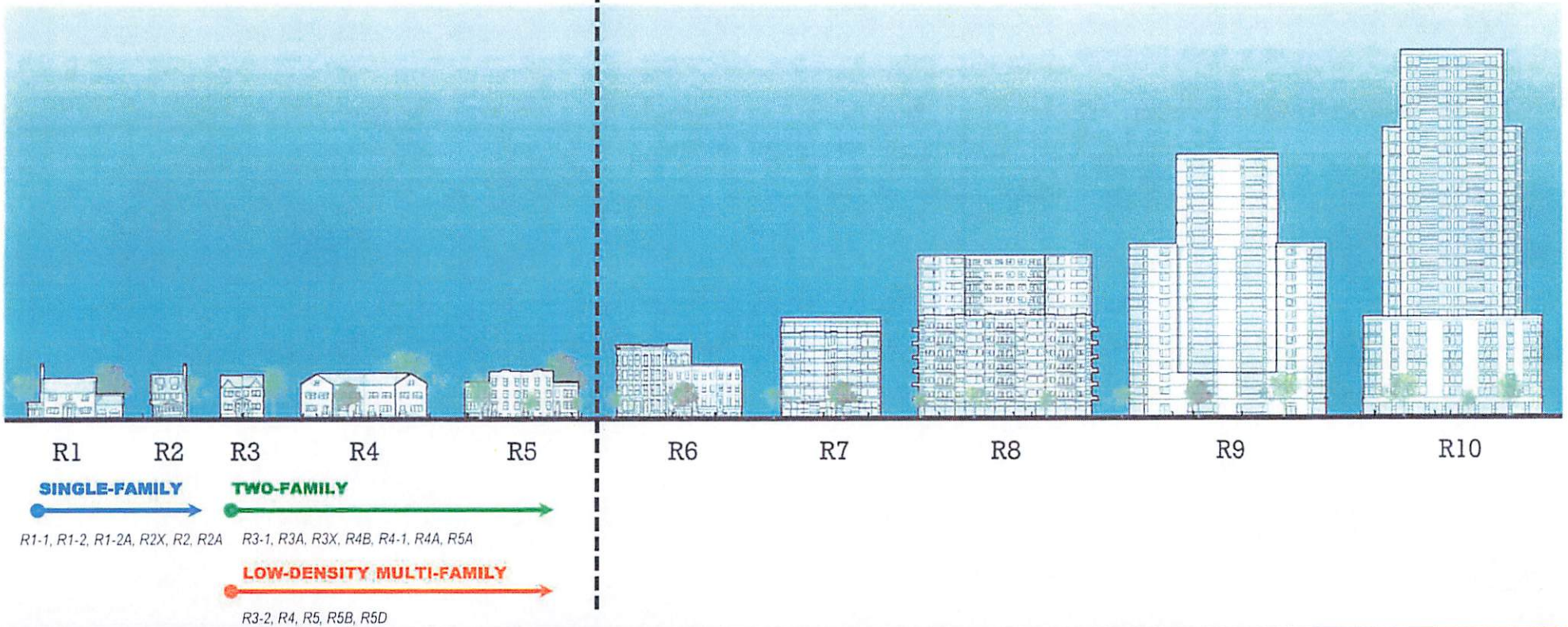


Medium- and High-density

Overview

New York City's existing residence districts

Low-density areas High-density areas



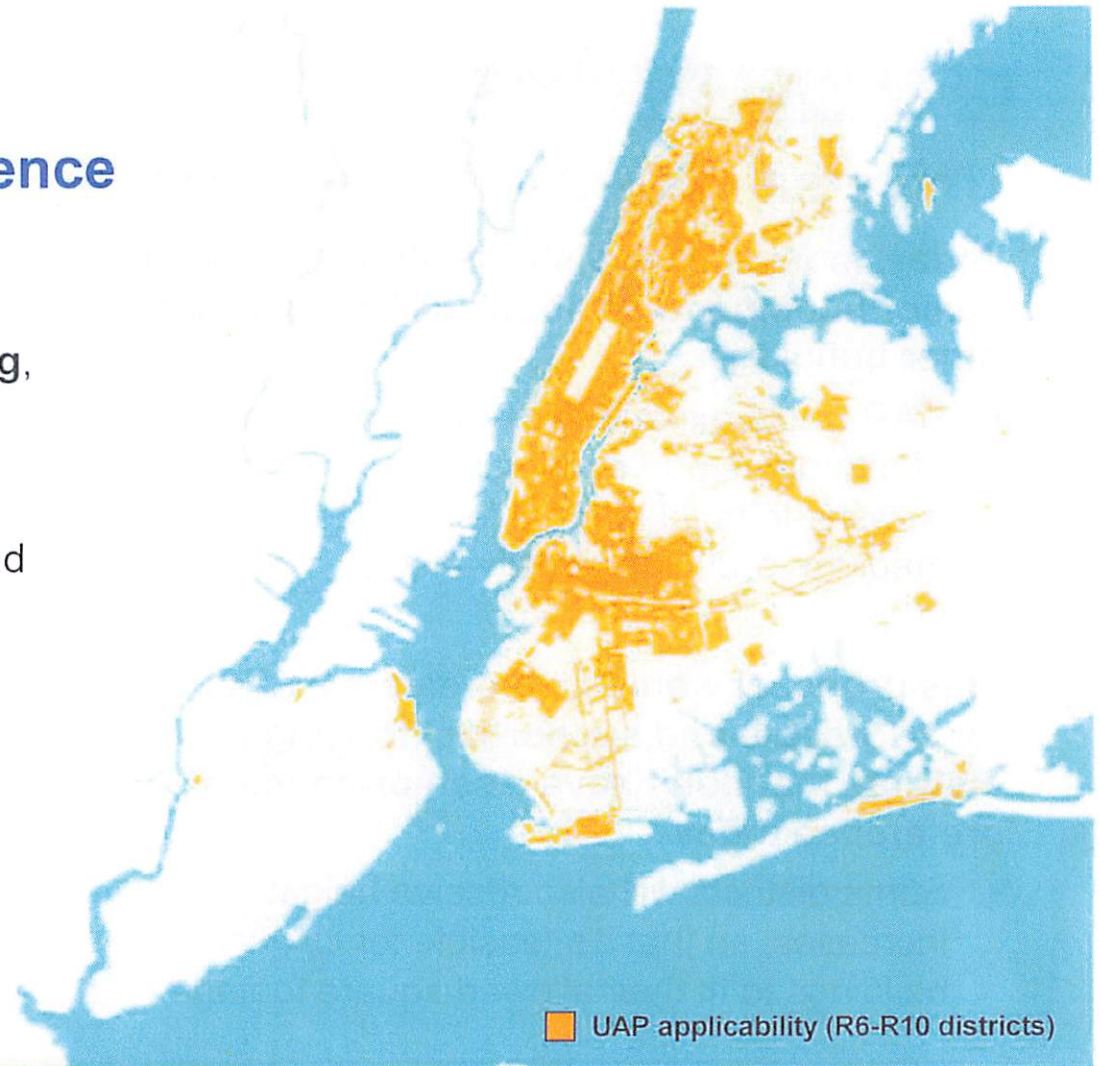
Medium- and high-density areas

Universal Affordability Preference

UAP will allow buildings to add at least **20% more housing** if the additional homes are **permanently affordable housing**, including supportive housing

UAP will enable **incremental affordable housing growth** throughout the medium- and high-density parts of the city

This will encourage **affordable housing throughout the city**, rather than concentrating it in a few neighborhoods



Medium- and high-density areas

Universal Affordability Preference

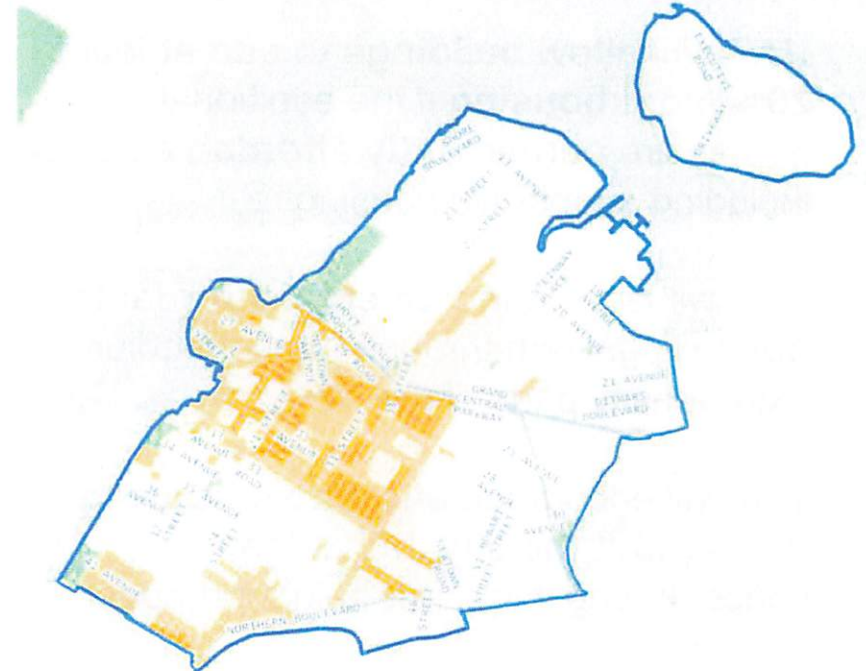
Today, most zoning districts allow affordable senior housing to be about 20% bigger than other buildings

- UAP would expand this framework to all forms of affordable and supportive housing, making it easier to build affordable housing in every medium- and high-density district

This proposal would also create a 20% bump for affordable and supportive housing in districts that don't have a senior housing preference today

- Some districts will also receive height increases, so that it's feasible for UAP buildings to fit their allowed square footage

Queens CD 01



Community District
Districts with existing senior housing preference
Districts with proposed 20% preference for affordable/supportive

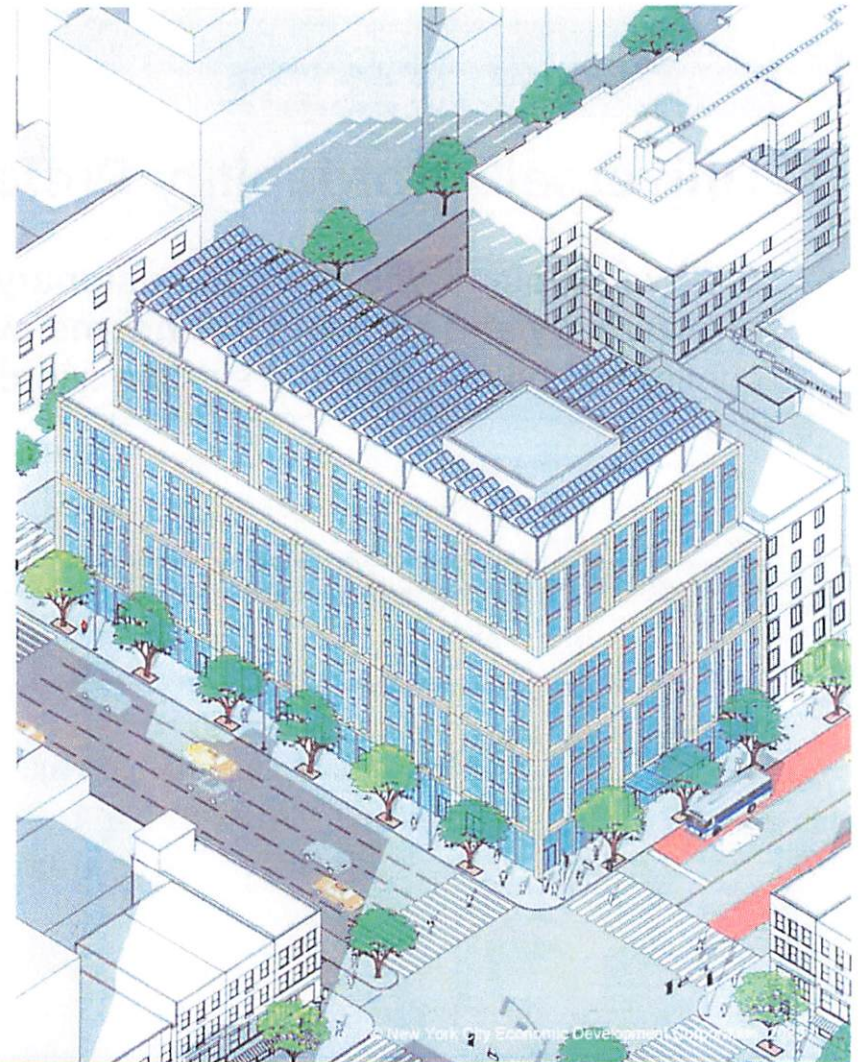
Medium- and high-density areas

Universal Affordability Preference

UAP will have an affordability requirement of 60% AMI

- Area Median Income (AMI) is a measure of affordability established by the federal government

UAP will also allow income averaging, allowing a wider range and more deeply affordable homes



Universal Affordability Preference

UAP will replace Voluntary Inclusionary Housing (VIH), achieving deeper affordability and allowing for income averaging. Mandatory Inclusionary Housing will continue to be mapped and existing affordability requirements will remain in place.

Voluntary Inclusionary Housing (VIH)
80% AMI with no income averaging

What this meant for New Yorkers:

All income-restricted units in a VIH building were 80% AMI (\$101,686 for a family of 3 or \$2,796 for rent for a 2-bedroom home)

Universal Affordability Preference (UAP)
60% AMI with income averaging

What this means for New Yorkers:

Homes at a mix of incomes to reach 60% AMI, including more deeply affordable units. For example, a UAP building could include:

	Income for a family of 3	Rent for a 2-bedroom
30% AMI	\$38,130	\$1,084
60% AMI	\$76,260	\$2,097
90% AMI	\$114,390	\$3,142

Estimates from HUD Guidelines 2024 and NYC HDC. Rents for specific projects may differ

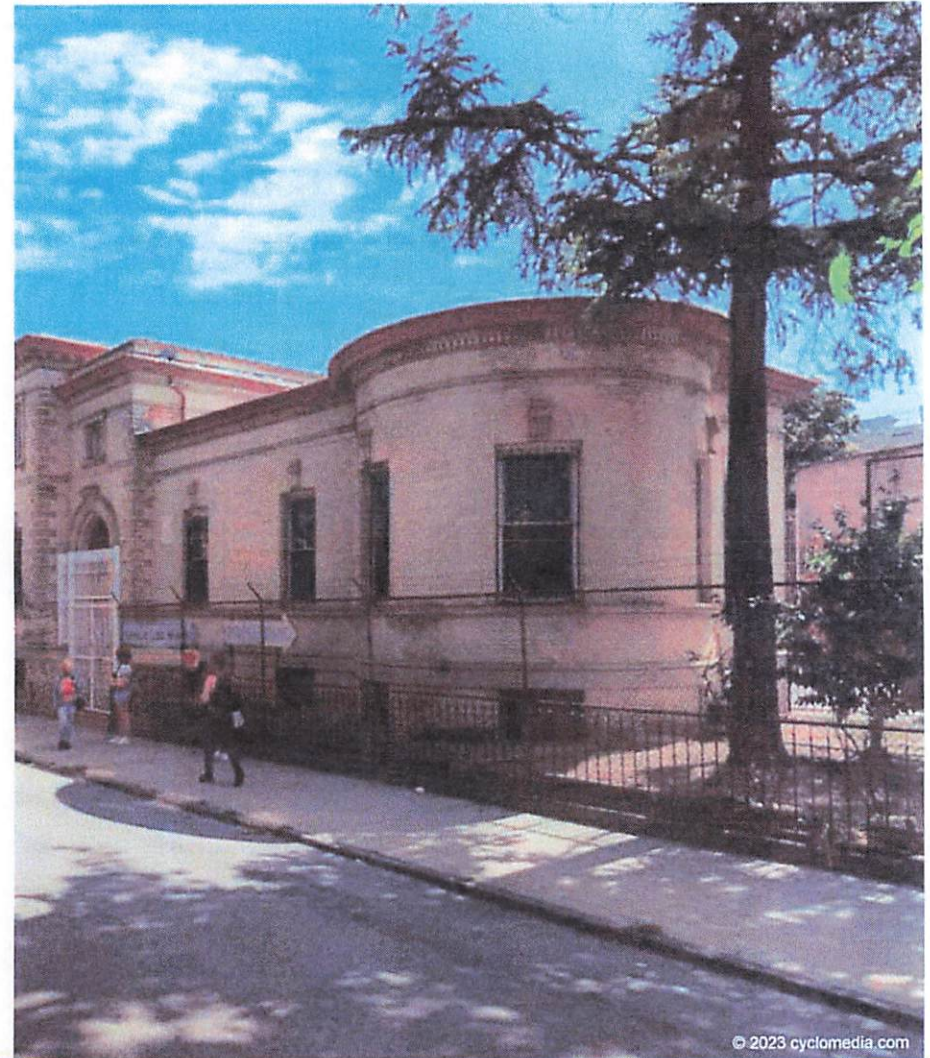
Medium- and high-density areas

Universal Affordability Preference

Example: A church in an R6 district wants to partner with a developer to rebuild the church and put housing on top

Today: The site is limited to **3.0 FAR**, which results in about **35 units**

Proposal: If affordable and supportive housing got **3.9 FAR** like AIRS, the site could get **10-12 more units** as long as anything above 3.0 FAR is permanently affordable



Medium- and high-density areas

Universal Affordability Preference

Without UAP



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With UAP



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If UAP had been in place since 2014, an **additional 20,000 income-restricted affordable homes** could have been created – enough to house 50,000 New Yorkers

Medium- and high-density areas

Updates to Mandatory Inclusionary Housing

Allow MIH Option 3 to be a standalone option

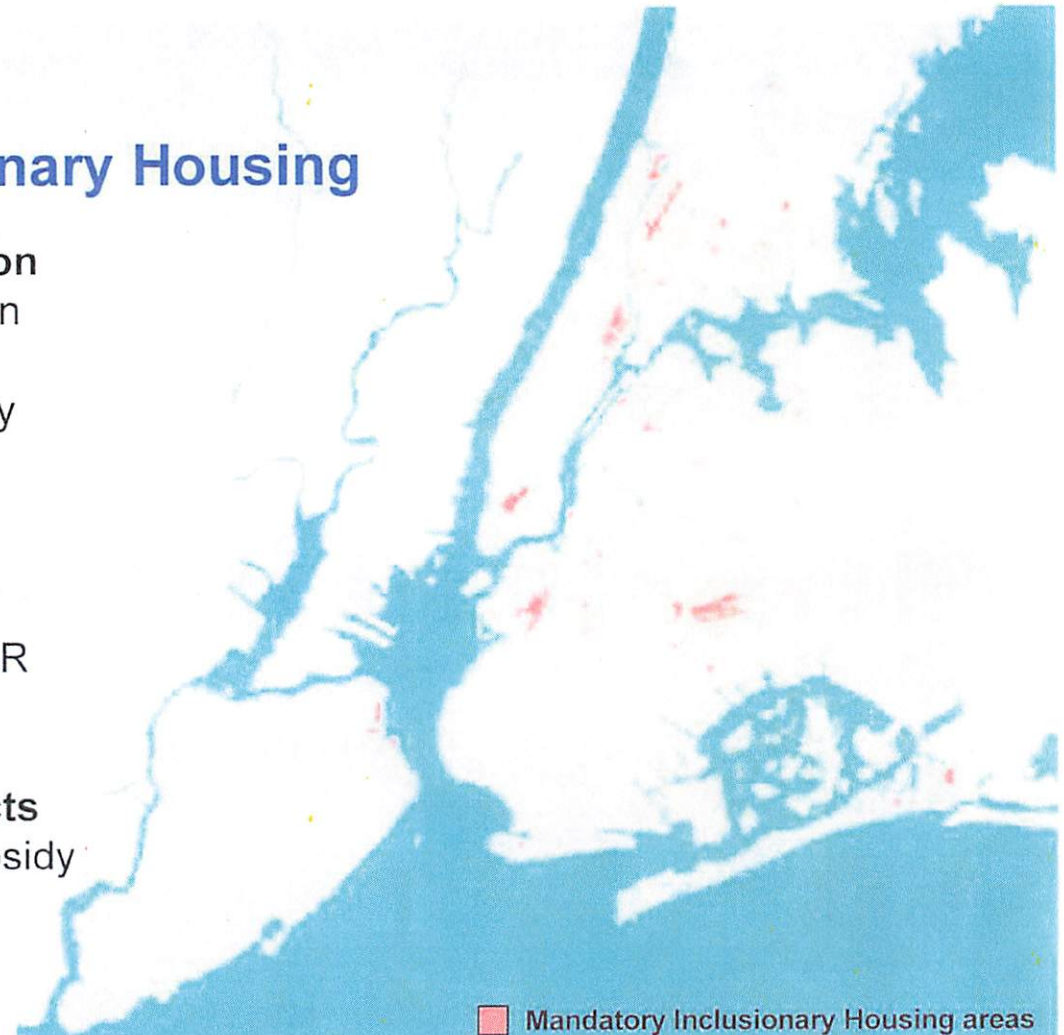
- MIH Option 3 requires a 20% set-aside at an average of 40% AMI
- Requested by the Speaker, members of City Council, and many housing advocates

Equalize MIH FARs for districts where UAP FAR is higher

- Ex: R6A MIH will change from 3.6 to 3.9 FAR
- MIH Options will stay the same

Streamline rules for 100% affordable projects

- Reduces conflicts with term sheets and subsidy programs
- Facilitates affordable homeownership





Citywide

Parking

End parking mandates

Make parking optional in new buildings, as many other cities have done

Mandated parking is extremely expensive to provide

- These costly mandates drive up rents and prevent new housing from being built
- This is an obstacle to housing growth, especially affordable housing

Parking will still be allowed, and projects can add what is appropriate at their location

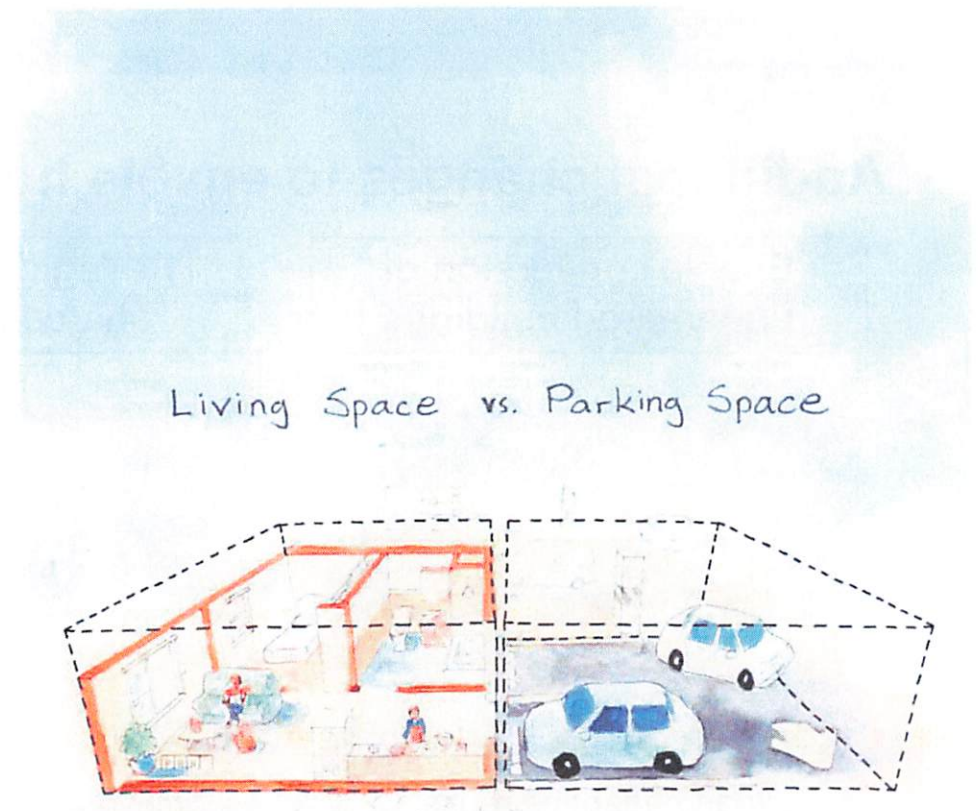
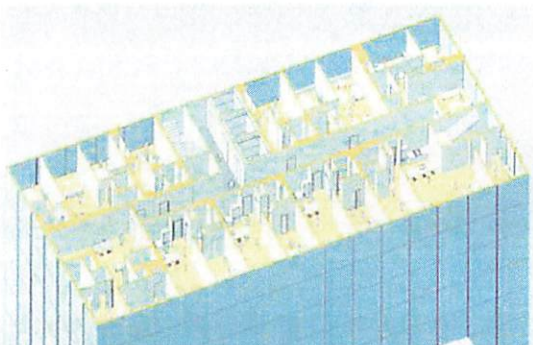


Image Credit: Parking Reform Network, 2022

Two parking spaces take up nearly the same space as a studio apartment

Additional changes to enable housing

Enable conversion of under-used buildings



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Expand adaptive reuse regulations citywide, move the eligibility date from 1961 to 1991

Re-legalize small and shared apartments



Image credit: Alfred Twu

Remove arbitrary zoning rules to allow small and shared apartments in central locations, easing pressure on family-size units

Eliminate barriers to contextual infill



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Allow new contextual housing on sites in non-contextual districts, including campuses and irregular sites

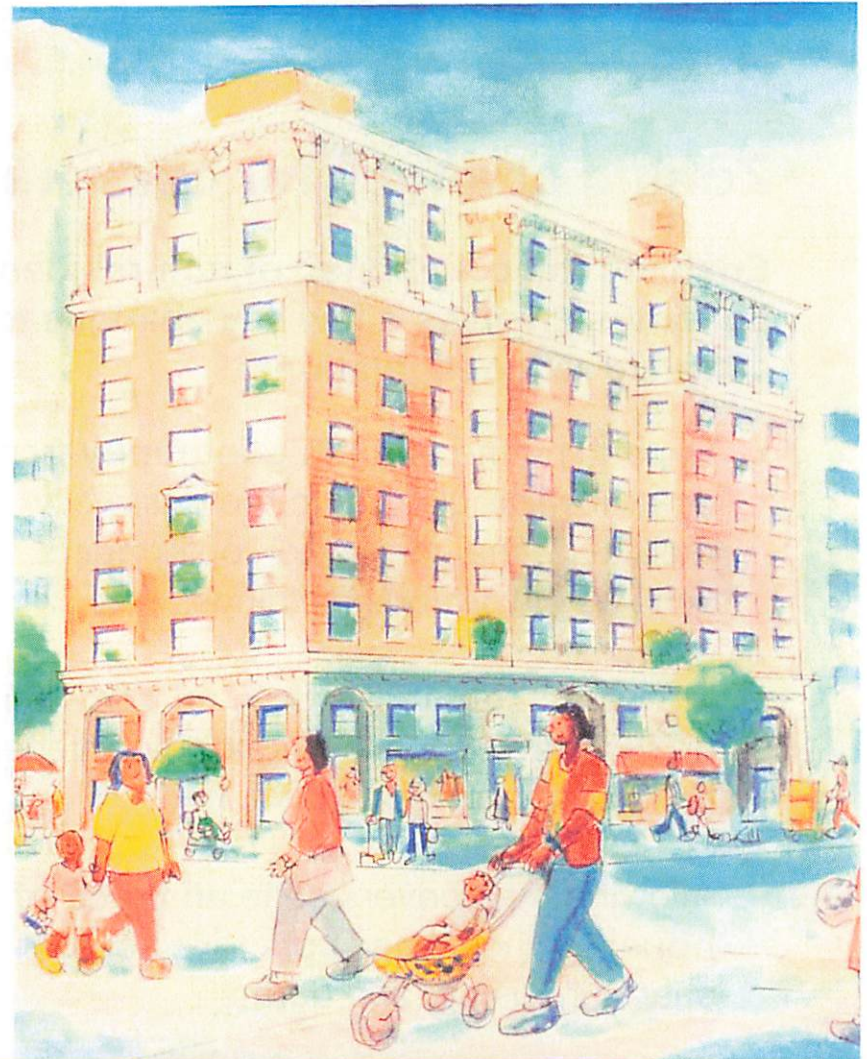
Conversions

Conversions of underused non-residential buildings

Proposal: Extend existing “adaptive reuse” regulations to more parts of the city and to more buildings, including vacant offices

- Today, many existing buildings built after 1961 or located outside of major office centers cannot convert into housing

Making it easier to convert non-residential buildings can deliver much-needed homes to New Yorkers

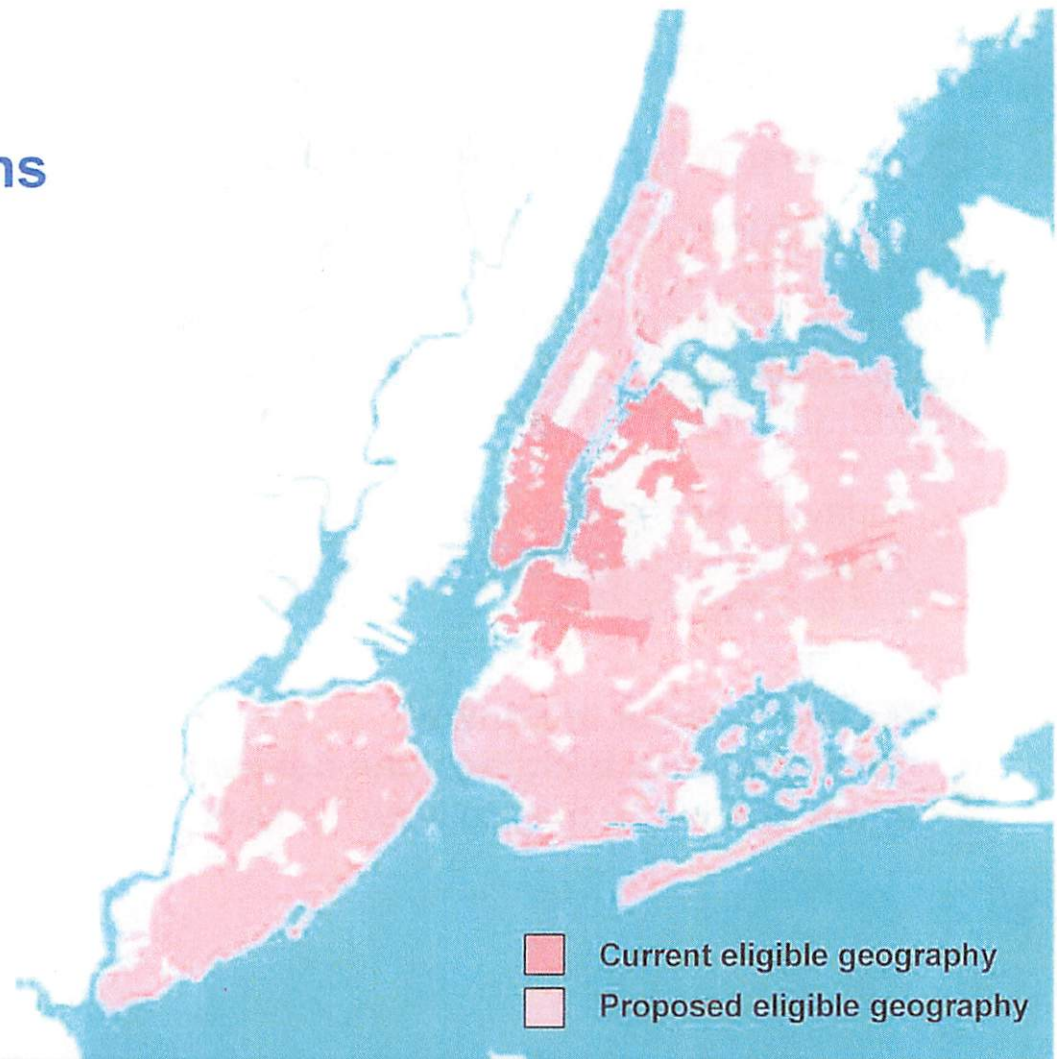


Conversions

Zoning changes for conversions

Enabling the conversion of non-residential buildings involves a few key changes to adaptive reuse regulations:

- Expanding the **eligible geography** from central office districts to the entire city, facilitating the conversion of former schools or religious buildings
- Moving the **eligibility date** up from 1961 or 1977 to **1990**, allowing for more recent buildings to convert
- Allowing the conversion to **all types of housing**, including supportive housing, shared housing, and dorms



Small and shared apartments

Small and shared apartments

Proposal: Remove outdated rules preventing studio apartments and homes with private bedrooms but shared kitchens or common facilities

- These kinds of homes have historically filled an important role in the housing market but have been made illegal in part due to prejudice and exclusion

Small and shared homes provide important housing options for young people and others who struggle to find low-cost housing options or wish to live alone

Enabling them in central locations can also help ease pressure on family-size homes elsewhere



Small and shared apartments

Zoning changes for shared housing

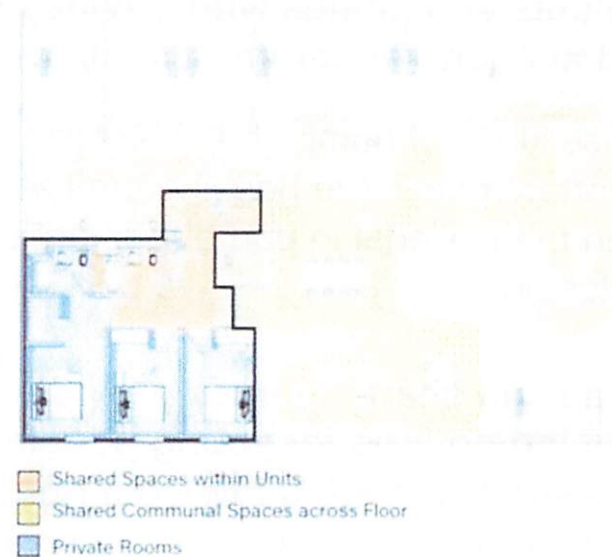
Zoning currently does not have a clear path for building shared housing

Creating clear definitions and rules would:

- Make it possible to build shared housing in any multi-family zoning district
- Enable a range of new shared housing projects, including affordable shared housing
- Help legalize existing, unregulated shared housing

Other cities have re-legalized shared housing, meeting a need for younger and older households in tight housing markets

Shared Housing



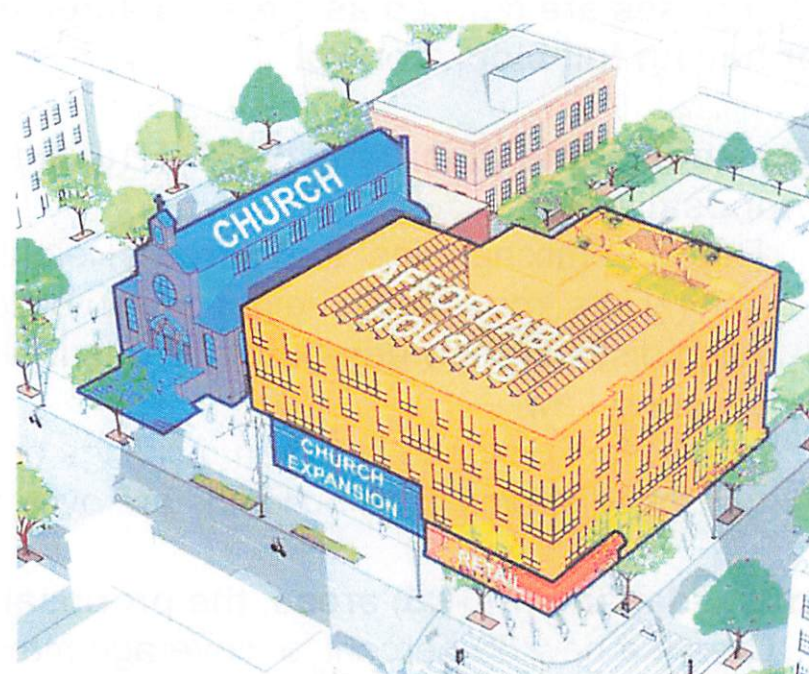
Allow contextual infill on campuses and irregular sites

Allow new contextual housing on campuses

- Streamline complex rules so that campuses can use existing development rights to add height-limited buildings

Other changes to enable contextual infill on irregular or challenged sites

- Expand the applicability of flexible contextual envelopes
- Eliminate the outdated Sliver Law in favor of height-limited contextual height limits
- Update waterfront rules to allow for housing, particularly affordable housing



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Campus infill rules

Campuses are defined as sites 1.5 acres or larger or having full block control

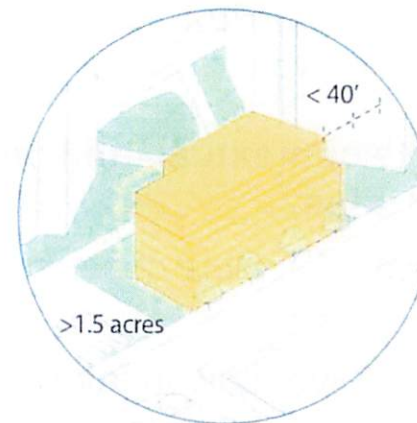
In medium- and high-density (R6-R10) areas, the proposal would:

- Replace “mixing rules” that prevent Height Factor zoning lots from adding height-limited buildings
- Align distance-between-buildings with Multiple Dwelling Law
 - 40-foot distance between buildings or an 80-foot distance if the buildings are over 125'

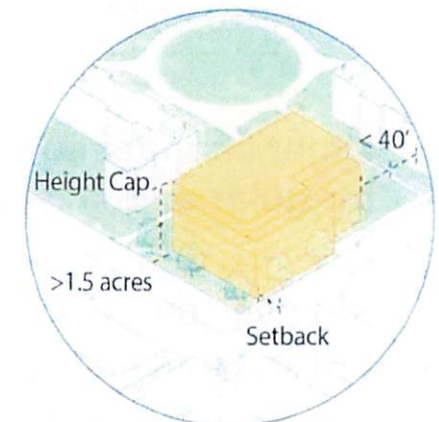
In low-density (R1-R5) areas, the proposal would:

- Create a new 50-percent lot coverage maximum
- Establish new campus height limits
 - 45' for R3-2 districts, 55' for R4 districts, and **65'** for R5 districts

High-Density Campuses (R6-R10)



Low-Density Campuses (R1-R5)

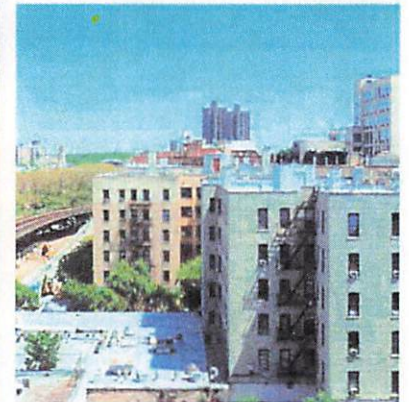
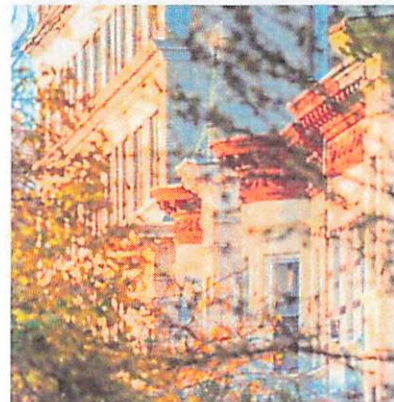
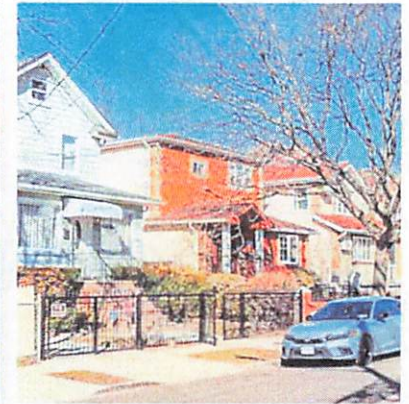




Conclusion

How will these changes address our housing needs?

- **A little more housing** in every neighborhood and **more housing types** for the full range of New Yorkers
- **Significantly more affordable housing**
- **Less pressure on gentrifying neighborhoods** and areas hit hardest by the housing shortage and exclusionary zoning
- **Ending exclusionary zoning** in low-density areas
- **Accessory dwelling units** will support homeowners and multigenerational families
- More **sustainable** transit-oriented development



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City of Yes for Housing Opportunity

Image credit: Alfred Twu

Stay in touch!

Email the project team at HousingOpportunity@planning.nyc.gov with questions, concerns, and to be signed up for email alerts on this project.



Approximate schedule of public review, for illustrative purposes only

Appendix

Medium- and high-density areas

UAP and Inclusionary Housing

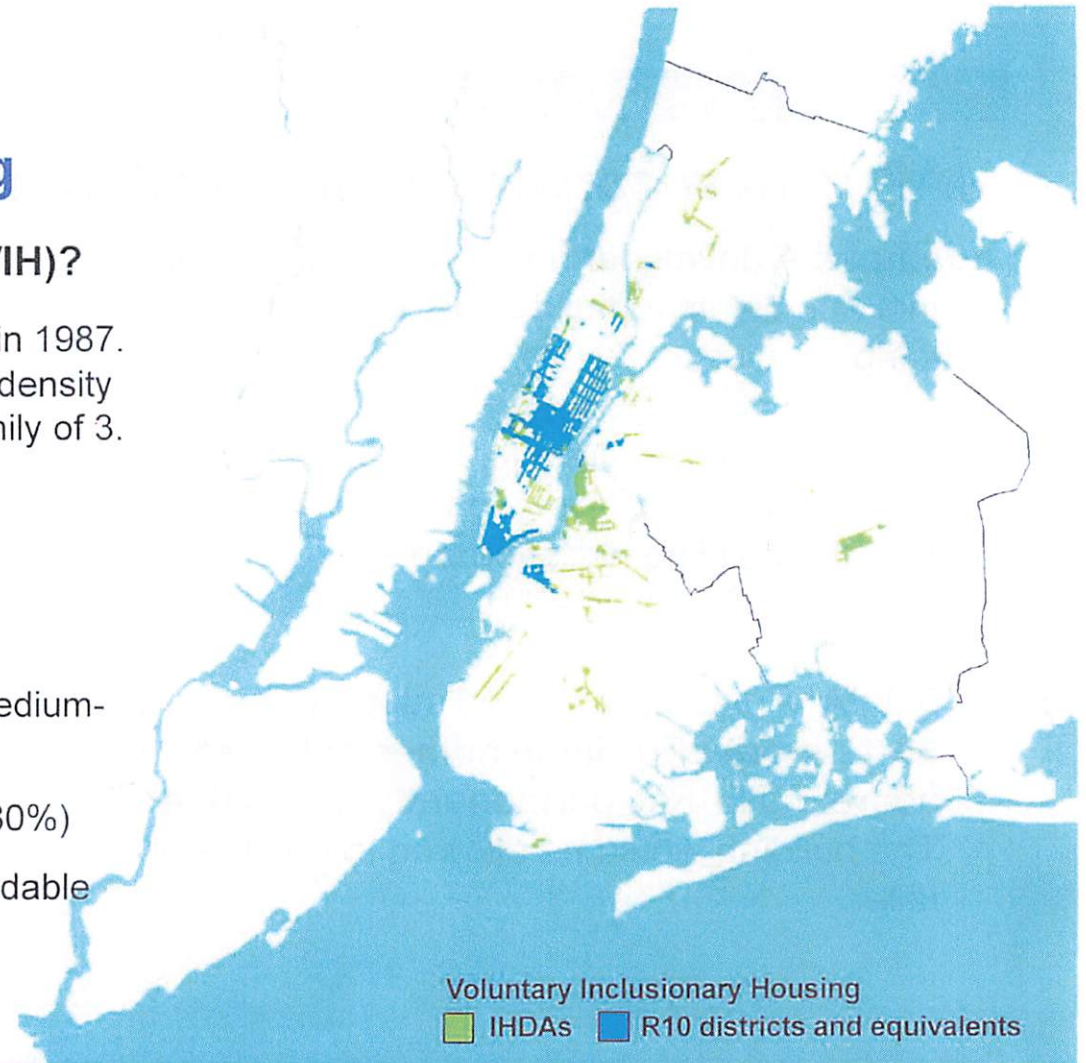
What is Voluntary Inclusionary Housing (VIH)?

VIH is an optional affordable housing tool created in 1987. Today, VIH covers only 13% of medium- and high-density areas. VIH AMIs are at 80%, or \$101,686 for a family of 3.

What will happen to VIH?

UAP will replace VIH. Some advantages are:

- Expands inclusionary framework to 100% of medium- and high-density areas
- Has an average AMI lower than VIH (60% vs. 80%)
- Allows income-averaging to create deeply affordable housing and to serve a wider range of families



Medium- and high-density areas

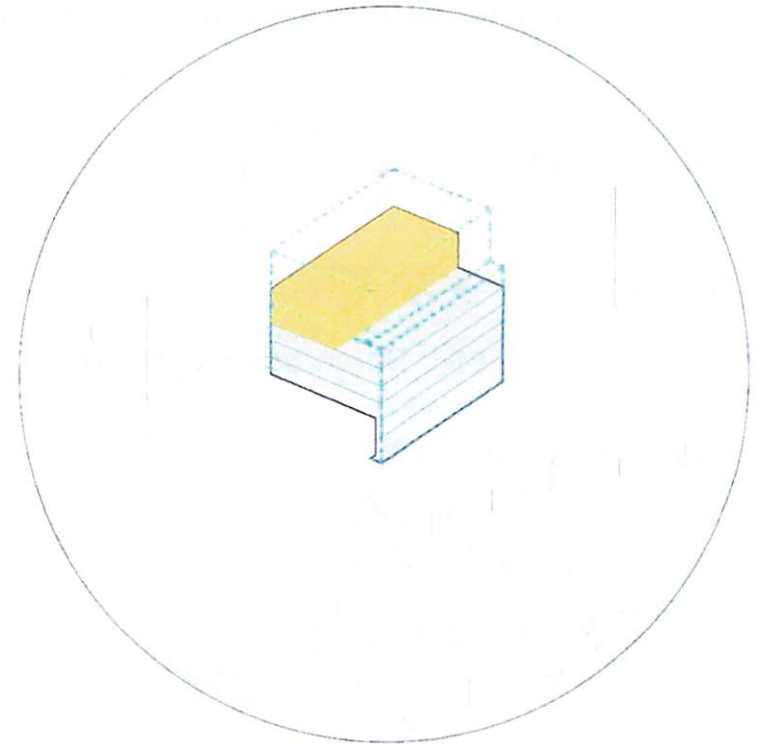
UAP in new construction mixed-income housing

Example: A developer has a vacant site in an R6 district and wants to build a mixed-income building.

Today: The site is limited to **3.0 FAR**, which results in about **35 units**, regardless of how many units in the building are affordable.

Proposal:

- **3.9 FAR** for affordable and supportive housing
- **10-12 more affordable homes** only if anything above 3.0 FAR is **permanently affordable**
- The building would be allowed to be 10 feet taller



Medium- and high-density areas

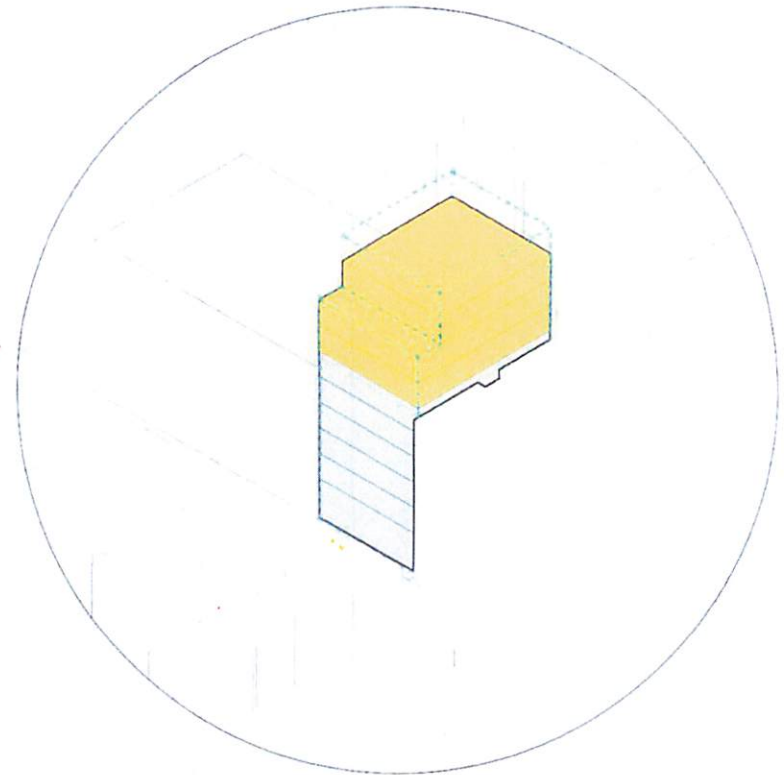
UAP in new construction 100% affordable housing

Example: A city-owned site in an R8B district is going to be used for affordable housing.

Today: The site is limited to **4.0 FAR**, which results in about **47 units**. R8B districts do not have a senior housing preference.

Proposal:

- **4.8 FAR** for affordable and supportive housing, a **20% bump**
- The site could get **9-10 more permanently affordable homes**
- The building will also be allowed to be **30 feet taller** than it would be today.



Medium- and high-density areas

UAP (R6-R8)

	FAR		Base Height		Max Height	
	Basic*	Proposed	Current	Proposed	Current	Proposed
R6B	2.00	2.40	40	45	50	65
R6 Narrow	2.20	3.90	45	65	55	95
R6 Wide Outside MN Core	3.00	3.90	65	65	70	95
R6A	3.00	3.90	60	65	70	95
R6D	**n/a	3.00	**n/a	55	**n/a	75
R7 Narrow or in MN Core	3.44	5.00	65	85	75	115
R7 Wide Outside MN Core	4.00	5.00	75	85	80	115
R7-3	5.00	6.00	**n/a	105	**n/a	145
R7A	4.00	5.00	65	85	80	115
R7B	3.00	3.90	65	65	75	95
R7D	4.66	5.60	85	95	100	125
R7X	5.00	6.00	85	105	120	145
R8B	4.00	4.80	65	85	75	105
R8 Wide Outside MN Core	7.20	8.64	95	125	130	175
R8 Narrow or in MN Core	6.00	7.20	85	105	115	145
R8A	6.00	7.20	85	105	120	145
R8X	6.00	7.20	85	105	150	175

*Basic FAR and heights represent existing Quality Housing building envelopes.

** District does not have current FAR base or maximum building height due to it being a newly added district.

Medium- and high-density areas

UAP (R9-R12)

	FAR		Base Height		Max Height	
	Basic*	Proposed	Current	Proposed	Current	Proposed
R9 Narrow	7.50	9.00	95	135	135	185
R9 Wide	7.50	9.00	105	135	145	185
R9A Narrow	7.50	9.00	95	135	135	185
R9A Wide	7.50	9.00	105	135	145	185
R9X Narrow	9.00	10.80	120	155	160	215
R9X Wide	9.00	10.80	120	155	170	215
R9D	9.00	10.80	85	155	--	215
R10 Narrow	10.00	12.00	125	155	185	235
R10 Wide	10.00	12.00	155	155	210	235
R10A Narrow	10.00	12.00	125	155	185	235
R10A Wide	10.00	12.00	150	155	210	235
R10X	10.00	12.00	85	155	--	235
R11A, R11	**n/a	12.50	**n/a	155	**n/a	325
R12	**n/a	15.00	**n/a	155	**n/a	395

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Medium- and high-density areas

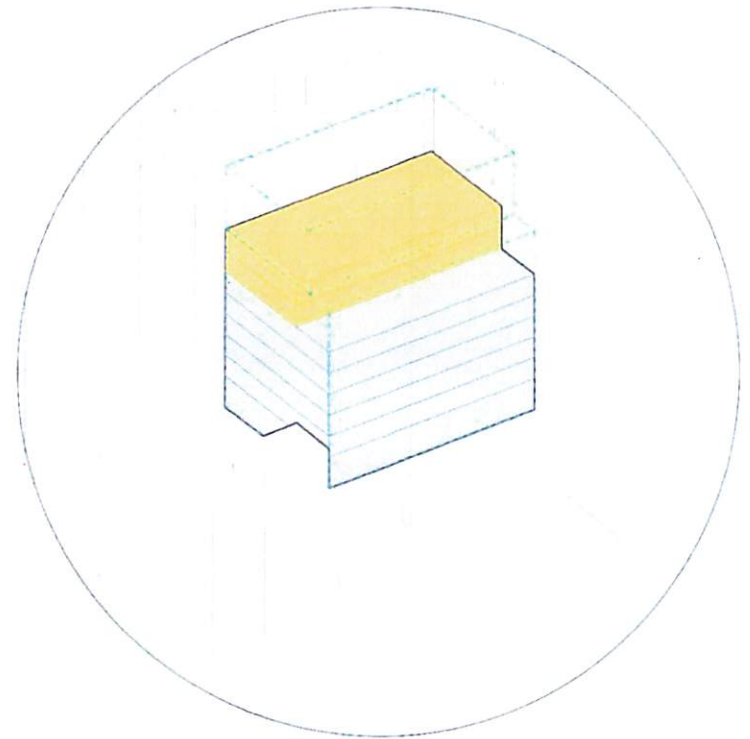
Mixed-income building in an MIH area

Example: A developer wants to build a new building in an **R7A district**. This site was recently rezoned and is subject to **Mandatory Inclusionary Housing (MIH)**

Today: The site is limited to **4.6 FAR**, This results in about **54 units**, **25-30%** of which MIH requires to be affordable

Proposal:

- **Increase overall FAR to 5.0** and keep MIH affordability requirement in place
- **59 total units**, **20-30%** of which are permanently affordable



Medium- and high-density areas

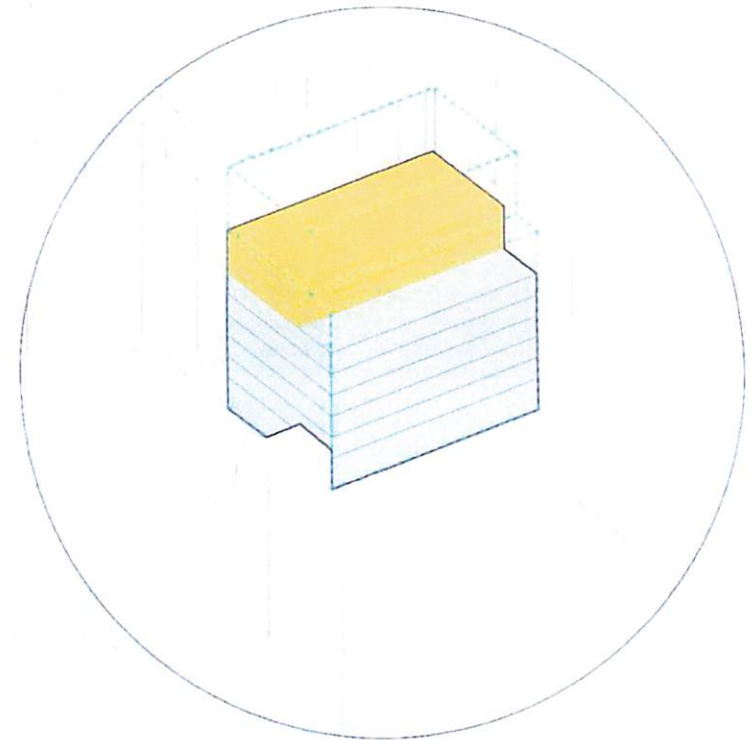
Mixed-income building in an MIH area

Example: A developer wants to build a new building in an **R7A district**. This site was recently rezoned and is subject to **Mandatory Inclusionary Housing (MIH)**

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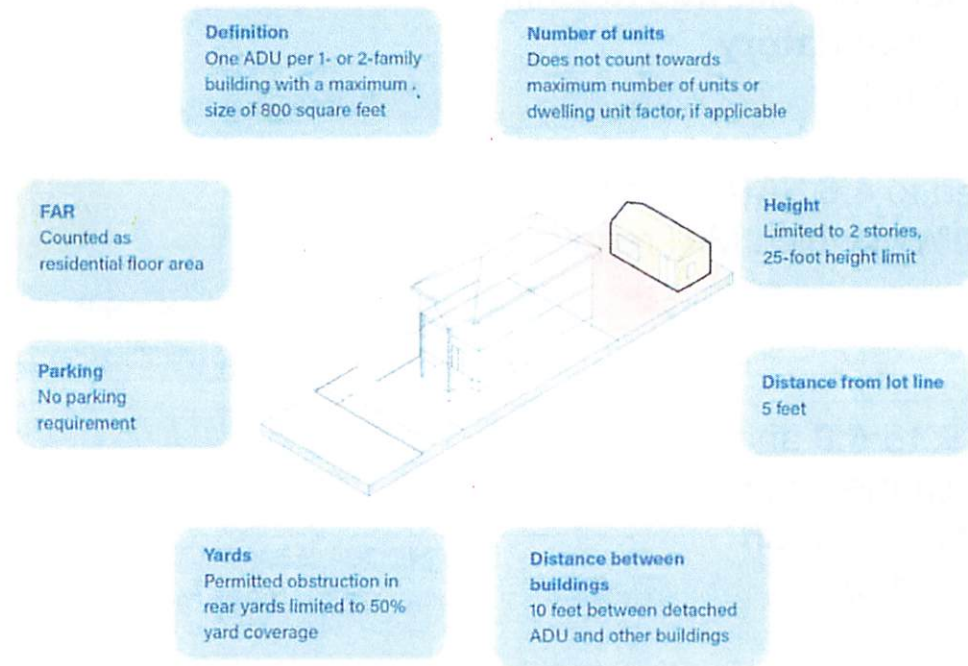
Proposal:

- **Increase overall FAR to 5.0** and keep MIH affordability requirement in place
- **59 total units**, **20-30%** of which are permanently affordable



Accessory Dwelling Units

How ADUs Work



ADUs

Zoning changes

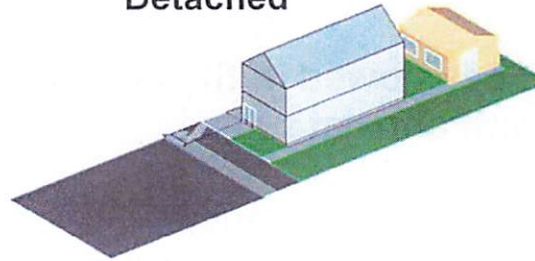
One ADU will be allowed per 1- or 2-family home

- ADUs will be limited to 800 square feet
- ADUs will have to be 5 ft from the lot line and 10 ft from other buildings
- Detached ADUs will have a height limit of 2 stories

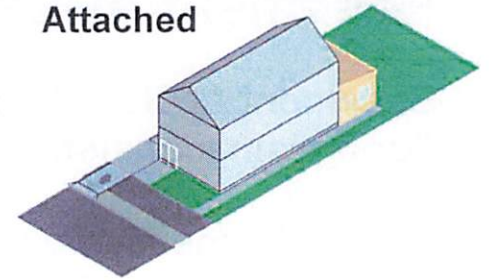
New rules will also make it easier to convert an existing space – like a garage – into an ADU

- ADUs will need to comply with other rules, like the Building Code and Multiple Dwelling Law

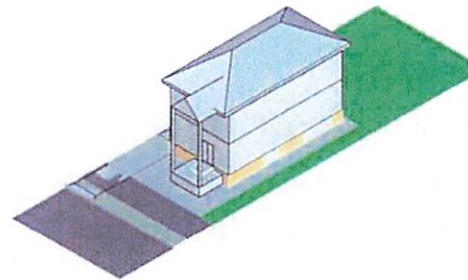
Detached



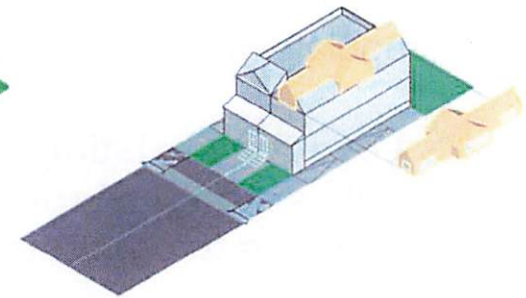
Attached



Basement



Attic



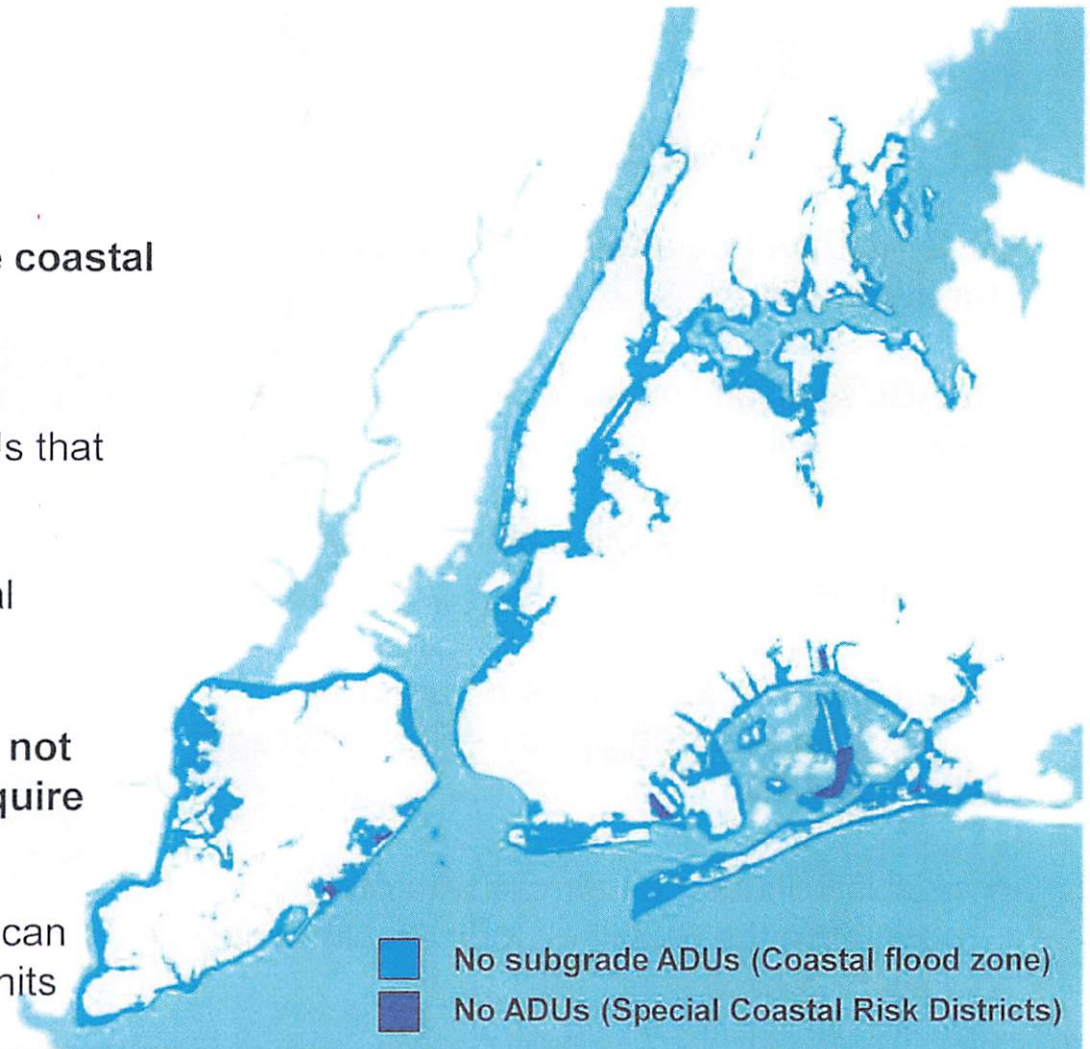
Basement ADUs

Basement ADUs will not be allowed in the coastal flood plain, consistent with current rules

- An interagency working group is currently developing regulations for basement ADUs that may be at risk of stormwater flooding
- These homes may be subject to additional regulations or review

Legalizing existing basement ADUs is not only a matter of zoning, and would require changes to other state and local laws

The Adams administration will do what it can to enable the safe legalization of these units



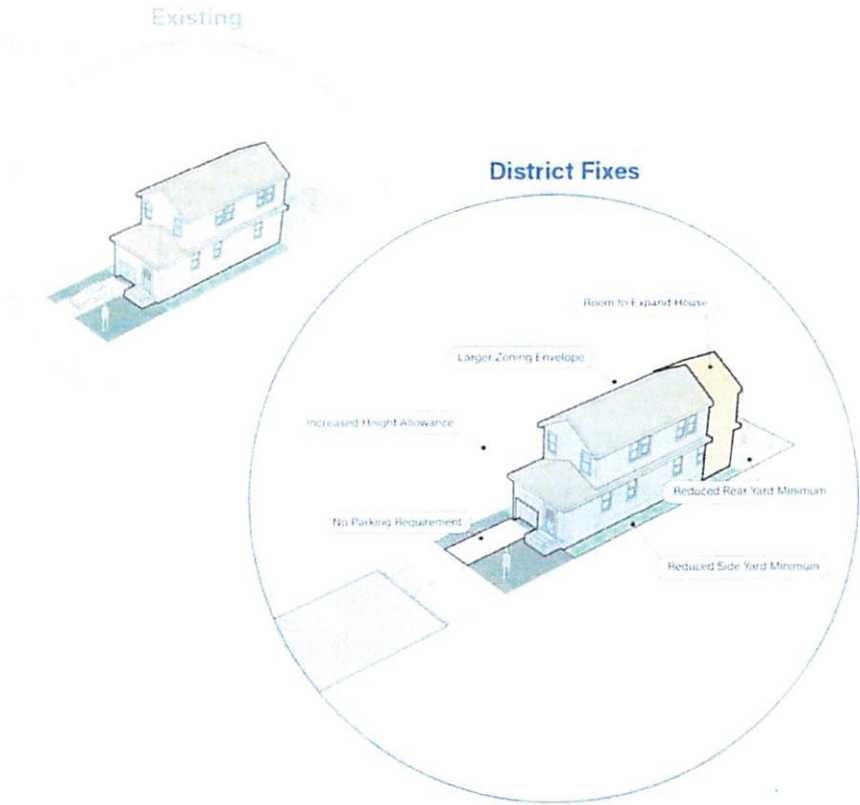
Low-density

Low-density district fixes

	Allowed Housing Typology	Min. Lot Size		Min. Lot Width		FAR		Max Base Height		Max Height	
		Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Single-Family Districts	R1-1	9,500	4,750	100	50	0.50	0.75	25	25	25	35
	R1-2	5,700	4,750	60	50	0.50	0.75	25	25	25	35
	R1-2A	5,700	4,750	60	50	0.50	0.75	25	25	35	35
	R2X	2,850	2,850	30	30	1.00	1.00	21	25	35	35
	R2	3,800	2,850	40	30	0.50	0.75	25	25	25	35
	R2A	3,800	2,850	40	30	0.50	0.75	21	25	35	35
Two-Family Districts	R3-1*	3,800	2,375	40	25	0.60	0.75	21	25	35	35
	R3A	2,375	2,375	25	25	0.60	0.75	21	25	35	35
	R3X	3,325	2,850	35	30	0.60	0.75	21	25	35	35
	R4-1*	2,375	2,375	25	25	0.90	1.00	25	25	35	35
	R4A	2,850	2,375	30	25	0.90	1.00	21	25	35	35
	R4B*	2,375	2,375	25	25	0.90	1.00	--	--	24	25
	R5A	2,850	2,375	30	25	1.10	1.50	25	25	35	35
Multi-Family Districts	R3-2*	3,800	2,375	40	25	0.60	0.75	21	25	35	35
	R4*	3,800	2,375	40	25	0.90	1.00	25	25	35	35
	R5*	3,800	2,375	40	25	1.25	1.50	30	35	40	45
	R5B*	2,375	2,375	25	25	1.35	1.50	30	30	33	35
	R5D*	2,375	2,375	25	25	2.00	2.00	--	--	40	45

*If other permitted housing type not listed in table no change to minimum lot size at 1,700 square feet and no change to minimum lot width at 18 feet.

Low-density district fixes

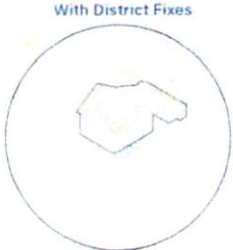
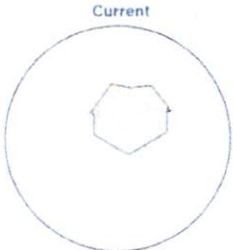


Low-density

Low-density district fixes

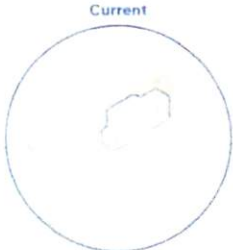
Example 1 - R1-2A home adding an ADU.

- Building
- Building Envelope



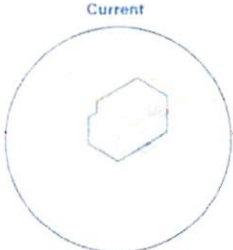
Example 2 - R4-1 corner lot gaining an extra unit.

- Building
- Building Envelope



Example 3 - R5B building expanding due to smaller rear yard minimum.

- Building
- Building Envelope



Changes to the dwelling unit factor in multi-family buildings

	Dwelling Unit Factor		
	Current	Proposed	Change
R1, R2, R3-1, R3A, R4-1, R4B,	--	500	--
R3-2, R4	870	500	-370
R4 ¹ , R5 ¹ , R5	900	500	-400
R5, R5D	760	500	-260
R5B ²	1,350	500	-850
R6, R7, R8, R9, R10	680	500	-180

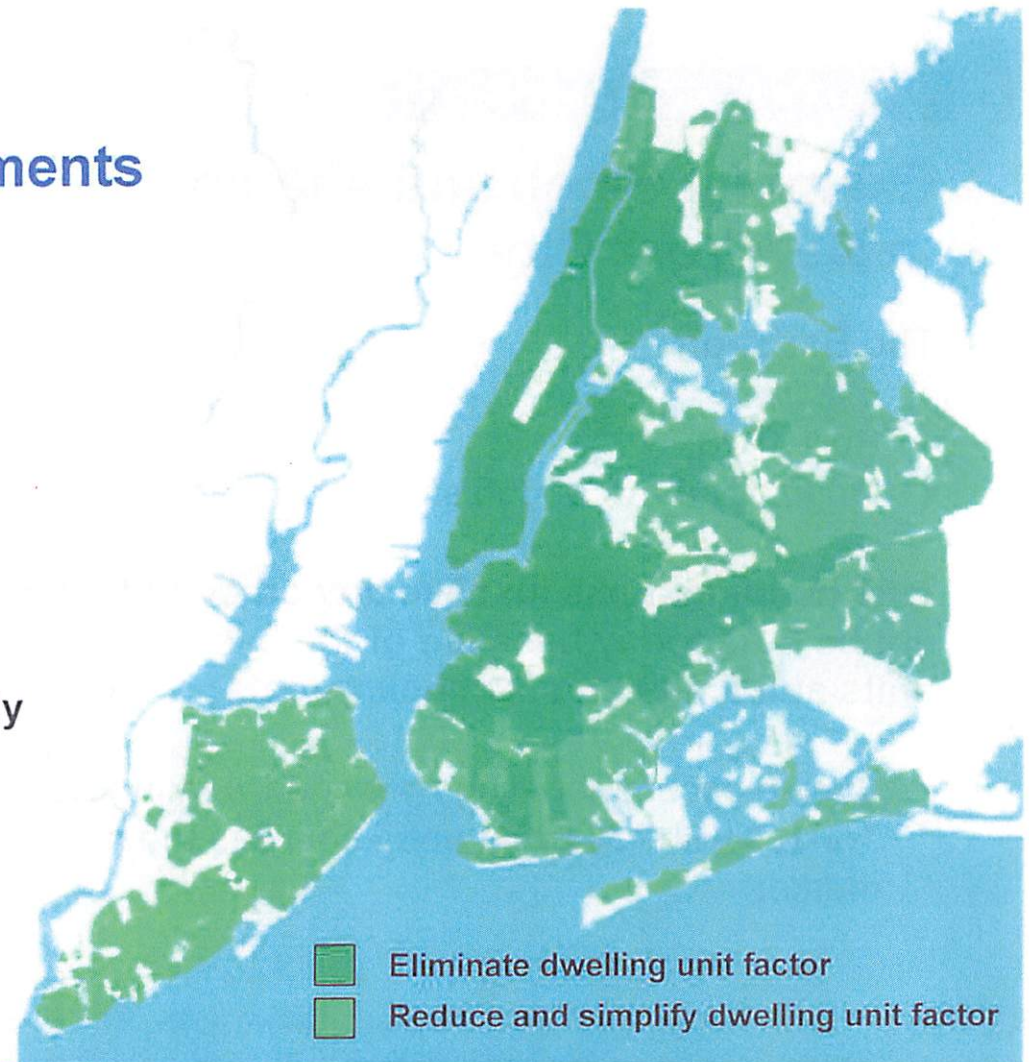
Small and shared apartments

Zoning changes for small apartments

Today, a zoning rule known as **dwelling unit factor** prevents buildings from including small units

This proposal would **remove the dwelling unit factor in central locations and reduce it elsewhere**, allowing for buildings with more studio and one-bedroom apartments

This will **re-legalize a building type that already exists** and provides as an important entry point to the New York City housing market



Small and shared apartments

Example: Small and shared in New York City

The Barbizon

- Built 1928
- Originally a mix of 655 small and shared units

This building looks just like any other, but it could not be built today because of the ban on rooming units and limits on small apartments

- Simple accommodations provided working New Yorkers with important entry points to the housing market



Conversions

Example: Adaptive reuse in action

180 Water Street

- Office building constructed in 1971
- Converted to apartments in 2017
- Created 580 homes

180 Water Street was able to convert because the Financial District has the most flexible adaptive reuse regulations

- If this building had been located anywhere else in the city or if it had been built just a few years later, it would not have been able to convert



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Town Center

Town Center

	Residential FAR		Commercial FAR	Total FAR		Base Height		Max Height		
	Current	Proposed	Current	Current	Proposed	Current	Proposed	Current	Proposed	
Single-Family Districts										
R1-1	0.50	1.00	1.00	1.00	1.50	21	35	35	35	
R1-2	0.50	1.00	1.00	1.00	1.50	21	35	35	35	
R1-2A	0.50	1.00	1.00	1.00	1.50	21	35	35	35	
R2X	1.00	1.00	1.00	1.00	1.50	21	35	35	35	
R2	0.50	1.00	1.00	1.00	1.50	21	35	35	35	
R2A	0.50	1.00	1.00	1.00	1.50	21	35	35	35	
Two-Family Districts										
R3-1	0.60	1.00	1.00	1.00	1.50	25	35	35	35	
R3A	0.60	1.00	1.00	1.00	1.50	25	35	35	35	
R3X	0.60	1.00	1.00	1.00	1.50	25	35	35	35	
R4-1	0.90	1.50	1.00	1.00	2.00	30	35	33	45	
R4A	0.90	1.50	1.00	1.00	2.00	25	35	35	45	
R4B	0.90	1.50	1.00	1.00	2.00	30	35	33	45	
R5A	1.10	2.00	1.00	1.10	2.50	25	45	35	55	
Multi-Family Districts										
R3-2	0.60	1.00	1.00	1.00	1.50	25	35	35	35	
R4	0.90	1.50	1.00	1.00	2.00	30	35	33	45	
R5	1.25	2.00	1.00	1.25	2.50	30	45	40	55	
R5B	1.35	2.00	1.00	1.35	2.50	30	45	33	55	
R5D	2.00	2.00	2.00	2.00	2.50	...	45	40	55	

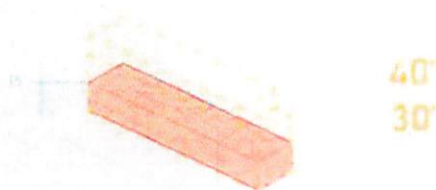
Note: Within the Greater Transit Zone, all districts are subject to the rules for R5 districts.

Town Center

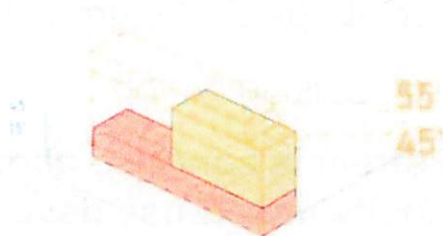
Town Center

Town Center - R5 Example

- Commercial
- Housing
- Building Envelope



Existing
Current regulations only allow a single floor of commercial to be built.



Proposed
Additional residential floor area enables a few more housing units.

Town center zoning

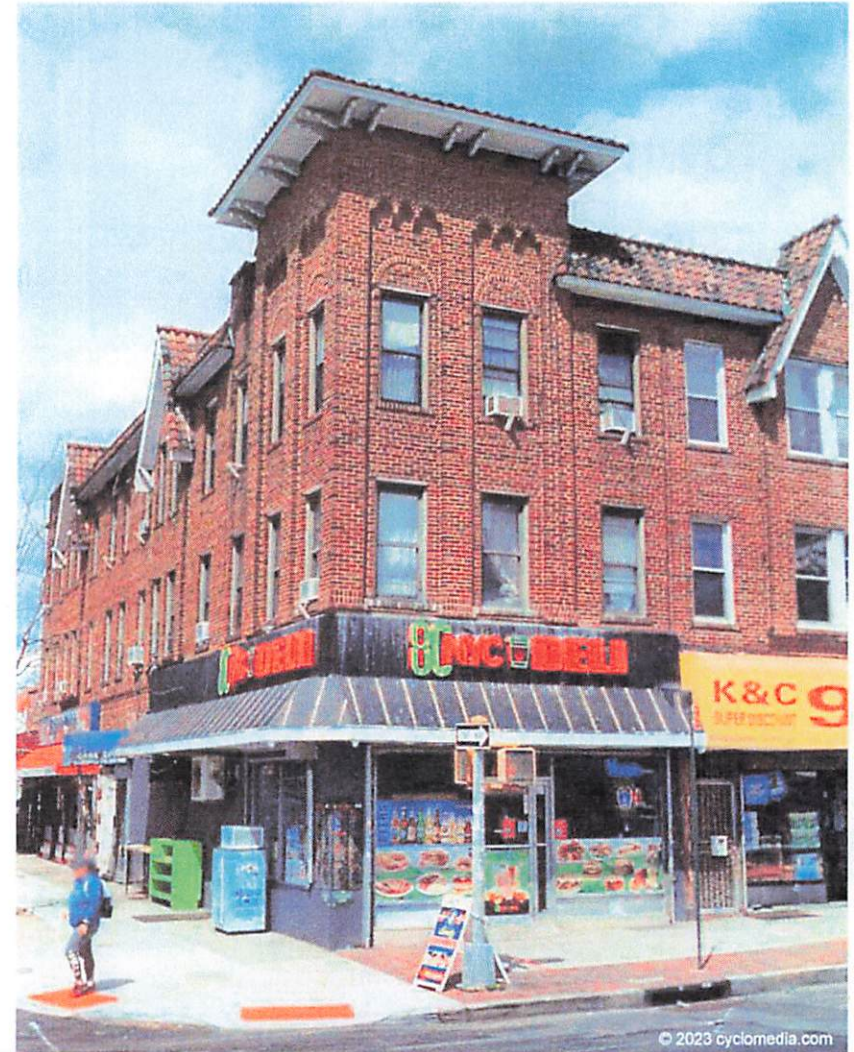
Example: Vibrant commercial corridor

1931 mixed-use building in Jackson Heights

- Neighborhood shops on the ground floor
- Two stories of housing on top

Although this street is zoned to allow this kind of low-density mixed-use development, it could not be built today

- This is because of the low FAR and height limits as well as the high parking requirements



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TOD

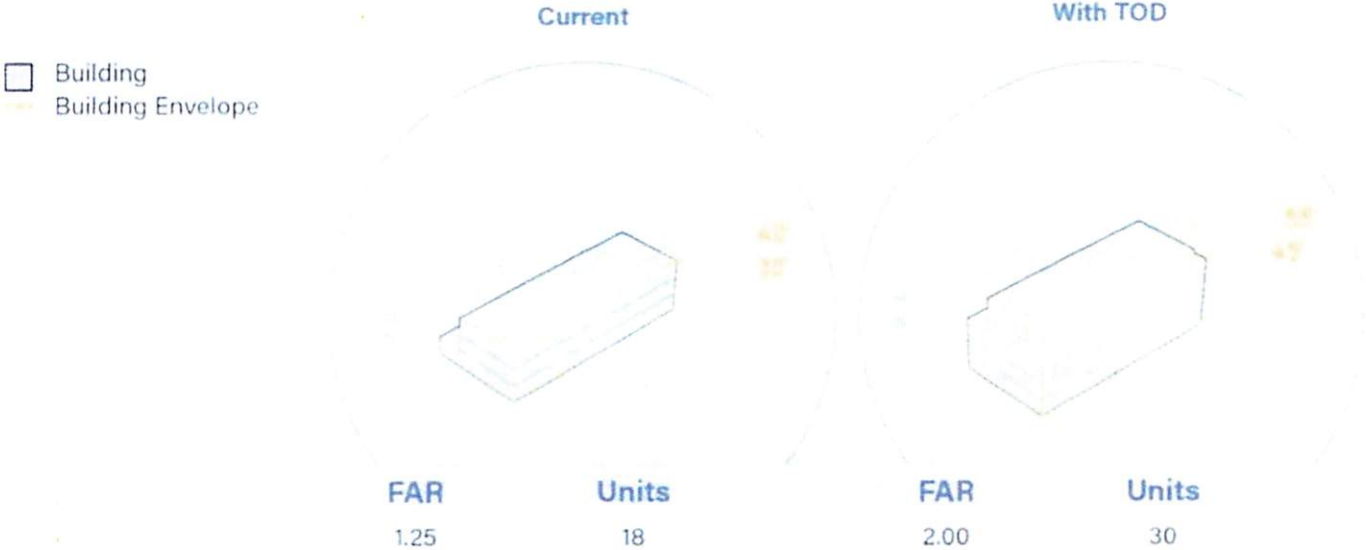
Transit-oriented development

		FAR		Max Base Height		Max Height	
		Current	Proposed	Current	Proposed	Current	Proposed
Single-Family Districts	R1-1	0.50	1.00	---	35	---	35
	R1-2	0.50	1.00	---	35	---	35
	R1-2A	0.50	1.00	25	35	35	35
	R2X	1.00	1.00	21	35	35	35
	R2	0.50	1.00	---	35	---	35
	R2A	0.50	1.00	21	35	35	35
Two-Family Districts	R3-1	0.60	1.00	21	35	35	35
	R3A	0.60	1.00	21	35	35	35
	R3X	0.60	1.00	21	35	35	35
	R4-1	0.90	1.50	25	35	35	45
	R4A	0.90	1.50	21	35	35	45
	R4B	0.90	1.50	---	35	24	45
R5A	1.10	2.00	25	45	35	55	
Multi-Family Districts	R3-2	0.60	1.00	21	25	35	35
	R4	0.90	1.50	25	35	35	45
	R5	1.25	2.00	30	45	40	55
	R5B	1.35	2.00	30	45	33	55
	R5D	2.00	2.00	---	45	40	55

TOD

Transit-oriented development

TOD R5 Example- low-density multi-family district on a wide street.

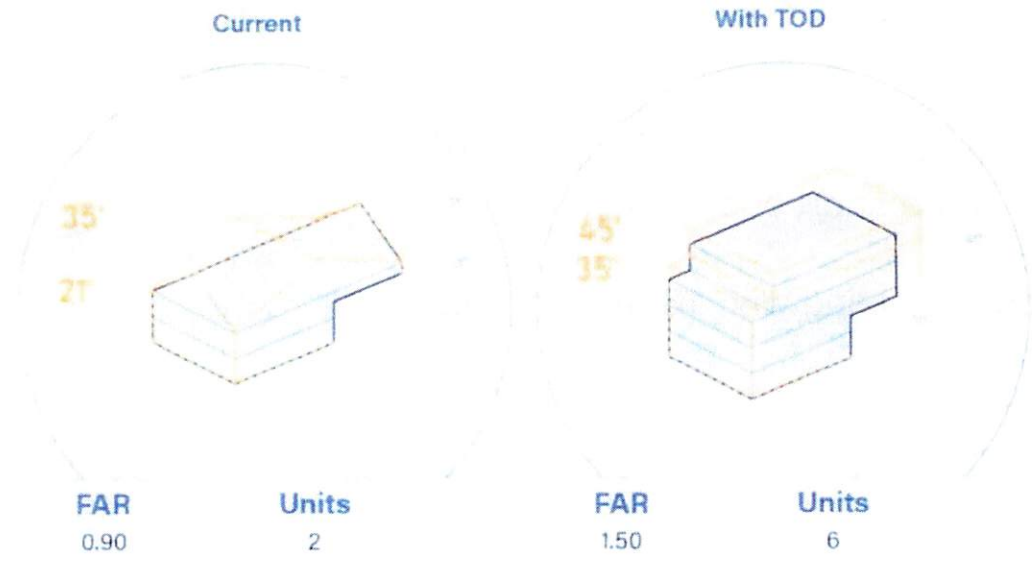


TOD

Transit-oriented development

TOD R4A Example - two-family district located on the corner adjacent to subway entrance.

- Building
- Building Envelope



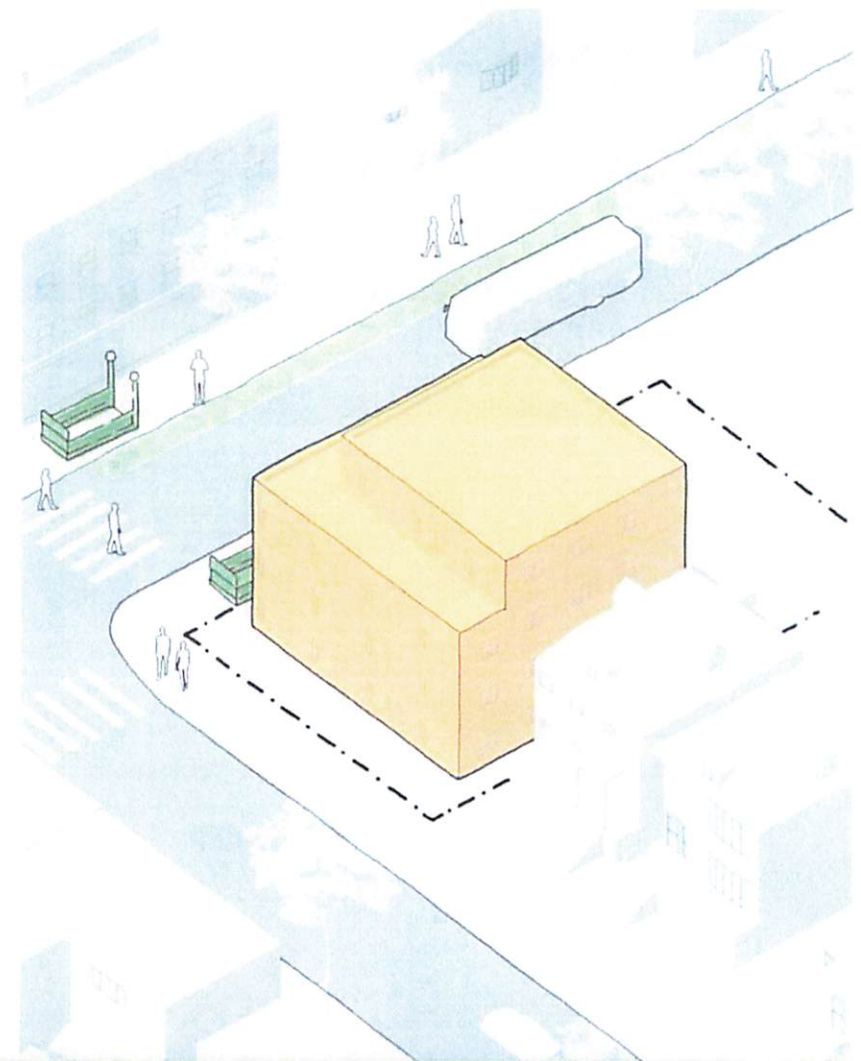
Transit-oriented

Example: Transit-oriented development in a 2-family district

This site qualifies for transit-oriented development because it is:

- Over 5,000 sf
- Within half-a-mile of a subway or rail station
- On a wide street or the short end of the block

The result is a **4-story** building with **18 apartments**



Transit-oriented

Examples of transit-oriented apartment buildings

Many modest apartment buildings already exist in lower-density areas near transit, most of them built between the 1920s and 1950s

- However, as new zoning rules have been layered on since the 1960s, **this classic building type has been banned** from many low-density neighborhoods



Woodside, Queens



Pelham Bay, The Bronx



Midwood, Brooklyn



Auburndale, Queens



Bay Terrace, Staten Island



Laconia, The Bronx

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Additional changes to parking rules

In addition to lifting residential parking mandates, CHO would:

- Lift parking mandates for houses of worship, community facilities with sleeping accommodations, and non-residential portions of some mixed-used developments.
- Require a CPC authorization to remove existing parking, except for 1 & 2-family homes.
- Simplify floor area exemptions related to parking spaces.
- Allow public use of accessory parking.*
- Clean up the MN Core regulations.

CHO would:

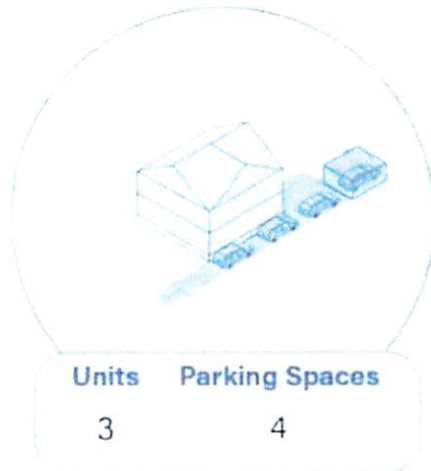
- **NOT** change on-street parking regulations.
- **NOT** change off-street parking regulations for purely commercial or industrial buildings.
- **NOT** impose new parking maximums or restrictions on the amount of parking that can be built.
- **NOT** automatically remove existing parking.
- **NOT** force anyone to build no parking.

*Builds upon the MNC 13-21 precedent. Public parking is operated with a DCWP public parking garage license with parking signage and hourly rates displayed at the entrance. While prohibited by zoning, residential parking facilities with required spaces operate publicly today.

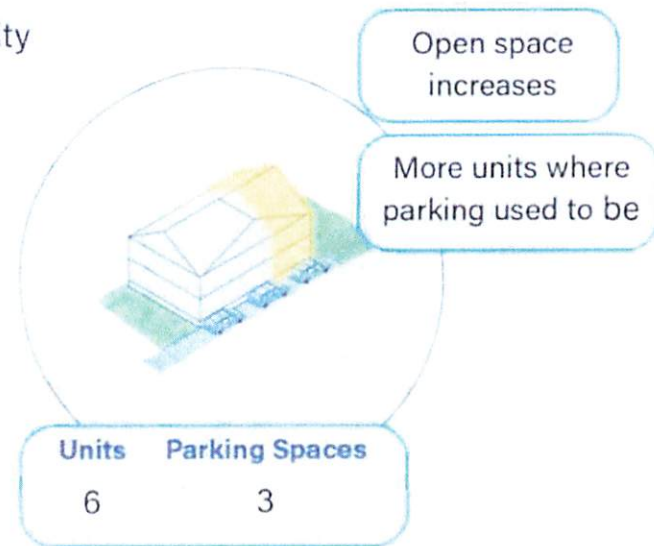
Parking

Parking changes in a low-density district

Low Density
FAR: 0.6



Low Density
FAR: 1.0



Parking

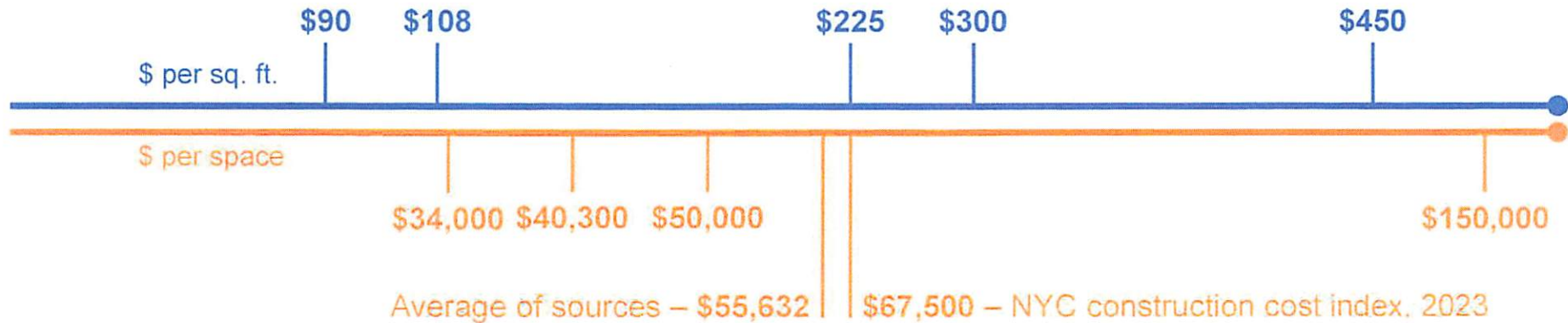
Parking cost estimates

NYC Parking Costs

(the second most expensive in the country!)

Based On:

- Typology: surface, structured, below-grade
- Ground conditions (soil, bedrock, water)
- Lot and building size
- Intended market (e.g. luxury condo vs. rental apartment)



Parking

Car ownership rates

Parking requirements in the 1961 Zoning Resolution were set roughly based on the amount of anticipated car ownership in different parts of the city. They are not in line with current car ownership rates.

Cars Owned per DU vs. Parking Space Required per DU, 2010-2016



Parking cost estimates

Other Cities' Experiences

Seattle

*"Urban centers" and "urban villages"
with relaxed parking requirements*



\$537 million

construction cost savings
across 60,000 housing units

Los Angeles

*Adaptive Reuse Ordinance
removing certain parking requirements*



\$200/month in rental savings

\$43,000 in purchase savings
compared to housing with bundled parking

New Jersey

*Study of parking overprovision for
29,000 rental units*



\$13,950/unit

in increased construction costs
4% expected rent reduction
with lower parking provision

Parking

Parking examples

Today, buildings include parking above what is required in order to meet market demand

125 Parkside Ave
131 DU, 128 Spaces (66 Required)
provided more than required



236 17th Street
17 DU, 12 Spaces (9 Required)
provided more than required



1737 East 21st Street
17 DU, 10 Spaces
waiver eligible: provided parking



409 East 120 Street
179 DU (160 IRHU), 29 Spaces
waiver eligible: provided parking

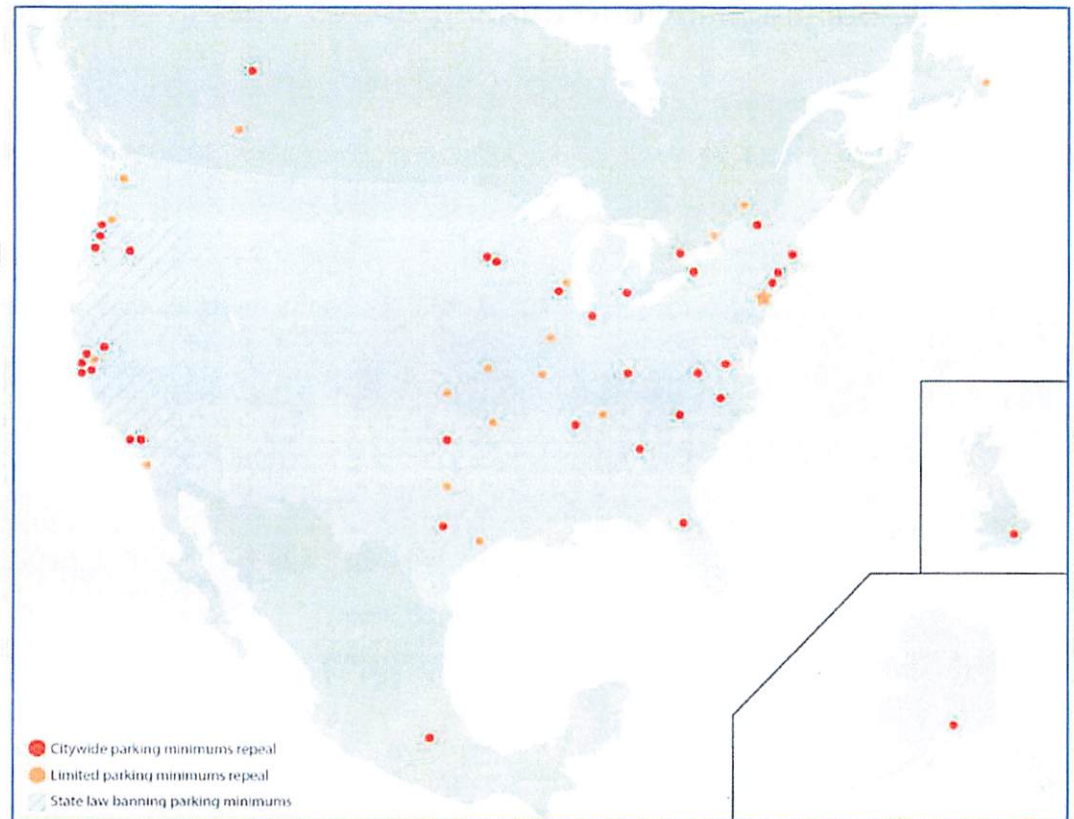


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Parking

Many other cities have already lifted parking mandates

- As of Feb. 2024: **more than 1,300** US cities in all 50 states have lifted residential parking mandates
- California, Connecticut and Oregon have enacted statewide laws regulating parking mandates, as has the country of New Zealand
- London, Mexico City, Toronto, and other international cities have also eliminated parking requirements



Geography	Density (pop./sq.mi)	Avg Cars per HH	Total Population
<i>Manhattan*</i>	74,212	0.21	1,694,251
Brooklyn	38,634	0.43	2,736,074
Bronx	34,897	0.42	1,472,654
New York City*	29,468	0.62	8,804,190
Queens*	22,068	0.78	2,405,464
Cambridge, MA	18,500	0.89	118,403
San Francisco, CA**	17,382	1.03	815,201
Mexico City	16,073	2.00	9,209,944
London	14,498	0.73	8,799,800
Berkeley, CA**	11,920	1.31	124,321
Toronto, ON	11,484	1.00	2,794,356
Bridgeport, CT**	9,291	1.35	148,654
Staten Island	8,474	1.46	495,747
Culver City, CA**	7,980	–	40,779
Minneapolis, MN	7,962	1.36	429,954
Oakland, CA**	7,879	1.45	440,646
Alameda, CA**	7,491	–	78,280
Hartford, CT**	6,965	0.99	121,054
Buffalo, NY	6,893	1.08	278,349
Milwaukee, WI*	6,001	1.34	577,222
St. Paul, MN	5,994	1.52	311,527
Santa Monica, CA**	5,817	1.40	93,076
San Jose, CA**	5,685	1.98	1,013,240
Sacramento, CA**	5,374	1.74	524,943
West Allis, WI	5,301	–	60,325
Portland, OR**	4,642	1.48	652,503
St. Louis, MO* †	4,886	1.27	301,578
Laval, QC*	4,643	–	443,192
Ann Arbor, MI	4,389	1.44	123,851

Geography	Density (pop./sq.mi)	Avg Cars per HH	Total Population
<i>Burlington, VT</i>	4,344	–	44,743
<i>Tigard, OR**</i>	4,274	–	54,539
San Diego, CA**	4,256	1.80	1,386,932
Calgary, AB*	4,124	–	1,306,784
Eugene, OR**	3,995	1.64	176,654
<i>Dunwoody, GA</i>	3,966	–	51,683
Richmond, VA	3,782	1.42	226,610
Houston, TX*	3,598	1.59	2,304,580
<i>Raleigh, NC</i>	3,148	1.71	467,665
Austin, TX	3,014	1.65	964,177
<i>Bend, OR**</i>	2,862	1.89	99,178
Fort Worth, TX*	2,646	1.83	918,915
South Bend, IN	2,464	1.54	103,453
Wichita, KS*	2,454	1.80	937,532
Peoria, IL*	2,359	1.45	113,150
<i>Roanoke, VA</i>	2,352	–	100,011
<i>Gainesville, FL</i>	2,227	1.47	141,085
Fayetteville, AK*	1,726	–	93,949
Kansas City, MO*	1,614	1.58	508,090
<i>Gastonia, NC</i>	1,547	–	80,411
<i>Nashville, TN*</i>	1,420	1.68	715,884
<i>Edmonton, AB</i>	1,320	1.63	1,010,899
Jackson, TN	1,161	1.64	68,205
Lexington, KY	1,137	1.68	322,570
Kingston, ON	760	1.35	132,485
Norman, OK	717	1.87	128,026
St. John's, NL*	642	–	110,525
<i>Anchorage, AK</i>	171	1.81	291,247

*Parking reform in limited geography or use type. **In line with state laws prohibiting parking minimums. †Has never had parking requirements. Locations in italics eliminated minimums and implemented parking maximums.

Waterfront zoning – changes to height and setback regulations

The proposals for waterfront zoning rules would rationalize what DCP has learned from Special Districts and underpin with best practices in urban design.

Address the needs of 100% affordable housing buildings

- Increase maximum base heights
- Introduce a transition zone
- Modernize dormer allowance
- Protect the pedestrian experience along waterfront open spaces

Create an as-of-right path for waterfront developments to use UAP

- Increase maximum tower height caps
- Increase tower footprint allowance, but require broad towers to taper
- Add a minimum base height requirement
- Require tower height variety for lots with multiple towers

Address the needs of constrained sites on the waterfront

- Reduce tower setback distance on shallow lots
- Allow extra length for towers on shallow lots or those with multiple shorelines

Citywide

Create new zoning districts

Create new zoning districts with FARs above 12 FAR

- These zoning districts could only be mapped with Mandatory Inclusionary Housing

Create new medium-density zoning districts to fill gaps in the range of zoning districts

Mapping any of these district would require a future action

New zoning district	Basic FAR	UAP/MIH FAR
R6-2	2.5	3.0
R6D	2.5	3.0
R11	--	15.0
R11A	--	15.0
R12	--	18.0

Citywide

Expand the Landmark TDR program

Loosen restrictions on the ability of designated landmarks to transfer development rights to zoning lots in the immediate vicinity

- Extend existing transfer opportunities to zoning lots on the same zoning block as the landmark or across a street or intersection
- Streamline the approval process
- Expand the program to historic districts and lower density areas

This will help landmarks fund necessary maintenance requirements while also generating new housing opportunities



Clarify and simplify the Railroad Right-of-Way Special Permit

The Railroad Right-of-Way Special Permit is confusing and involves extensive cost and process burdens

- This proposal would create clear definitions and reduce approval procedures to streamline process while protecting the original planning goals of the special permit



Citywide

Clarify and simplify the Railroad Right-of-Way Special Permit

This proposal would create clear definitions and reduce approval procedures to streamline process while protecting the original planning goals of the special permit

- Define “railroad right-of-way” and “former railroad right-of-way”
- Create authorization for lots over four acres with a railroad right-of-way or former railroad right-of-way
- Create Chairperson certification for development on or over railroad right-of-way



Citywide

Create incentives for better quality housing through rules for amenity space

Expand amenity benefits in the “Quality Housing” program

- Extend floor area exemptions to all multi-family buildings
- Update rules to improve incentives for family-sized apartments, trash storage and disposal, indoor recreational space, and shared facilities like laundry, mail rooms, and office space



Citywide

Revise street wall regulations and other rules for better outcomes

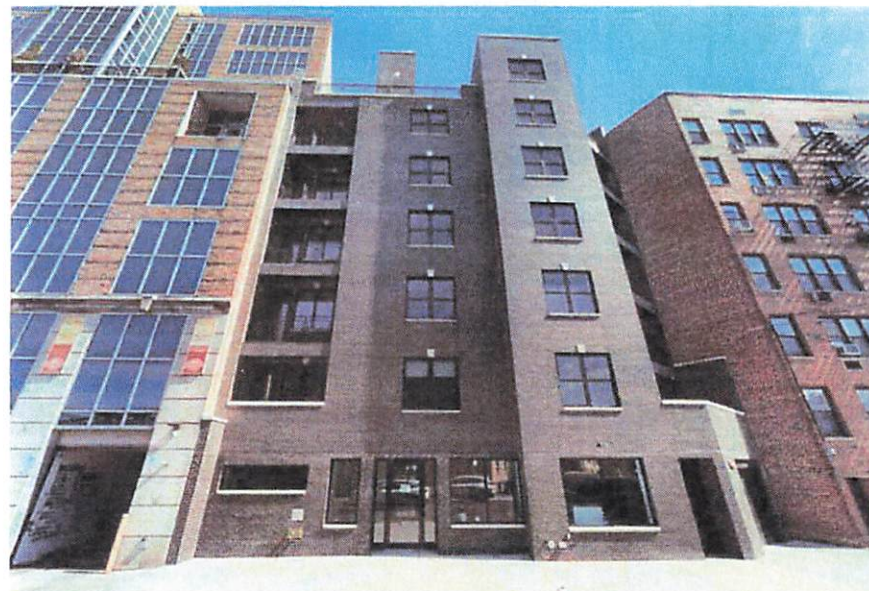
Establish a new system of street wall regulation to provide more flexibility and greater sensitivity to neighborhood context

- Base street wall rules on building type rather than zoning district
- Provide additional flexibility to align with neighboring buildings

Increase flexibility for split lots

- Enable development rights to be shifted to the higher-density of the two portions of the lot

Clarify adjacency rules for MX districts



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Expanded street wall allowances will provide more flexibility and better design outcomes, like this site, which maintains a continuous street wall while incorporating architectural articulations.

Citywide

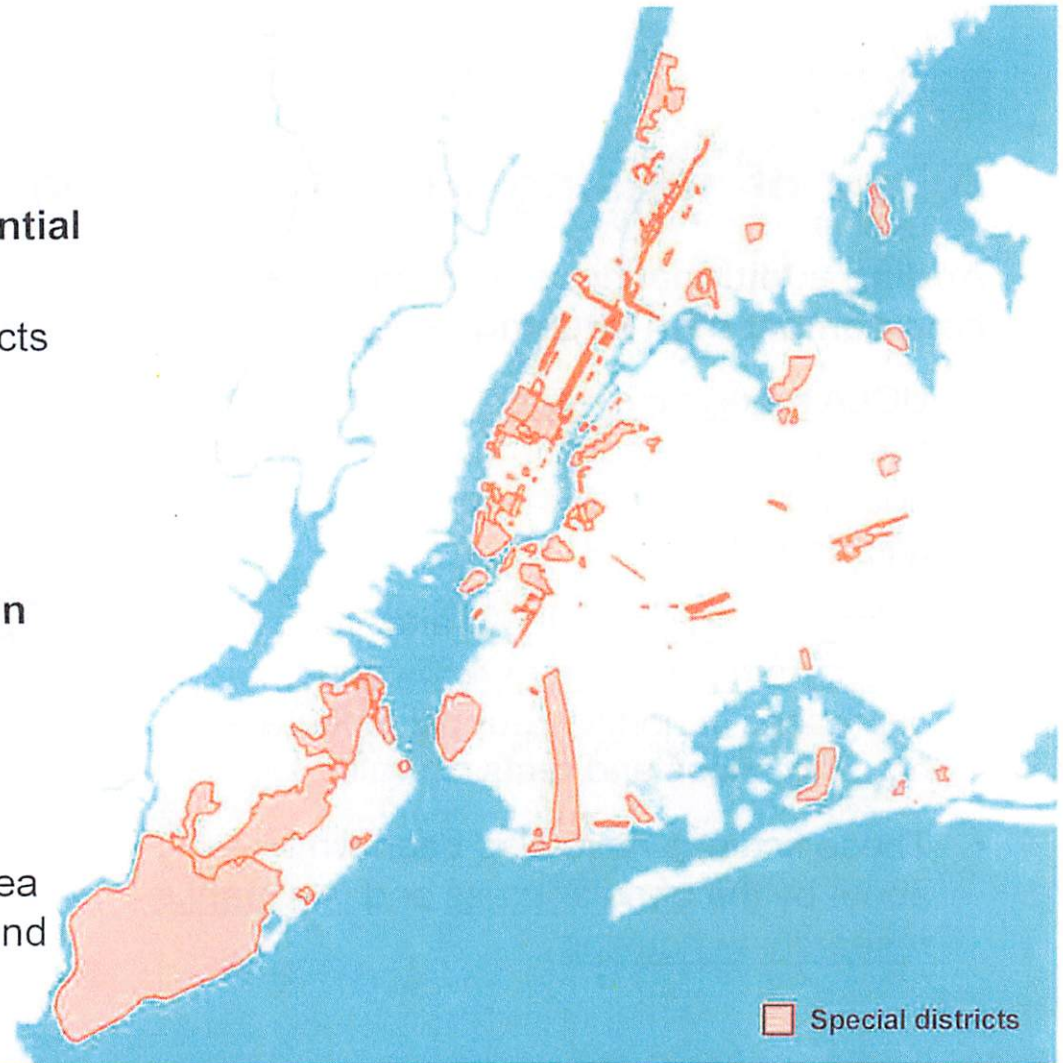
Special districts

Goal: Apply changes while respecting essential planning goals

- The city has a diverse array of special districts enacted over the last five decades
- In general, the proposal will seek to carry changes through to special districts

The proposal will accommodate special districts where this approach would result in conflicts with essential planning goals or drastic change

- **Ex:** In portions of the Special Clinton District, R8 gets a market-rate FAR of 4.2
- Rather than the full UAP FAR of 7.2, this area will get a 20% bump to 5.04 for affordable and supportive housing

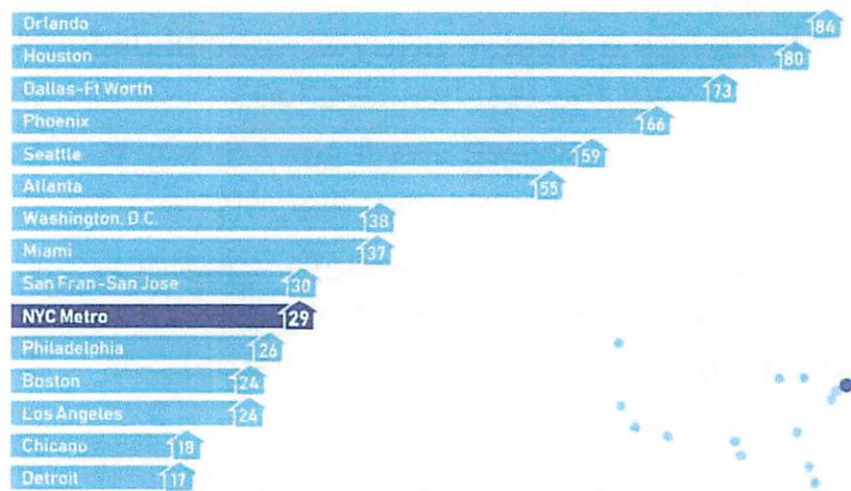


Overview

A lack of housing supply is the root cause of high housing costs

Adding additional housing supply can help combat high housing costs

- UCLA [round-up of recent research](#) found five studies supporting that "market-rate housing makes nearby housing more affordable"
- [Supply Skepticism \(2017\)](#) and [Supply Skepticism Revisited \(2023\)](#), found "increases in housing supply moderate housing prices and rents overall"
- These findings have also been written about by the [popular press](#) and [think tanks researching housing](#)



Housing Units Permitted per 1,000 Residents (2022), 2013 to 2022

Source: U.S. Census Bureau, 2022 Census of Population, Housing, and Economic Characteristics, Table PH001, 2013-2022. NYC Metro includes Manhattan, Bronx, Richmond, Westchester, and Rockland counties. Data for NYC Metro is based on the 2013-2022 period.

Cities that are adding more housing have seen slower rises in housing costs. This is part of the reason New Yorkers move to these lower-cost places.