<table>
<thead>
<tr>
<th>Features</th>
<th>ROWIB/ROWGS</th>
<th>INFILTRATION BASIN (CONCRETE)</th>
<th>INFILTRATION BASIN (GRAASS)</th>
</tr>
</thead>
</table>
| **Bus stops**                 | • 100’ back from posted bus stop sign  
• Do not install GI aprons in concrete bus pads | • 100’ back from posted bus stop sign  
• Do not install GI aprons in concrete bus pads | • 100’ back from posted bus stop sign  
• Do not install GI aprons in concrete bus pads |
| **Truck loading zones**       | Do not site  
• Do not site in school bus loading areas | Do not site  
• Do not site in school bus loading areas | Do not site  
• Do not site in school bus loading areas |
| **MTA facilities**            | 25’         | 25’                           | 25’                          |
| **Schools**                   | 25’ from center of main entrance (30’ total clear space required in front of entrance)  
• Do not site in school bus loading areas | N/A  
• N/A | N/A  
• N/A |
| **Building lines**            | 7’          | 7’                            | 7’                           |
| **Projections into pedestrian clear path** | Diagonal clearance at 45° of 7’ | N/A  
• N/A | N/A  
• N/A |
| **Building vaults**           | 7’          | 7’                            | 7’                           |
| **Sidewalk vaults**           | 5’          | 5’                            | 5’                           |
| **Retaining wall**            | 5’          | 5’                            | 5’                           |
| **Non-retaining vertical elements** | 5’          | 3’                            | 3’                           |
| **Crosswalks (marked and unmarked)** | 5’          | 5’                            | 5’                           |
| **Driveways/legal curb cuts** | 5’          | 5’                            | 5’                           |
| **Doors**                     | • Do not site in front of door  
• Provide pedestrian path in front of door | N/A  
• N/A | N/A  
• N/A |
| **Gates**                     | • Provide 5’ clearance from gate swing  
• For small residential gates in low-density neighborhoods, provide 3’ clearance from gate swing | N/A  
• N/A | N/A  
• N/A |
| **Street lights**             | 5’          | 3’                            | 3’                           |
| **Utility poles and guy wires** | 5’          | 3’                            | 3’                           |
| **Tree pits**                 | 5’          | If tree pit is not directly behind SGS, then provide 5’ between tree pit and edge of SGS | N/A  
• N/A | N/A  
• N/A |
| **CityBench**                 | 5’ (may be relocated with DOT unit approval) | N/A  
• N/A | N/A  
• N/A |
| **Muni-Meter**                | • Only bioswales set back several feet from the curb in Muni-Meter parking areas are permitted  
• 5’ clearance required between meters and set-back bioswales  
• Meters may be relocated with DOT unit approval | • 4’ clearance required between meters and infiltration basins  
• Meters may be relocated with DOT unit approval | • 4’ clearance required between meters and infiltration basins  
• Meters may be relocated with DOT unit approval |
| **Fire hydrant**              | 4’ from edge of hydrant or bollards | 4’  
• 4’ | 4’  
• 4’ |
| **Catch Basins**              | 5’          | 5’                            | 5’                           |
| **Valves (Gas, Water, Oil Fill)** | 1’-6”      | 1’-6”                         | 1’-6”                        |
| **FDNY SGS Rules**           | N/A         | N/A                           | N/A                          |
| **Phone Booths**              | 5’          | 3’                            | 3’                           |
| **Manholes**                  | 5’          | 3’                            | 3’                           |
| **Monitoring Wells**          | 50’         | 50’                           | 50’                          |
| **GI Spacing**                | • 5’ between hydraulically connected sites  
• 10’ between non-hydraulically connected sites. | N/A  
• 5’ between Infiltration Basins  
10’ between ROWIB and different asset type | N/A  
• 5’ between Infiltration Basins  
10’ between ROWIB and different asset type |
| **Existing Grass Strip**      | Match existing width of grass strip while ensuring that minimum | N/A  
• N/A | N/A  
• N/A |
| **DEP Water/Tower Main**      | 1’-6”       | 1’-6”                         | 1’-6”                        |
| **Signs***                    | 5’          | 2’                            | 2’                           |
| **Stop bars (at stop sign controlled intersections)** | 5’ from the edge of stop bar closest to the intersection  
• 2’ from the edge of stop bar closest to the intersection | 5’ from the edge of stop bar closest to the intersection  
• 2’ from the edge of stop bar closest to the intersection | 2’ from the edge of stop bar closest to the intersection |
| **Newsracks and other miscellaneous street furnishings** | 5’          | 2’                            | 2’                           |
| **Mailboxes (consult the local USPS post office for permission to move or disturb during construction)** | 5’          | 2’                            | 2’                           |

*Signs: On walkthroughs, consultants may consider moving ONLY All-double-arrow regulations, speed limit, and Bike Lane signage. Propose a new location based on guidance in the Green Infrastructure Siting Walkthroughs document.
### DOT Siting Criteria For Citywide DEP Green Infrastructure Program - Size Limitations

<table>
<thead>
<tr>
<th>Zoning</th>
<th>Remaining Sidewalk Pedestrian Clearance After Proposed GI</th>
<th>ROWB/ROWGS (5' pedestrian path is required between consecutive ROWBs, 10' in commercial areas)</th>
<th>SGS (For SGS sizes larger than below, 5' pedestrian path is required every 20')</th>
<th>Infiltration Basin (Concrete)</th>
<th>Infiltration Basin (Grass) (Match existing grass strip width)</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Low density residential (R1 - R5)</td>
<td>5'0&quot; - 5'11&quot; (and next to vertical element 3' or taller) 13' 25'</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>• High density residential (R6-R10)</td>
<td>6'0&quot; or greater 20'</td>
<td>30'</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>• Manufacturing</td>
<td>5'0&quot; - 5'11&quot;</td>
<td>10'</td>
<td>25'</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>• Commercial (no frontage)</td>
<td>6'0&quot; - 7'11&quot;</td>
<td>10'</td>
<td>25'</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>• Commercial (with frontage)</td>
<td>8'0&quot; or greater</td>
<td>20'</td>
<td>30'</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>ROWB/ROWGS should be at least 10'</td>
<td>8'0&quot; or greater</td>
<td>13'</td>
<td>25'</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

### NYC Parks Siting Criteria for ROW Trees

<table>
<thead>
<tr>
<th>Feature</th>
<th>Minimum Distance to Proposed Tree (Center of Trunk)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Tree</td>
<td>20'-30' (trunk to trunk) depending on tree species and local conditions</td>
</tr>
<tr>
<td>Driveways, Legal Curb Cuts</td>
<td>7</td>
</tr>
<tr>
<td>Street Lights, Utility Poles</td>
<td>25' but this may vary with tree species</td>
</tr>
<tr>
<td>Signs</td>
<td>Traffic Signals = 40'  Stop/Yield/Do Not Enter Signs = 30'  Other Street Signs = 6'</td>
</tr>
<tr>
<td>Electrical Transmission &amp; Distribution Wires</td>
<td>For siting trees under these types of wires only, limit selection to approved underwire species.</td>
</tr>
<tr>
<td>Corner of Street Intersection</td>
<td>Distance may vary depending on street visibility, clearance, one way street status, and site conditions (maximum of 20')</td>
</tr>
</tbody>
</table>

### Tree Transplant Requirements

GI shall not be placed in sites that would require the transplant or removal of NYC Parks street trees. If Parks has mistakenly planted a street tree at a DEP GI designated site, Parks will review on a case by case basis to determine which of the following two solutions is appropriate.

1. A NYC Parks contractor will remove and transplant the tree into a tree pit at an alternate location off site.
2. The DEP contractor will transplant the tree into the ROWGI on site.
Siting Criteria: Permeable Pavement

**DEP Criteria:**

- Street slope no greater than 5%.
- 6’ clearance from edge of sewer mains
- 3’-6” clearance from edge of water mains older than 50 years
- 2’ clearance from edge of water mains 50 years or newer
- PT @5’ > 0.1 in/hr.
- Bedrock and groundwater > 6.5’ deep.
- PP should start at least 30’ from the top of the TDA.

**DOT Criteria:**

- PPCP to be sited in the parking lane
- Site PPCP at least 200’ behind any bus stop
- Site PPCP at least 20’ in front of any bus stop
- Site PPCP at least 15’ from property line extension to avoid triggering pedestrian ramp upgrades. For offset streets and T-intersections, the property line extension should be measured as both parallel from the offset street and perpendicular to the through street.
- If incidental construction from PPCP installation is within 15’ of a pedestrian ramp that must be upgraded, the upgrade must be included in construction plans.
- Do not site on marked or unmarked crosswalk
- Avoid siting PPCP on truck routes, if possible
- Avoid siting PPCP on principal arterial roadway, if possible
- Site PPCP 25’ from subway lines and railroads
- Do not site PPCP in Industrial Business Zones (IBZ)
- Do not site PPCP on block faces on the main and side streets of the following districts:
  - All manufacturing: M1, M2, M3
  - Commercial districts: C4-C8
- Do not site PPCP on existing bike lanes

**DPR Criteria:**

- Atypical situations must be avoided to greatest extent possible. If an atypical situation is encountered, the site must be identified for NYC Parks’ review. Examples of atypical situations include missing curbs, heaved curbs, and/or the roots/root flare growing across the curb into the roadbed. See Attachment A. Atypical Curbs, for examples with photos.
Attachment A. Atypical Curbs

- Missing, heaved, and/or have roots/root flare growing over curb into road bed
- No permeable pavement shall be sited within the SRZ if any of these are encountered. Existing pavement should remain undisturbed or be identified for NYC Parks’ review on a priority list.

Examples:

**Missing Curbs –**
Heaved/Crumbling Curbs –
Root Growth Into Road –