



## CITY PLANNING COMMISSION

May 23, 2012/Calendar No. 7

C 120195 ZMQ

**IN THE MATTER OF** an application submitted by the Department of City Planning pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section Nos. 14b, 14d, 17c, 18a, and 18c:

1. eliminating from an existing R3-1 District a C1-2 District bounded by a line 100 feet northerly of Jamaica Avenue, 85<sup>th</sup> Street, a line 150 feet northerly of Jamaica Avenue, Woodhaven Boulevard, 86<sup>th</sup> Drive, 94<sup>th</sup> Street, a line 150 feet northerly of Jamaica Avenue, 98<sup>th</sup> Street, a line 150 feet southerly of Jamaica Avenue, 85<sup>th</sup> Street, a line 100 feet southerly of Jamaica Avenue, 80<sup>th</sup> Street, Jamaica Avenue, and 80<sup>th</sup> Street;
2. eliminating from an existing R3-1 District a C2-2 District bounded by:
  - a. a line 100 feet northerly of Jamaica Avenue, 76<sup>th</sup> Street, a line 150 feet northerly of Jamaica Avenue, 80<sup>th</sup> Street, Jamaica Avenue, 80<sup>th</sup> Street, a line 100 feet southerly of Jamaica Avenue, 78<sup>th</sup> Street, a line 150 feet southerly of Jamaica Avenue, 75<sup>th</sup> Street, a line 100 feet southerly of Jamaica Avenue, and Dexter Court and it's southerly centerline prolongation;
  - b. a line 150 feet northwesterly of Atlantic Avenue, 112<sup>th</sup> Street, a line 100 feet northwesterly of Atlantic Avenue, and 108<sup>th</sup> Street; and
  - c. and a line 150 feet northwesterly of Atlantic Avenue, 121<sup>st</sup> Street, a line 100 feet northwesterly of Atlantic Avenue, and 114<sup>th</sup> Street;
3. eliminating from an existing R5 District a C2-2 District bounded by a line 100 feet northwesterly of Atlantic Avenue, 121<sup>st</sup> Street, Atlantic Avenue, Lefferts Boulevard, 94<sup>th</sup> Avenue, 120<sup>th</sup> Street, a line 150 feet southeasterly of 94<sup>th</sup> Avenue, Lefferts Boulevard, a line 150 feet southeasterly of Atlantic Avenue, 107<sup>th</sup> Street, Atlantic Avenue, and 108<sup>th</sup> Street;
4. changing from an R3-1 District to an R3A District property bounded by:
  - a. a line 100 feet southerly of Jamaica Avenue, a line 80 feet northeasterly of 90<sup>th</sup> Street, 88<sup>th</sup> Avenue, a line 100 feet southwestly of Woodhaven Boulevard, 89<sup>th</sup> Avenue, Woodhaven Boulevard, 91<sup>st</sup> Avenue, 88<sup>th</sup> Street, a line 80 feet northerly of 91<sup>st</sup> Avenue, and a line midway between 88<sup>th</sup> Street and 89<sup>th</sup> Street; and
  - b. Park Lane South, the northeasterly boundary line of the Long Island Railroad right-of-way (Rockaway Beach Division), a line 100 feet northerly of Jamaica

Avenue, 98<sup>th</sup> Street, a line 250 feet northerly of Jamaica Avenue, and a line 100 feet easterly of 96<sup>th</sup> Street;

5. changing from an R3-1 District to an R3X District property bounded by:
  - a. Park Lane South, 89<sup>th</sup> Street, a line 150 feet southerly of 85<sup>th</sup> Road, a line midway between 88<sup>th</sup> Street and 89<sup>th</sup> Street, a line 100 feet northerly of Jamaica Avenue, 86<sup>th</sup> Street, 86<sup>th</sup> Avenue, a line 290 feet northeasterly of Forest Parkway, a line 100 feet northerly of Jamaica Avenue, Forest Parkway, southeasterly street line of 86<sup>th</sup> Road and its northeasterly prolongation, and a line 100 feet southwesterly of Forest Parkway;
  - b. Park Lane South, a line 100 feet easterly of 96<sup>th</sup> Street, a line 150 feet northerly of Jamaica Avenue, 96<sup>th</sup> Street, a line 100 feet southerly of 86<sup>th</sup> Road, 94<sup>th</sup> Street, 86<sup>th</sup> Drive, Woodhaven Boulevard, 86<sup>th</sup> Road, 91<sup>st</sup> Street, a line 150 feet northerly of 85<sup>th</sup> Road, and a line midway between 91<sup>st</sup> Street and 90<sup>th</sup> Street; and
  - c. a line 100 feet southerly of Jamaica Avenue, 98<sup>th</sup> Street, a line 175 feet southerly of Jamaica Avenue, a line 140 feet northeasterly of 98<sup>th</sup> Street, a line 225 feet southeasterly of 91<sup>st</sup> Avenue, 98<sup>th</sup> Street, a line 100 feet northwesterly of Atlantic Avenue, 96<sup>th</sup> Street, 91<sup>st</sup> Avenue, 96<sup>th</sup> Street, 89<sup>th</sup> Avenue, and Woodhaven Boulevard;
6. changing from an R5 District to an R4-1 District property bounded by:
  - a. 95<sup>th</sup> Avenue, 104<sup>th</sup> Street, 94<sup>th</sup> Avenue, a line 90 feet northeasterly of 104<sup>th</sup> Street, 95<sup>th</sup> Avenue, a line midway between 106<sup>th</sup> Street and 105<sup>th</sup> Street, a line 100 feet northwesterly of 101<sup>st</sup> Avenue, and 102<sup>nd</sup> Street;
  - b. a line 100 feet southeasterly of 101<sup>st</sup> Avenue, a line midway between 112<sup>th</sup> Street and 113<sup>th</sup> Street, a line 100 feet northwesterly of 103<sup>rd</sup> Avenue, and a line midway between 101<sup>st</sup> Street and 102<sup>nd</sup> Street; and
  - c. Atlantic Avenue, 124<sup>th</sup> Street, a line 100 feet northwesterly of 95<sup>th</sup> Avenue, and 121<sup>st</sup> Street;
7. changing from an M1-1 District to an R4-1 District property bounded by 94<sup>th</sup> Avenue, 104<sup>th</sup> Street, 95<sup>th</sup> Avenue, and 102<sup>nd</sup> Street;
8. changing from an R3-1 District to an R4A District property bounded by a line 100 feet southeasterly of Jamaica Avenue, a line midway between 114<sup>th</sup> Street and 115<sup>th</sup> Street, a line perpendicular to the southwesterly street line of 115<sup>th</sup> Street distant 290 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Jamaica Avenue and the southwesterly street line of 115<sup>th</sup>

Street, 115<sup>th</sup> Street, a line 200 feet southeasterly of Jamaica Avenue, 116<sup>th</sup> Street, a line 100 feet southeasterly of Jamaica Avenue, Lefferts Boulevard, 89<sup>th</sup> Avenue, 121<sup>st</sup> Street, a line 100 feet northwesterly of Atlantic Avenue, 112<sup>th</sup> Street, 89<sup>th</sup> Avenue and its southwesterly centerline prolongation, and 113<sup>th</sup> Street;

9. changing from an R5 District to an R4A District property bounded by:
  - a. Atlantic Avenue, 96<sup>th</sup> Street, 95<sup>th</sup> Avenue, and Woodhaven Boulevard;
  - b. 94<sup>th</sup> Avenue, 106<sup>th</sup> Street, a line 100 feet southeasterly of Atlantic Avenue, Lefferts Boulevard, a line 200 feet northwesterly of 95<sup>th</sup> Avenue, 120<sup>th</sup> Street, a line 150 feet northwesterly of 95<sup>th</sup> Avenue, 121<sup>st</sup> Street, a line 100 feet southeasterly of 95<sup>th</sup> Avenue, 124<sup>th</sup> Street, 94<sup>th</sup> Avenue, 125<sup>th</sup> Street, Atlantic Avenue, 127<sup>th</sup> Street, 94<sup>th</sup> Avenue, 129<sup>th</sup> Street, a line 150 feet southeasterly of Atlantic Avenue, 130<sup>th</sup> Street, a line 100 feet southeasterly of Atlantic Avenue, a line 100 feet northeasterly of 134<sup>th</sup> Street, a line 100 feet northwesterly of 95<sup>th</sup> Avenue, a line 100 feet southwesterly of the Van Wyck Expressway, a line 100 feet northwesterly of 101<sup>st</sup> Avenue, a line midway between 105<sup>th</sup> Street and 106<sup>th</sup> Street, 95<sup>th</sup> Avenue, and a line 90 feet northeasterly of 104<sup>th</sup> Street; and
  - c. a line 100 feet southeasterly of 101<sup>st</sup> Avenue, 135<sup>th</sup> Street, 102<sup>nd</sup> Avenue, Van Wyck Expressway, a line 100 feet northwesterly of 103<sup>rd</sup> Avenue, 133<sup>rd</sup> Street, 103<sup>rd</sup> Avenue, 127<sup>th</sup> Street, a line 90 feet northwesterly of 103<sup>rd</sup> Avenue, 114<sup>th</sup> Street, a line 100 feet northwesterly of 103<sup>rd</sup> Avenue, and a line midway between 112<sup>th</sup> Street and 113<sup>th</sup> Street;
10. changing from an R5 District to an R4B District property bounded by a line 100 feet northwesterly of 95<sup>th</sup> Avenue, 124<sup>th</sup> Street, a line 100 feet southeasterly of 95<sup>th</sup> Avenue, and 121<sup>st</sup> Street;
11. changing from an R3-1 District to an R6A District property bounded by:
  - a. a line 100 feet northerly of Jamaica Avenue, a line 85 feet westerly of 76<sup>th</sup> Street, a line 100 feet northerly of Jamaica Avenue, Woodhaven Boulevard, 86<sup>th</sup> Drive, 94<sup>th</sup> Street-, a line 100 feet southerly of 86<sup>th</sup> Road, 96<sup>th</sup> Street, a line 150 feet northerly of Jamaica Avenue, a line 100 feet easterly of 96<sup>th</sup> Street, a line 250 feet northerly of Jamaica Avenue, 98<sup>th</sup> Street, a line 100 feet southerly of Jamaica Avenue, and Dexter Court and its southerly centerline prolongation;
  - b. a line 150 feet southerly of Jamaica Avenue, a line 100 feet southwesterly of 102<sup>nd</sup> Street, a line 175 feet southerly of Jamaica Avenue, and 98<sup>th</sup> Street; and
  - c. a line 100 feet southeasterly of Jamaica Avenue, 116<sup>th</sup> Street, a line 200 feet southeasterly of Jamaica Avenue, 115<sup>th</sup> Street, a line perpendicular to the

southwesterly street line of 115<sup>th</sup> Street distant 290 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Jamaica Avenue and the southwesterly street line of 115<sup>th</sup> Street, and a line midway between 114<sup>th</sup> Street and 115<sup>th</sup> Street;

12. changing from an R3-2 District to an R6A District property bounded by a line 130 feet northerly of Jamaica Avenue, a line 85 feet westerly of 76<sup>th</sup> Street, a line 100 feet northerly of Jamaica Avenue; and Dexter Court;
13. changing from an R5 District to an R6A District property bounded by a line midway between 93<sup>rd</sup> Avenue and Atlantic Avenue and its northeasterly prolongation, 108<sup>th</sup> Street, a line 100 feet northwesterly of Atlantic Avenue, 121<sup>st</sup> Street, Atlantic Avenue, Lefferts Boulevard, a line 100 feet southeasterly of Atlantic Avenue, 106<sup>th</sup> Street, 94<sup>th</sup> Avenue, and a line 100 feet northeasterly of 104<sup>th</sup> Street;
14. changing from a C8-1 District to an R6A District property bounded by:
  - a. Jamaica Avenue, the southerly prolongation of Dexter Court, a line 100 feet southerly of Jamaica Avenue, and Eldert Lane; and
  - b. a line 100 feet northerly of Jamaica Avenue, the northeasterly boundary line of the Long Island Railroad right-of-way (Rockaway Beach Division), a line perpendicular to the southwesterly street line of 101<sup>st</sup> Street distant 240 feet northwesterly (as measured along the street line) from the point of intersection of the northerly street line of Jamaica Avenue to the southwesterly street line of 101<sup>st</sup> Street, 101<sup>st</sup> Street, Jamaica Avenue, a line 100 feet southwesterly of 102<sup>nd</sup> Street, a line 150 feet southerly of Jamaica Avenue, and 98<sup>th</sup> Street;
15. establishing within a proposed R4A District a C2-3 District bounded by a line 150 feet southeasterly of Jamaica Avenue, Lefferts Boulevard, a line 535 feet southeasterly of Jamaica Avenue, and a line midway between Lefferts Boulevard and 118<sup>th</sup> Street;
16. establishing within an existing R5 District a C2-3 District bounded by:
  - a. 94<sup>th</sup> Avenue, 120<sup>th</sup> Street, a line 100 feet southeasterly of 94<sup>th</sup> Avenue, and Lefferts Boulevard;
  - b. Atlantic Avenue, a line 100 feet northeasterly of 130<sup>th</sup> Street, a line 100 feet southeasterly of Atlantic Avenue, 129<sup>th</sup> Street, 94<sup>th</sup> Avenue, and 127<sup>th</sup> Street;
  - c. Atlantic Avenue, 134<sup>th</sup> Street, a line 100 feet southeasterly of Atlantic Avenue, and 133<sup>rd</sup> Street; and

- d. a line 100 feet southeasterly of Atlantic Avenue, the southwesterly service road of Van Wyck Expressway, a line 100 feet southeasterly of 95<sup>th</sup> Avenue, a line 100 feet southwesterly of Van Wyck Expressway, and a line 100 feet northwesterly of 95<sup>th</sup> Avenue, and a line 100 feet northeasterly of 134<sup>th</sup> street;
17. establishing within a proposed R6A District a C1-4 District bounded by a line 100 feet northerly of Jamaica Avenue, Woodhaven Boulevard, 86<sup>th</sup> Drive, 94<sup>th</sup> Street, a line 100 feet southerly of 86<sup>th</sup> Road, 96<sup>th</sup> Street, a line 100 feet northerly of Jamaica Avenue, 98<sup>th</sup> Street, a line 100 feet southerly of Jamaica Avenue, 80<sup>th</sup> Street, Jamaica Avenue, and 80<sup>th</sup> Street;
  18. establishing within a proposed R6A District a C2-3 District bounded by a line midway between 93<sup>rd</sup> Avenue and Atlantic Avenue and its northeasterly prolongation, 108<sup>th</sup> Street, a line 100 feet northwesterly of Atlantic Avenue, 121<sup>st</sup> Street, Atlantic Avenue, Lefferts Boulevard, a line 100 feet southeasterly of Atlantic Avenue, 106<sup>th</sup> Street, Atlantic Avenue, and a line 100 feet northeasterly of 104<sup>th</sup> Street; and
  19. establishing within a proposed R6A District a C2-4 District bounded by:
    - a. Jamaica Avenue, Dexter Court, a line 130 feet northerly of Jamaica Avenue, a line 85 feet westerly of 76<sup>th</sup> Street, a line 100 feet northerly of Jamaica Avenue, 80<sup>th</sup> Street, Jamaica Avenue, 80<sup>th</sup> Street, a line 100 feet southerly of Jamaica Avenue, and Eldert Lane; and
    - b. a line 100 feet northerly of Jamaica Avenue, the northeasterly boundary line of the Long Island Railroad right-of-way (Rockaway Beach Division), a line perpendicular to the southwesterly street line of 101<sup>st</sup> Street distant 240 feet northwesterly (as measured along the street line) from the point of intersection of the northerly street line of Jamaica Avenue to the southwesterly street line of 101<sup>st</sup> Street, 101<sup>st</sup> Street, Jamaica Avenue, a line 100 feet southwesterly of 102<sup>nd</sup> Street, a line 175 feet southerly of Jamaica Avenue, and 98<sup>th</sup> Street;

Borough of Queens, Community District 9, as shown on a diagram (for illustrative purposes only) dated February 27, 2012, and subject to the conditions of CEQR Declaration E-281.

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The application for an amendment of the Zoning Map was filed by the Department of City Planning on February 22, 2012 to rezone all or portions of 229 blocks in the Woodhaven and Richmond Hill neighborhoods in Queens, Community District 9. The proposed rezoning from R3-1, R5, C8-1, and M1-1 districts to R3A, R3X, R4A, R4-1, R4B, and R6A and updating of certain commercial overlay districts, is intended to protect neighborhood character from out-of-character development, reinforce established development patterns, and direct opportunities for

moderate residential and commercial growth to locations along wide streets and transit resources, including Jamaica and Atlantic Avenues.

## **BACKGROUND**

The Department of City Planning proposes to change the Zoning Map on all or portions of 229 blocks in the neighborhoods of Woodhaven and Richmond Hill, Queens, Community District 9. The rezoning area is generally bounded by Park Lane South to the north, 103<sup>rd</sup> Avenue to the south, Eldert Lane to the west, and the Van Wyck Expressway to the east.

Woodhaven and Richmond Hill are vibrant and diverse neighborhoods in central Queens. The growth of these neighborhoods can be attributed to their appealing one- and two-family wood-frame houses built in a variety of traditional styles, attractive tree-lined streets, and good access to mass transit.

Within the past two decades, Woodhaven and Richmond Hill have seen an increase in population, but due to out-dated zoning, this growth has not resulted in new development that is consistent with the established built contexts of these neighborhoods. Recent development has included the demolition of detached one- and two-family wood-frame houses and their replacement with new semi-detached, attached, and multi-family buildings that do not match area built character while major corridors that have access to transit and can accommodate growth have not seen development opportunities.

The Woodhaven – Richmond Hill rezoning was undertaken in response to concerns raised by Community Board 9, local civic organizations, and local elected officials that existing zoning does not closely reflect established building patterns or guide new development to appropriate locations. The proposed rezoning seeks to reinforce the predominant one- and two-family character typically found on residential blocks while directing new residential and mixed-use development to locations along the area's main commercial corridors and near mass transit resources. This is consistent with the zoning on Jamaica Avenue, to the east of the study area, which was changed to a moderately higher density in 2005 as part of the Department's 140-block Kew Gardens – Richmond Hill rezoning.

The commercial corridors within the study area, located along Jamaica Avenue and Atlantic Avenue, are well-served by transit, including the elevated J/Z train above Jamaica Avenue and numerous bus lines.

The Woodhaven – Richmond Hill rezoning area consists of four zoning districts: R3-1, R5, C8-1, and M1-1. C1-2 and C2-2 commercial overlay districts are located along Jamaica and Atlantic Avenues. These zoning districts have remained unchanged since 1961 when the current Zoning Resolution was adopted.

### *R3-1*

An R3-1 district is located generally north of Atlantic Avenue between Eldert Lane and 121<sup>st</sup> Street. R3-1 zoning permits one- and two-family detached and semi-detached residential buildings. The maximum residential floor area ratio (FAR) is 0.6, which includes a 0.1 attic allowance. For detached development, the minimum lot area is 3,800 square feet and the minimum lot width is 40 feet. For semi-detached development, the minimum lot area is 1,700 square feet and the minimum lot width is 18 feet. The maximum perimeter wall height is 21 feet and the maximum building height is 35 feet. One parking space is required for each dwelling unit. Community facilities are permitted a maximum FAR of 1.0.

### *R5*

An R5 district is generally located on both sides of Atlantic Avenue and the area to the south between 102<sup>nd</sup> Street and the Van Wyck Expressway. R5 zoning permits all housing types, including multi-family residences. The maximum residential FAR is 1.25. In a predominately built up area, a maximum FAR of 1.65 is permitted through R5 infill provisions. For detached development, the minimum lot area is 3,800 square feet and the minimum lot width is 40 feet. All other housing types require lots with a minimum area of 1,700 square feet and a minimum lot width of 18 feet. The maximum street wall height is 30 feet and the maximum building height is 40 feet. Off-street parking in a grouped facility is required for 85 percent of the dwelling units. Community facilities are permitted a maximum FAR of 2.0.

### *C8-1*

All or portions of three blocks are currently zoned C8-1 within the rezoning area. One block is generally located south of Jamaica Avenue between Eldert Lane and 75<sup>th</sup> Street and two blocks are generally located on the north and south sides of Jamaica Avenue between 98<sup>th</sup> and 101<sup>st</sup> Streets. C8-1 zoning permits commercial and community facility uses in Use Groups 4 through 14 and 16. Residential uses are not permitted. Typical uses in C8 districts include automotive-related uses, such as auto repair, showrooms, warehouses, gas stations, and car washes. The maximum FAR for commercial uses in a C8-1 district is 1.0. Maximum building height is determined by a sky exposure plane, which begins at a height of 30 feet above the street line. Off-street parking requirements vary with the use. Community facility uses are permitted a maximum FAR of 2.4.

#### *M1-1*

One block is currently zoned M1-1 within the rezoning area. The block is located south of Atlantic Avenue between 102<sup>nd</sup> and 104<sup>th</sup> Streets. M1-1 zoning districts permit Use Groups 4 through 14, 16 and 17 which include light industrial uses which conform to high performance standards. Residential uses are not permitted. Typical uses in M1-1 districts include light industrial uses, such as manufacturing establishments for food, metal, and wood products. The maximum FAR for commercial uses in a M1-1 district is 1.0. Maximum building height is determined by a sky exposure plane, which begins at a height of 30 feet above the street line. Off-street parking requirements vary with the use. Community facility uses are permitted a maximum FAR of 2.4.

#### *Commercial Overlay Districts*

C1 and C2 commercial overlay districts are located along Jamaica and Atlantic Avenues. C1 districts permit commercial Use Groups 5 and 6, which allow the kinds of daily retail and service establishments frequently used by neighborhood residents. C2 districts permit a wider range of commercial uses including those in Use Groups 5 through 9 and 14. When C1 and C2 overlay districts are mapped with R1 through R5 residential districts the maximum commercial FAR is 1.0, with commercial uses limited to the first floor in mixed-use buildings. Off-street parking requirements vary with the use. In C1-2 and C2-2 overlays, most retail uses require one



accessory parking space per 300 square feet of commercial floor space, although the requirements can range between one space per 200 square feet and one space per 800 square feet.

The proposed rezoning would affect more than 6,700 lots on 229 blocks. The proposed rezoning would replace all or portions of existing R3-1, R5, C8-1, and M1-1 districts with R3A, R3X, R4A, R4-1, R4B, and R6A districts, replace existing C1-2 and C2-2 overlays with C1-4, C2-3, and C2-4 overlays, eliminate portions of existing C1-2 and C2-2 overlays, and establish new C2-3 overlays. The proposed rezoning would reinforce the area's one- and two-family residential character with contextual zoning, direct new mixed-use development opportunities to major corridors, and update commercial overlay zones to support economic development along commercial corridors and ensure that business uses do not encroach on residential side-streets.

The proposed rezoning was developed through close consultation with area residents, civic organizations, local elected officials and Community Board 9 and would complement contextual zoning changes adopted in 2005 as part of the Kew Gardens – Richmond Hill rezoning.

*Proposed R3A (from R3-1)*

Two R3A districts are proposed on all or portions of 14 blocks in the Woodhaven section of the rezoning area. One proposed R3A district is generally bounded by 88<sup>th</sup> Street, Jamaica Avenue, Woodhaven Boulevard, and 91<sup>st</sup> Avenue. A second proposed R3A district is generally located on the east and west sides of 98<sup>th</sup> Street between Jamaica Avenue and Park Lane South. These R3A districts will reinforce existing one- and two-family, detached, residential buildings on narrow lots on these 14 blocks.

R3A zoning permits one- and two-family, detached, residential buildings with a maximum FAR of 0.6, which includes a 0.1 attic allowance. R3A districts require a minimum lot area of 2,375 square feet and a minimum lot width of 25 feet. In addition to the 10-foot minimum required front yard depth, a deeper front yard would be required to match the yard depth of an adjacent building up to 20 feet. The maximum perimeter wall height is 21 feet and the maximum building height is 35 feet. One off-street parking space is required for each dwelling unit. Community facilities are permitted a maximum FAR of 1.0.

*Proposed R3X (from R3-1)*

Three R3X districts are proposed on all or portions of 44 blocks in the Woodhaven section the rezoning area. One proposed R3X district is generally bounded by Forest Parkway, Park Lane South, 89<sup>th</sup> Street, and Jamaica Avenue. A second proposed R3X district is generally bounded by 91<sup>st</sup> Street, Park Lane South, 96<sup>th</sup> Street, and Jamaica Avenue. A third R3X proposed district is generally bounded by Woodhaven Boulevard, Jamaica Avenue, 98<sup>th</sup> Street, and Atlantic Avenue. These R3X districts will reinforce existing one- and two-family, detached, residential buildings on these 44 blocks.

R3X zoning permits one- and two-family, detached, residential buildings with a maximum FAR of 0.6, which includes a 0.1 attic allowance. R3X districts require a minimum lot area of 3,325 square feet and a minimum lot width of 35 feet. In addition to the 10-foot minimum required front yard depth, a deeper front yard would be required to match the yard depth of an adjacent building up to 20 feet. The maximum perimeter wall height is 21 feet and the maximum building height is 35 feet. One off-street parking space is required for each dwelling unit. Community facilities are permitted a maximum FAR of 1.0.

*Proposed R4A (from R3-1 and R5)*

Four R4A districts are proposed on all or portions of 123 blocks in Richmond Hill section of the rezoning area. One proposed R4A district is generally bounded by Woodhaven Boulevard, Atlantic Avenue, 96<sup>th</sup> Street, and 95<sup>th</sup> Avenue. A second proposed R4A district is generally bounded by 112<sup>th</sup> Street, Jamaica Avenue, 121<sup>st</sup> Street, and Atlantic Avenue. A third proposed R4A district is generally bounded by 105<sup>th</sup> Street, Atlantic Avenue, the Van Wyck Expressway, and 101<sup>st</sup> Avenue. A fourth proposed R4A district is generally bounded 113<sup>th</sup> Street, 101<sup>st</sup> Avenue, the Van Wyck Expressway, and 103<sup>rd</sup> Avenue. These R4A districts will reinforce existing one- and two-family, detached, residential buildings on these 123 blocks.

R4A zoning permits one- and two-family, detached, residential buildings with a maximum FAR of 0.9, which includes a 0.15 attic allowance. R4A districts require a minimum lot area of 2,850 square-feet and a minimum lot width of 30 feet. In addition to the 10-foot minimum required front yard depth, a deeper front yard would be required to match the yard depth of an adjacent

building up to 20 feet. The maximum perimeter wall height is 21 feet and the maximum building height is 35 feet. One off-street parking space is required for each dwelling unit. Community facilities are permitted a maximum FAR of 2.0.

*Proposed R4-1 (from R5 and M1-1)*

Three R4-1 districts are proposed on all or portions of 25 blocks in Richmond Hill. One proposed R4-1 district is generally bounded by 102<sup>nd</sup> Street, 94<sup>th</sup> Avenue, 105<sup>th</sup> Street, and 101<sup>st</sup> Avenue. A second proposed R4-1 district is generally bounded by 102<sup>nd</sup> Street, 101<sup>st</sup> Avenue, 112<sup>th</sup> Street, and 103<sup>rd</sup> Avenue. A third proposed R4-1 district is generally bounded by 121<sup>st</sup> Street, Atlantic Avenue, 124<sup>th</sup> Street, and 95<sup>th</sup> Avenue. These R4-1 districts will reinforce the existing one- and two-family, detached and semi-detached, residential buildings on these 25 blocks.

R4-1 zoning permits one- and two-family, detached and semi-detached residential buildings with a maximum FAR of 0.9, which includes a 0.15 attic allowance. For detached development, the minimum lot area is 2,375 square feet and the minimum lot width is 25 feet. For semi-detached development, the minimum lot area is 1,700 square feet and the minimum lot width is 18 feet. In addition to the 10-foot minimum required front yard depth, a deeper front yard would be required to match the yard depth of an adjacent building up to 20 feet. The maximum perimeter wall height is 25 feet and the maximum building height is 35 feet. One parking space is required for each dwelling unit. Community facilities are permitted a maximum FAR of 2.0.

*Proposed R4B (from R5)*

An R4B district is proposed in Richmond Hill on four block frontages along 95<sup>th</sup> Avenue between 121<sup>st</sup> Street and 124<sup>th</sup> Street. This R4B district will reinforce existing one- and two-family row houses on these four block frontages.

The R4B district permits all housing types but is primarily characterized by low-rise row houses with required parking located in rear common driveways. R4B districts have a maximum FAR of 0.9. Detached residences require a minimum lot area of 2,375 square feet and a minimum lot width of 25 feet. All other housing types require a minimum area of 1,700 square feet and a

minimum lot width of 18 feet. In addition to the 5-foot minimum required front yard depth, a deeper front yard would be required to match the yard depth of an adjacent building up to 20 feet. The maximum building height is 24 feet. One parking space is required for each dwelling unit. Front yard parking is prohibited in R4B districts. Community facilities are permitted a maximum FAR of 2.0.

*Proposed R6A (from R3-1, R5, and C8-1)*

Two R6A districts are proposed on portions of 65 blocks in the rezoning area. One R6A district is proposed in Woodhaven along Jamaica Avenue generally between Eldert Lane and 102<sup>nd</sup> Street. A second R6A district is proposed in Richmond Hill along Atlantic Avenue generally between 104<sup>th</sup> Street and 121<sup>st</sup> Street. These R6A districts will strengthen and reinforce the main street character along Woodhaven and Richmond Hill's primary commercial corridors.

R6A districts permit all housing types. The maximum FAR for all residential development is 3.0. Above a maximum base height of 60 feet, the building must be set back to a depth of at least 10 feet on a wide street and 15 feet on a narrow street before rising to its maximum height of 70 feet. To preserve the traditional streetscape, the street wall of a new building can be no closer to the street line than any building within 150 feet on the same block, up to a depth of 15 feet. Off-street parking, which is not allowed in front of a building, is required for 50% of a building's dwelling units, or waived if five or fewer spaces are required. Community facilities are permitted a maximum FAR of 3.0.

Existing C1 and C2 commercial overlays are located along Jamaica and Atlantic Avenues and serve the local shopping needs of the surrounding residential neighborhood. C1 districts permit local commercial uses that generally serve the immediate neighborhood, while C2 districts permit a wider range of retail and service uses.

The proposed updates to the commercial zoning districts would replace existing C1-2 and C2-2 districts with C1-4, C2-3, and C2-4 districts and reduce the depth of commercial overlays from 150 feet to 100 feet to prevent commercial uses from encroaching onto residential side streets.

New C2-3 commercial overlays are also proposed in certain locations along Lefferts Boulevard and Atlantic Avenue in order to recognize existing commercial uses and provide new business location opportunities.

Parking requirements in C2-3, C1-4 and C2-4 overlays vary by use, however most retail uses in C2-3 overlays require one space per 400 square feet of commercial floor area and most retail uses in C1-4 and C2-4 overlays require one accessory parking space per 1,000 square feet of commercial floor area.

## **ENVIRONMENTAL REVIEW**

This application (C 120195 ZMQ) was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et. seq. and the City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 12DCP106Q. The lead is the City Planning Commission.

After a study of the potential environmental impact of the proposed action, a Negative Declaration was issued on February 27, 2012. The Negative Declaration included (E) designations to avoid the potential for significant adverse impacts related to air quality, noise and hazardous materials (E-281), as described below:

The (E) designation requirements related to air quality would apply to the following development sites:

- Block 8840, Lot 154
- Block 8853, Lots 112, 113, 114, 115, 116, 117, 143
- Block 8883, Lots 84, 88, 89, 90, 98, 99, 100
- Block 8899, Lots 1, 15, 16, 18, 19
- Block 8922, Lot 5
- Block 8938, Lots 3, 4, 5, 6
- Block 9324, Lots 30, 35, 36, 37, 38
- Block 9349, Lot 37
- Block 9351, Lot 40
- Block 9354, Lot 33

Block 9388, Lot 3  
Block 9389, Lot 1, 4  
Block 9401, Lot 1

The (E) designation text related to air quality is as follows:

Block 8899, Lot 1 (Projected Development Site A)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

Block 8938, Lots 3, 4, 5, 6 (Projected Development Site D)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

Block 9349, Lot 37 (Projected Development Site K)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

Block 8899, Lots 15, 16 (Potential Development Site 3)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

Block 8899, Lots 18, 19 (Potential Development Site 4)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

Block 8840, Lot 154 (Potential Development Site 5)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

Block 8853, Lots 112, 113, 114, 115, 116, 117, 143 (Potential Development Site 11)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must**

**use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

Block 8922, Lot 5 (Potential Development Site 14)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

Block 8883, Lot 100 (Potential Development Site 21)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

Block 8883, Lots 98, 99 (Potential Development Site 22)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

Block 8883, Lots 88, 89, 90 (Potential Development Site 23)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

Block 8883, Lot 84 (Potential Development Site 24)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

Block 9388, Lot 3 (Potential Development Site 27)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

Block 9389, Lot 1 (Potential Development Site 28)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

Block 9389, Lot 4 (Potential Development Site 29)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

Block 9324, Lots 35, 36, 37, 38 (Potential Development Site 36)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

Block 9324, Lot 30 (Potential Development Site 37)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

Block 9401, Lot 1 (Potential Development Site 38)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

Block 9351, Lot 40 (Potential Development Site 43)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

Block 9354, Lot 33 (Potential Development Site 44)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems must use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.**

With the placement of the (E) designations on the above blocks and lots, no significant air quality impacts related to HVAC emissions would be expected as the result of the proposed action.

There are three levels of required noise attenuation. Depending on the ambient noise levels they would require 35, 39 and 41 dBA of window/wall attenuation.

The following properties require 35 dBA of noise attenuation in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations on the following block and lots which encompass one (1) projected and twelve (12) potential development sites:



*Projected Development Site*  
Block 9388, Lot 5

*Potential Development Site*  
Block 9315, Lot 23  
Block 9317, Lot 21  
Block 9324, Lot 30  
Block 9349, Lot 31  
Block 9351, Lot 40  
Block 9352, Lot 28  
Block 9354, Lot 33  
Block 9389, Lot 1  
Block 9398, Lot 1  
Block 9401, Lot 1  
Block 9434, Lot 2, 6  
Block 9436, Lots 1, 3

The text of the (E) designation for noise for the above properties is as follows:

**In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 35 dB(A) window/wall attenuation in all façades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.**

The following properties require 39 dBA of noise attenuation in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations on the following block and lots which encompass four (4) projected and fifteen (15) potential development sites:

*Projected Development Site*  
Block 8899, Lot 1  
Block 8922, Lot 3  
Block 8869, Lot 35  
Block 9286, Lot 123

*Potential Development Site*  
Block 8835, Lot 1  
Block 8847, Lots 147, 148, 155, 156  
Block 8853, Lots 108, 109, 112, 113, 114, 115, 116, 117, 143  
Block 8883, Lots 84, 100  
Block 8899, Lot 6  
Block 8919, Lots 21, 29  
Block 8922, Lot 5  
Block 8931, Lots 3, 4, 5, 6  
Block 8932, Lot 11

Block 9177, Lot 59  
Block 9286, Lot 8, 123

The text of the (E) designation for noise for the above properties is as follows:

**In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 39 dB(A) window/wall attenuation in all façades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.**

The following property requires 41 dBA of noise attenuation in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations on the following block and lot which encompass one (1) potential development site:

*Potential Development Site*  
Block 8934, Lot 8

The text of the (E) designation for noise for the above property is as follows:

**In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 41 dB(A) window/wall attenuation in all façades in order to maintain an interior noise level of 45 dB(A). To achieve 41 dBA of building attenuation, special design features that go beyond the normal double-glazed windows are necessary and may include using specially designed windows (i.e., windows with small sizes, windows with air gaps, windows with thicker glazing, etc.), and additional building attenuation. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.**

With the attenuation measure specified above, the proposed action would not result in any significant adverse noise impacts, and would meet CEQR guidelines.

By placing (E) designations on sites where there is a known or suspected environmental concern the potential for an adverse impact to human health and the environment resulting from the proposed action may be avoided.

The (E) designation requirements related to hazardous materials would apply to the following development sites:

*Projected Development Site*  
Block 8899 Lot(s) 1  
Block 8922 Lot(s) 3  
Block 8869 Lot(s) 35  
Block 8938 Lot(s) 3, 4, 5, 6  
Block 9286 Lot(s) 123

Block 9388 Lot(s) 5  
Block 9392 Lot(s) 3, 5, 6, 7, 8  
Block 9320 Lot(s) 121, 124  
Block 9400 Lot(s) 3, 4, 6  
Block 9401 Lot(s) 6  
Block 9349 Lot(s) 37

*Potential Development Site*

Block 8899 Lot(s) 6  
Block 8835 Lot(s) 1  
Block 8899 Lot(s) 15, 16  
Block 8899 Lot(s) 18, 19  
Block 8840 Lot(s) 154  
Block 8908 Lot(s) 4, 7  
Block 8847 Lot(s) 155, 156  
Block 8847 Lot(s) 147, 148  
Block 8919 Lot(s) 14, 15  
Block 8919 Lot(s) 21  
Block 8853 Lot(s) 112, 113, 114, 115, 116, 117, 143  
Block 8853 Lot(s) 108, 109  
Block 8919 Lot(s) 29  
Block 8922 Lot(s) 5  
Block 8861 Lot(s) 91  
Block 8931 Lot(s) 3, 4, 5, 6  
Block 8868 Lot(s) 34  
Block 8932 Lot(s) 11  
Block 8933 Lot(s) 74, 75, 77  
Block 8934 Lot(s) 8  
Block 8883 Lot(s) 100  
Block 8883 Lot(s) 98, 99  
Block 8883 Lot(s) 88, 89, 90  
Block 8883 Lot(s) 84  
Block 9177 Lot(s) 59  
Block 9286 Lot(s) 8  
Block 9388 Lot(s) 3  
Block 9389 Lot(s) 1  
Block 9389 Lot(s) 4  
Block 9315 Lot(s) 23  
Block 9393 Lot(s) 1  
Block 9317 Lot(s) 21  
Block 9396 Lot(s) 8  
Block 9398 Lot(s) 1  
Block 9399 Lot(s) 2  
Block 9324 Lot(s) 35, 36, 37, 38  
Block 9324 Lot(s) 30  
Block 9401 Lot(s) 1

Block 9434 Lot(s) 2  
Block 9349 Lot(s) 31  
Block 9436 Lot(s) 1, 3  
Block 9350 Lot(s) 32  
Block 9351 Lot(s) 40  
Block 9354 Lot(s) 33  
Block 9352 Lot(s) 28

The text for the (E) designations related to hazardous materials is as follows:

**Task 1-Sampling Protocol**

**The applicant submits to OER, for review and approval, a Phase 1A of the site along with a soil and groundwater testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented.**

**If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of sample sites should be selected to adequately characterize the site, the specific source of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.**

**Task 2-Remediation Determination and Protocol**

**A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.**

**If remediation is indicated from the test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.**

**An OER-approved construction-related health and safety plan would be implemented during evacuation and construction and activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This plan would be submitted to OER for review and approval prior to implementation.**

**All demolition or rehabilitation would be conducted in accordance with applicable requirements for disturbance, handling and disposal of suspect lead-paint and asbestos-containing materials. For all projected and potential development sites where no E-designation is recommended, in addition to the requirements for lead-based paint and**

**asbestos, requirements (including those of NYSDEC) should petroleum tanks and/or spills be identified and for off-site disposal of soil/fill would need to be followed.**

With the implementation of the above (E) designation (E-281), no significant adverse impacts related to air quality, noise and hazardous materials would occur.

## **UNIFORM LAND USE REVIEW**

This application (C 120195 ZMQ) was certified as complete by the Department of City Planning on February 27, 2012, and was duly referred to Community Board 9 and the Queens Borough President in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b).

### **Community Board Public Hearing**

Community Board 9 held a public hearing on this application (C 120195 ZMQ) on March 13, 2012, and on that date, by a vote of 35 to 0 with 0 abstentions, adopted a resolution recommending approval of the application.

### **Borough President Recommendation**

The application (C 120195 ZMQ) was considered by the Queens Borough President, who issued a recommendation approving the application on April 21, 2012.

However, the Borough President's recommendation was submitted after the Borough President's 30-day review period and is therefore, non-complying.

### **City Planning Commission Public Hearing**

On April 11, 2012 (Calendar No. 1), the City Planning Commission scheduled April 25, 2012 for a public hearing on this application (C 120195 ZMQ). The hearing was duly held on April 25, 2012 (Calendar No. 13). There were no speakers, and the hearing was closed.

## **CONSIDERATION**

The Commission believes that this application to amend the Zoning Map (C 120195 ZMQ) is appropriate.

The Commission notes that the rezoning proposal is consistent with the Department of City Planning's efforts to update zoning in areas where it has not changed in over 50 years. Existing zoning in Woodhaven and Richmond Hill has remained unchanged since 1961 and has increasingly resulted in tear downs of existing one- and two-family wood-frame houses and their replacement with out-of-character semi-detached, attached, and multi-family buildings.

The Commission notes that the proposal, which was developed in response to community concerns about recent out-of-character development, was refined over the last two years by the Department of City Planning through an extensive public outreach process and in close collaboration with Community Board 9, area residents and civic groups, and local City Council members.

The Commission believes that the proposed R3A, R3X, R4A, R4-1, and R4B contextual zoning districts will more closely match one- and two-family residential building patterns found among Woodhaven and Richmond Hill's residential blocks, and that these zoning changes will ensure future development will reinforce surrounding residential contexts. The Commission also believes the proposed rezoning of portions of Jamaica and Atlantic Avenues to R6A districts will provide a moderate increase in development potential where it can support and strengthen already established mixed-use areas along wider streets and locations near mass transit resources.

The Commission believes that the C1-4, C2-3, and C2-4 commercial overlays proposed along the area's major corridors will support existing retail and service uses, while the reduction in overlay depths from 150 feet to 100 feet will prevent the intrusion of commercial uses onto residential streets.

The Commission notes that new commercial overlays are proposed to be mapped along portions of Lefferts Boulevard and Atlantic Avenue where non-conforming commercial uses currently operate. The Commission believes that these new C2-3 overlays will bring these lots into conformance and allow future business location opportunities.

The Commission notes that written testimony submitted by the Executive Director of the Great Woodhaven Development Corporation, in support of application, notes the carefully crafted balance of the proposed rezoning.

The Commission believes that the proposed rezoning represents a comprehensive zoning strategy that will reinforce the one- and two-family residential character of Woodhaven and Richmond Hill while directing new mixed-use development opportunities to two distinct commercial corridors. The proposal will protect the established residential contexts of Woodhaven and Richmond Hill and provide a framework for orderly growth.

## **RESOLUTION**

**RESOLVED**, that the City Planning Commission finds that the action described herein will have no significant impact on the environment; and be it further

**RESOLVED**, by the City Planning Commission, pursuant to Sections 197-c and 200 of the New York City Charter, that based on the environmental determination and the consideration described in this report, the Zoning Resolution of the City of New York, effective as of December 15, 1961, and as subsequently amended, is further amended by changing the Zoning Map, Section Nos. 14b, 14d, 17c, 18a and 18c:

1. eliminating from an existing R3-1 District a C1-2 District bounded by a line 100 feet northerly of Jamaica Avenue, 85<sup>th</sup> Street, a line 150 feet northerly of Jamaica Avenue, Woodhaven Boulevard, 86<sup>th</sup> Drive, 94<sup>th</sup> Street, a line 150 feet northerly of Jamaica Avenue, 98<sup>th</sup> Street, a line 150 feet southerly of Jamaica Avenue, 85<sup>th</sup> Street, a line 100 feet southerly of Jamaica Avenue, 80<sup>th</sup> Street, Jamaica Avenue, and 80<sup>th</sup> Street;
2. eliminating from an existing R3-1 District a C2-2 District bounded by:
  - a. a line 100 feet northerly of Jamaica Avenue, 76<sup>th</sup> Street, a line 150 feet northerly of Jamaica Avenue, 80<sup>th</sup> Street, Jamaica Avenue, 80<sup>th</sup> Street, a line 100 feet southerly of Jamaica Avenue, 78<sup>th</sup> Street, a line 150 feet southerly of Jamaica Avenue, 75<sup>th</sup> Street, a line 100 feet southerly of Jamaica Avenue, and Dexter Court and it's southerly centerline prolongation;

- b. a line 150 feet northwesterly of Atlantic Avenue, 112<sup>th</sup> Street, a line 100 feet northwesterly of Atlantic Avenue, and 108<sup>th</sup> Street; and
  - c. and a line 150 feet northwesterly of Atlantic Avenue, 121<sup>st</sup> Street, a line 100 feet northwesterly of Atlantic Avenue, and 114<sup>th</sup> Street;
- 3. eliminating from an existing R5 District a C2-2 District bounded by a line 100 feet northwesterly of Atlantic Avenue, 121<sup>st</sup> Street, Atlantic Avenue, Lefferts Boulevard, 94<sup>th</sup> Avenue, 120<sup>th</sup> Street, a line 150 feet southeasterly of 94<sup>th</sup> Avenue, Lefferts Boulevard, a line 150 feet southeasterly of Atlantic Avenue, 107<sup>th</sup> Street, Atlantic Avenue, and 108<sup>th</sup> Street;
- 4. changing from an R3-1 District to an R3A District property bounded by:
  - a. a line 100 feet southerly of Jamaica Avenue, a line 80 feet northeasterly of 90<sup>th</sup> Street, 88<sup>th</sup> Avenue, a line 100 feet southwestly of Woodhaven Boulevard, 89<sup>th</sup> Avenue, Woodhaven Boulevard, 91<sup>st</sup> Avenue, 88<sup>th</sup> Street, a line 80 feet northerly of 91<sup>st</sup> Avenue, and a line midway between 88<sup>th</sup> Street and 89<sup>th</sup> Street; and
  - b. Park Lane South, the northeasterly boundary line of the Long Island Railroad right-of-way (Rockaway Beach Division), a line 100 feet northerly of Jamaica Avenue, 98<sup>th</sup> Street, a line 250 feet northerly of Jamaica Avenue, and a line 100 feet easterly of 96<sup>th</sup> Street;
- 5. changing from an R3-1 District to an R3X District property bounded by:
  - a. Park Lane South, 89<sup>th</sup> Street, a line 150 feet southerly of 85<sup>th</sup> Road, a line midway between 88<sup>th</sup> Street and 89<sup>th</sup> Street, a line 100 feet northerly of Jamaica Avenue, 86<sup>th</sup> Street, 86<sup>th</sup> Avenue, a line 290 feet northeasterly of Forest Parkway, a line 100 feet northerly of Jamaica Avenue, Forest Parkway, southeasterly street line of 86<sup>th</sup> Road and its northeasterly prolongation, and a line 100 feet southwestly of Forest Parkway;
  - b. Park Lane South, a line 100 feet easterly of 96<sup>th</sup> Street, a line 150 feet northerly of Jamaica Avenue, 96<sup>th</sup> Street, a line 100 feet southerly of 86<sup>th</sup> Road, 94<sup>th</sup> Street, 86<sup>th</sup> Drive, Woodhaven Boulevard, 86<sup>th</sup> Road, 91<sup>st</sup> Street, a line 150 feet northerly of 85<sup>th</sup> Road, and a line midway between 91<sup>st</sup> Street and 90<sup>th</sup> Street; and
  - c. a line 100 feet southerly of Jamaica Avenue, 98<sup>th</sup> Street, a line 175 feet southerly of Jamaica Avenue, a line 140 feet northeasterly of 98<sup>th</sup> Street, a line 225 feet southeasterly of 91<sup>st</sup> Avenue, 98<sup>th</sup> Street, a line 100 feet northwesterly of Atlantic Avenue, 96<sup>th</sup> Street, 91<sup>st</sup> Avenue, 96<sup>th</sup> Street, 89<sup>th</sup> Avenue, and Woodhaven Boulevard;



6. changing from an R5 District to an R4-1 District property bounded by:
  - a. 95<sup>th</sup> Avenue, 104<sup>th</sup> Street, 94<sup>th</sup> Avenue, a line 90 feet northeasterly of 104<sup>th</sup> Street, 95<sup>th</sup> Avenue, a line midway between 106<sup>th</sup> Street and 105<sup>th</sup> Street, a line 100 feet northwesterly of 101<sup>st</sup> Avenue, and 102<sup>nd</sup> Street;
  - b. a line 100 feet southeasterly of 101<sup>st</sup> Avenue, a line midway between 112<sup>th</sup> Street and 113<sup>th</sup> Street, a line 100 feet northwesterly of 103<sup>rd</sup> Avenue, and a line midway between 101<sup>st</sup> Street and 102<sup>nd</sup> Street; and
  - c. Atlantic Avenue, 124<sup>th</sup> Street, a line 100 feet northwesterly of 95<sup>th</sup> Avenue, and 121<sup>st</sup> Street;
7. changing from an M1-1 District to an R4-1 District property bounded by 94<sup>th</sup> Avenue, 104<sup>th</sup> Street, 95<sup>th</sup> Avenue, and 102<sup>nd</sup> Street;
8. changing from an R3-1 District to an R4A District property bounded by a line 100 feet southeasterly of Jamaica Avenue, a line midway between 114<sup>th</sup> Street and 115<sup>th</sup> Street, a line perpendicular to the southwesterly street line of 115<sup>th</sup> Street distant 290 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Jamaica Avenue and the southwesterly street line of 115<sup>th</sup> Street, 115<sup>th</sup> Street, a line 200 feet southeasterly of Jamaica Avenue, 116<sup>th</sup> Street, a line 100 feet southeasterly of Jamaica Avenue, Lefferts Boulevard, 89<sup>th</sup> Avenue, 121<sup>st</sup> Street, a line 100 feet northwesterly of Atlantic Avenue, 112<sup>th</sup> Street, 89<sup>th</sup> Avenue and its southwesterly centerline prolongation, and 113<sup>th</sup> Street;
9. changing from an R5 District to an R4A District property bounded by:
  - a. Atlantic Avenue, 96<sup>th</sup> Street, 95<sup>th</sup> Avenue, and Woodhaven Boulevard;
  - b. 94<sup>th</sup> Avenue, 106<sup>th</sup> Street, a line 100 feet southeasterly of Atlantic Avenue, Lefferts Boulevard, a line 200 feet northwesterly of 95<sup>th</sup> Avenue, 120<sup>th</sup> Street, a line 150 feet northwesterly of 95<sup>th</sup> Avenue, 121<sup>st</sup> Street, a line 100 feet southeasterly of 95<sup>th</sup> Avenue, 124<sup>th</sup> Street, 94<sup>th</sup> Avenue, 125<sup>th</sup> Street, Atlantic Avenue, 127<sup>th</sup> Street, 94<sup>th</sup> Avenue, 129<sup>th</sup> Street, a line 150 feet southeasterly of Atlantic Avenue, 130<sup>th</sup> Street, a line 100 feet southeasterly of Atlantic Avenue, a line 100 feet northeasterly of 134<sup>th</sup> Street, a line 100 feet northwesterly of 95<sup>th</sup> Avenue, a line 100 feet southwesterly of the Van Wyck Expressway, a line 100 feet northwesterly of 101<sup>st</sup> Avenue, a line midway between 105<sup>th</sup> Street and 106<sup>th</sup> Street, 95<sup>th</sup> Avenue, and a line 90 feet northeasterly of 104<sup>th</sup> Street; and
  - c. a line 100 feet southeasterly of 101<sup>st</sup> Avenue, 135<sup>th</sup> Street, 102<sup>nd</sup> Avenue, Van Wyck Expressway, a line 100 feet northwesterly of 103<sup>rd</sup> Avenue, 133<sup>rd</sup> Street, 103<sup>rd</sup> Avenue, 127<sup>th</sup> Street, a line 90 feet northwesterly of 103<sup>rd</sup> Avenue, 114<sup>th</sup>

Street, a line 100 feet northwesterly of 103<sup>rd</sup> Avenue, and a line midway between 112<sup>th</sup> Street and 113<sup>th</sup> Street;

10. changing from an R5 District to an R4B District property bounded by a line 100 feet northwesterly of 95<sup>th</sup> Avenue, 124<sup>th</sup> Street, a line 100 feet southeasterly of 95<sup>th</sup> Avenue, and 121<sup>st</sup> Street;
11. changing from an R3-1 District to an R6A District property bounded by:
  - a. a line 100 feet northerly of Jamaica Avenue, a line 85 feet westerly of 76<sup>th</sup> Street, a line 100 feet northerly of Jamaica Avenue, Woodhaven Boulevard, 86<sup>th</sup> Drive, 94<sup>th</sup> Street-, a line 100 feet southerly of 86<sup>th</sup> Road, 96<sup>th</sup> Street, a line 150 feet northerly of Jamaica Avenue, a line 100 feet easterly of 96<sup>th</sup> Street, a line 250 feet northerly of Jamaica Avenue, 98<sup>th</sup> Street, a line 100 feet southerly of Jamaica Avenue, and Dexter Court and its southerly centerline prolongation;
  - b. a line 150 feet southerly of Jamaica Avenue, a line 100 feet southwestery of 102<sup>nd</sup> Street, a line 175 feet southerly of Jamaica Avenue, and 98<sup>th</sup> Street; and
  - c. a line 100 feet southeasterly of Jamaica Avenue, 116<sup>th</sup> Street, a line 200 feet southeasterly of Jamaica Avenue, 115<sup>th</sup> Street, a line perpendicular to the southwestery street line of 115<sup>th</sup> Street distant 290 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Jamaica Avenue and the southwestery street line of 115<sup>th</sup> Street, and a line midway between 114<sup>th</sup> Street and 115<sup>th</sup> Street;
12. changing from an R3-2 District to an R6A District property bounded by a line 130 feet northerly of Jamaica Avenue, a line 85 feet westerly of 76<sup>th</sup> Street, a line 100 feet northerly of Jamaica Avenue; and Dexter Court;
13. changing from an R5 District to an R6A District property bounded by a line midway between 93<sup>rd</sup> Avenue and Atlantic Avenue and its northeasterly prolongation, 108<sup>th</sup> Street, a line 100 feet northwesterly of Atlantic Avenue, 121<sup>st</sup> Street, Atlantic Avenue, Lefferts Boulevard, a line 100 feet southeasterly of Atlantic Avenue, 106<sup>th</sup> Street, 94<sup>th</sup> Avenue, and a line 100 feet northeasterly of 104<sup>th</sup> Street;
14. changing from a C8-1 District to an R6A District property bounded by:
  - a. Jamaica Avenue, the southerly prolongation of Dexter Court, a line 100 feet southerly of Jamaica Avenue, and Eldert Lane; and
  - b. a line 100 feet northerly of Jamaica Avenue, the northeasterly boundary line of the Long Island Railroad right-of-way (Rockaway Beach Division), a line perpendicular to the southwestery street line of 101<sup>st</sup> Street distant 240 feet

northwesterly (as measured along the street line) from the point of intersection of the northerly street line of Jamaica Avenue to the southwesterly street line of 101<sup>st</sup> Street, 101<sup>st</sup> Street, Jamaica Avenue, a line 100 feet southwesterly of 102<sup>nd</sup> Street, a line 150 feet southerly of Jamaica Avenue, and 98<sup>th</sup> Street;

15. establishing within a proposed R4A District a C2-3 District bounded by a line 150 feet southeasterly of Jamaica Avenue, Lefferts Boulevard, a line 535 feet southeasterly of Jamaica Avenue, and a line midway between Lefferts Boulevard and 118<sup>th</sup> Street;
16. establishing within an existing R5 District a C2-3 District bounded by:
  - a. 94<sup>th</sup> Avenue, 120<sup>th</sup> Street, a line 100 feet southeasterly of 94<sup>th</sup> Avenue, and Lefferts Boulevard;
  - b. Atlantic Avenue, a line 100 feet northeasterly of 130<sup>th</sup> Street, a line 100 feet southeasterly of Atlantic Avenue, 129<sup>th</sup> Street, 94<sup>th</sup> Avenue, and 127<sup>th</sup> Street;
  - c. Atlantic Avenue, 134<sup>th</sup> Street, a line 100 feet southeasterly of Atlantic Avenue, and 133<sup>rd</sup> Street; and
  - d. a line 100 feet southeasterly of Atlantic Avenue, the southwesterly service road of Van Wyck Expressway, a line 100 feet southeasterly of 95<sup>th</sup> Avenue, a line 100 feet southwesterly of Van Wyck Expressway, and a line 100 feet northwesterly of 95<sup>th</sup> Avenue, and a line 100 feet northeasterly of 134<sup>th</sup> street;
17. establishing within a proposed R6A District a C1-4 District bounded by a line 100 feet northerly of Jamaica Avenue, Woodhaven Boulevard, 86<sup>th</sup> Drive, 94<sup>th</sup> Street, a line 100 feet southerly of 86<sup>th</sup> Road, 96<sup>th</sup> Street, a line 100 feet northerly of Jamaica Avenue, 98<sup>th</sup> Street, a line 100 feet southerly of Jamaica Avenue, 80<sup>th</sup> Street, Jamaica Avenue, and 80<sup>th</sup> Street;
18. establishing within a proposed R6A District a C2-3 District bounded by a line midway between 93<sup>rd</sup> Avenue and Atlantic Avenue and its northeasterly prolongation, 108<sup>th</sup> Street, a line 100 feet northwesterly of Atlantic Avenue, 121<sup>st</sup> Street, Atlantic Avenue, Lefferts Boulevard, a line 100 feet southeasterly of Atlantic Avenue, 106<sup>th</sup> Street, Atlantic Avenue, and a line 100 feet northeasterly of 104<sup>th</sup> Street; and
19. establishing within a proposed R6A District a C2-4 District bounded by:
  - a. Jamaica Avenue, Dexter Court, a line 130 feet northerly of Jamaica Avenue, a line 85 feet westerly of 76<sup>th</sup> Street, a line 100 feet northerly of Jamaica Avenue, 80<sup>th</sup> Street, Jamaica Avenue, 80<sup>th</sup> Street, a line 100 feet southerly of Jamaica Avenue, and Eldert Lane; and

- b. a line 100 feet northerly of Jamaica Avenue, the northeasterly boundary line of the Long Island Railroad right-of-way (Rockaway Beach Division), a line perpendicular to the southwesterly street line of 101<sup>st</sup> Street distant 240 feet northwesterly (as measured along the street line) from the point of intersection of the northerly street line of Jamaica Avenue to the southwesterly street line of 101<sup>st</sup> Street, 101<sup>st</sup> Street, Jamaica Avenue, a line 100 feet southwesterly of 102<sup>nd</sup> Street, a line 175 feet southerly of Jamaica Avenue, and 98<sup>th</sup> Street;

Borough of Queens, Community District 9, as shown on a diagram (for illustrative purposes only) dated February 27, 2012, and subject to the conditions of CEQR Declaration E-281.

The above resolution (C 120195 ZMQ), duly adopted by the City Planning Commission on May 23, 2012 (Calendar No. 7), is filed with the Office of the Speaker, City Council, and the Queens Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

**AMANDA M. BURDEN, FAICP, Chair,**  
**KENNETH J. KNUCKLES, Esq., Vice Chairman**  
**ANGELA M. BATTAGLIA, RAYANN BESSER, IRWIN G. CANTOR, P.E.,**  
**ALFRED C. CERULLO, III, BETTY Y. CHEN, MICHELLE DE LA UZ,**  
**MARIA M. DEL TORO, RICHARD W. EADDY, ANNA HAYES LEVIN,**  
**ORLANDO MARIN, SHIRLEY A. MCRAE, Commissioners**



March 13, 2012 Rezoning of Woodhaven and Richmond Hill in Queens CB 9.

Queens Community Board 9 supports the rezoning plan for Woodhaven and Richmond Hill recently certified by the Department of City Planning. This rezoning plan is the result of a process which residents of Woodhaven and Richmond Hill spearheaded over 4 years ago.

Like other rezonings in Board 9, its final design is the consequence of dozens of meetings and countless hours spent by members of the affected communities working closely with the Queens Department of City Planning. It is *their* concern for *their* community which has enabled them and us to reach this final stage.

This balanced plan provides for growth on the commercial streets of Woodhaven and Richmond Hill, while it protects and enhances the character of the residential streets. Over development and too much density is often the hammer which eventually destroys communities.

This plan will enhance the viability of Woodhaven and Richmond Hill, and we concur with our elected officials that it will bring much needed protections by maintaining the residential character of Woodhaven and Richmond Hill while encouraging growth on the commercial sections.

To quote Community Board 9's Chair, Andrea Crawford, "CB9 is delighted and thankful that the character of these two unique communities will be preserved for future generations. With appropriate zoning that allows for growth along the wide commercial corridors, Richmond Hill and Woodhaven will be able to safely accommodate the growing population coming to these communities. Additionally by stabilizing the zoning that encompasses single and two family homes, the current practice of tearing these homes down is disincentivized, thus stabilizing and preserving the vitality and balance of these communities. It is this type of a balanced and rational approach to zoning that preserves our neighborhoods and supports appropriate growth."

# Queens Borough President Recommendation

APPLICATION: ULURP #120195 ZMQ

COMMUNITY BOARD: Q09

## DOCKET DESCRIPTION

IN THE MATTER of an application submitted by the New York City Department of City Planning, pursuant to Sections 197-c and 201 of the NYC Charter, for an amendment to the Zoning Map rezoning all or portions of 229 blocks of an area generally bounded by Park Lane, the Van Wyck Expressway, 103<sup>rd</sup> Avenue, and Eldert Lane, Zoning Map Section Nos. 14b, 14d, 17c, 18a and 18c, in existing R3-1, R5, C8-1 and M1-1 Districts, Woodhaven and Richmond Hill, Borough of Queens.

## PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, April 5, 2012, at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were two speakers (2) speaker in favor and one (1) against. The hearing was closed.

## CONSIDERATION

Subsequent to review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

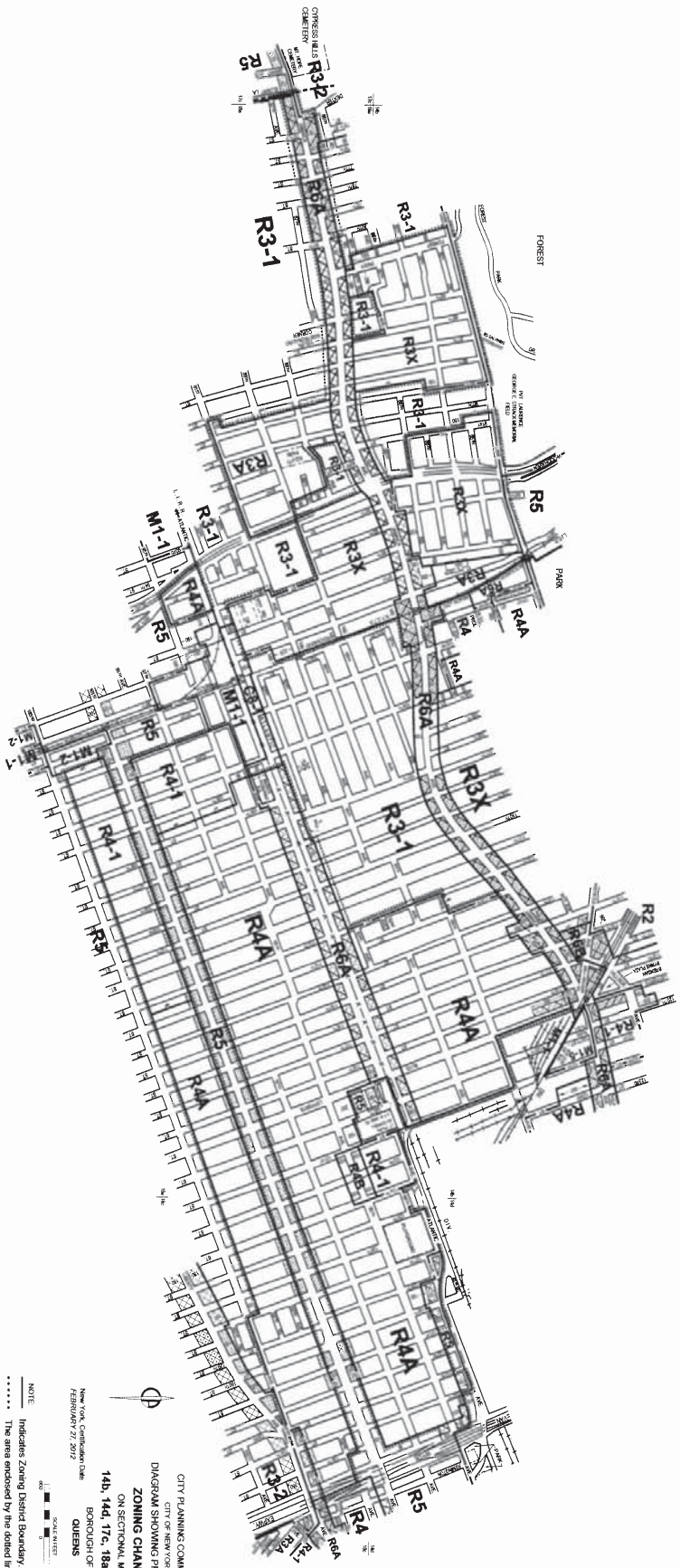
- The Department of City Planning is proposing to contextually rezone parts of Woodhaven and Richmond Hill to better reflect the built character of those areas, reinforce the predominant one-and two-family character and encourage modest new residential and mixed-use development on locations along the area's main commercial corridors and near mass transit;
- The Woodhaven - Richmond Hill rezoning area primarily consists of two existing residential zones: R3-1 and R5. The R3-1 district is generally located north of Atlantic Avenue and the blocks to the south. These zoning districts have remained unchanged since 1961 when the current Zoning Resolution was adopted and do not reflect the prevailing contexts of built scale, density, and housing types found in the subject neighborhoods;
- The rezoning area has two distinct commercial corridors - Jamaica Avenue and Atlantic Avenue - which are well served by transportation resources including the elevated J and Z train above Jamaica Avenue and numerous bus lines. The existing zoning does not provide a greater scale of density for building along these main streets within the rezoning area, unlike zoning along Jamaica Avenue to the east that was changed to a moderately higher density as part the 2005 Kew Gardens - Richmond Hill rezoning;
- The Queens Office of the Department of City Planning met extensively with the Community Board, elected officials and community organizations to receive feedback and input during the study phase for this application. This proposed rezoning was shaped and fine-tuned based upon the information received over the course of several meetings with these groups and representatives.;
- CB 9 heard this application and approved unanimously by a vote of thirty-five (35) in favor, none (0) opposed and none (0) abstaining at a public hearing held on March 13, 2012.

## RECOMMENDATION

Based on the above consideration, I hereby recommend approval of this application.

  
\_\_\_\_\_  
PRESIDENT, BOROUGH OF QUEENS

  
\_\_\_\_\_  
DATE



**NOTE:** Indicates Zoning District Boundary.

..... The area enclosed by the dotted line is proposed to be rezoned by eliminating C1-2 and C2-2 Districts from within existing R3-1 and R5 Districts; by changing R3-1, R3-2, R5, C8-1 and M1-1 Districts to R3A, R3X, R4-1, R4A, R4B and R4C Districts; and by establishing C1-4, C2-3 and C2-4 Districts within existing and proposed R4A, R5 and R5A Districts.

XXXX Indicates a C1-2 District

XXXX Indicates a C1-4 District

XXXX Indicates a C2-2 District

XXXX Indicates a C2-3 District

XXXX Indicates a C2-4 District

**CITY PLANNING COMMISSION**  
CITY OF NEW YORK  
**DIAGRAM SHOWING PROPOSED ZONING CHANGE**  
ON SECTIONAL MAP  
14b, 14d, 17c, 18a & 18c  
New York, Certificate of Zoning Resolution No. 2012  
FEBRUARY 27, 2012  
BOROUGH OF QUEENS  
S. VORONOV, S.A. ENGINEER  
TECHNICAL ENGINEER DESIGN

THIS DIAGRAM IS FOR ILLUSTRATIVE PURPOSES ONLY