

## **CITY PLANNING COMMISSION**

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May 24, 2006/Calendar No. 7

C 060294 ZMQ

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**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. 9b, 9d and 13c:**

1. eliminating from within an existing R4 District a C2-2 District bounded by Queens Boulevard, 65<sup>th</sup> Place, a line 100 feet southerly of Queens Boulevard, and 64<sup>th</sup> Street;
2. eliminating from within an existing R5 District a C2-2 District bounded by:
  - a. a line 100 feet northerly of Queens Boulevard, the westerly boundary line of a park and its southerly prolongation, Queens Boulevard, and 64<sup>th</sup> Street;
  - b. 68<sup>th</sup> Street, a line perpendicular to the easterly street line of 68<sup>th</sup> Street distant 60 feet northerly (as measured along the street line) from the point of intersection of the easterly street line of 68<sup>th</sup> Street and the northerly street line of Queens Boulevard, 69<sup>th</sup> Street, a line 50 feet southerly of 44<sup>th</sup> Avenue, a line 100 feet northerly of Queens Boulevard, a line 100 feet northerly of 45<sup>th</sup> Avenue, a line perpendicular to the northerly street line of 45<sup>th</sup> Avenue distant 200 feet easterly (as measured along the street line) from the point of intersection of the northerly street line of 45<sup>th</sup> Avenue and the northerly street line of Queens Boulevard, 45<sup>th</sup> Avenue, and Queens Boulevard; and
  - c. Queens Boulevard, 73<sup>rd</sup> Street, 47<sup>th</sup> Avenue, and 70<sup>th</sup> Street;
3. eliminating from within an existing R5B District a C2-2 District bounded by a line 150 feet northerly of Queens Boulevard, the westerly boundary line of a park, a line 100 feet northerly of Queens Boulevard, and 65<sup>th</sup> Place;
4. eliminating from within an existing R6 District a C2-2 District bounded by Queens Boulevard, 64<sup>th</sup> Street, a line 150 feet southerly of Queens Boulevard, and 61<sup>st</sup> Street;
5. eliminating from within an existing R7X District a C2-2 District bounded by a line 100 feet northerly of Queens Boulevard, 58<sup>th</sup> Street, 44<sup>th</sup> Avenue, the northerly prolongation of the easterly street line of 59<sup>th</sup> Street, Queens Boulevard, and 57<sup>th</sup> Street;
6. changing from an R4 District to an R4B District property bounded by:
  - a. a line 100 feet southerly of 51<sup>st</sup> Road, a line 150 feet easterly of 72<sup>nd</sup> Place, 51<sup>st</sup> Road and its easterly centerline prolongation, the southwesterly boundary line of the Long Island Rail Road Right-Of-Way (Main Line), a line 100 feet northeasterly of 74<sup>th</sup> Street, Calamus Avenue, a line 80 feet easterly of 74<sup>th</sup> Street, the easterly centerline prolongation of 52<sup>nd</sup> Road, 74<sup>th</sup> Street, 52<sup>nd</sup> Court, a line 225 feet easterly of 73<sup>rd</sup> Street, 52<sup>nd</sup> Avenue, a line 100 feet easterly of 72<sup>nd</sup> Place, a line midway between Calamus Avenue and 52<sup>nd</sup> Avenue, 72<sup>nd</sup> Place, Calamus Avenue, and 72<sup>nd</sup> Place; and

- b. Brooklyn Queens Expressway, 48<sup>th</sup> Avenue and its westerly centerline prolongation, 65<sup>th</sup> Place, 51<sup>st</sup> Avenue, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, Tyler Avenue, and 59<sup>th</sup> Place;
7. changing from an R4 District to an R4-1 District property bounded by:
- a. the northerly boundary line of a park and its westerly prolongation, 64<sup>th</sup> Street, a line 100 feet southerly of Queens Boulevard, 67<sup>th</sup> Street, Laurel Hill Boulevard, 65<sup>th</sup> Place, 48<sup>th</sup> Avenue and its westerly centerline prolongation, Brooklyn Queens Expressway, and 61<sup>st</sup> Street;
  - b. 50<sup>th</sup> Avenue, 66<sup>th</sup> Street, 49<sup>th</sup> Avenue, 69<sup>th</sup> Street, Garfield Avenue, 68<sup>th</sup> Street, Maurice Avenue, 69<sup>th</sup> Street, a line 300 feet northerly of 52<sup>nd</sup> Avenue, 69<sup>th</sup> Place, 52<sup>nd</sup> Avenue, 69<sup>th</sup> Street, 51<sup>st</sup> Road, 66<sup>th</sup> Street, 52<sup>nd</sup> Avenue, 62<sup>nd</sup> Street, a line 390 feet northeasterly of 53<sup>rd</sup> Avenue, a line midway between Maurice Avenue and 62<sup>nd</sup> Street, the southeasterly prolongation of the northwesterly street line of Tyler Avenue, Maurice Avenue, Tyler Avenue, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, 51<sup>st</sup> Avenue, and 65<sup>th</sup> Place;
  - c. 52<sup>nd</sup> Avenue, 72<sup>nd</sup> Street, Calamus Avenue, a line 100 feet westerly of 72<sup>nd</sup> Place, 53<sup>rd</sup> Road, 72<sup>nd</sup> Street, 53<sup>rd</sup> Avenue, a line 200 feet easterly of 69<sup>th</sup> Street, 52<sup>nd</sup> Drive, and 69<sup>th</sup> Place;
  - d. a line midway between Calamus Avenue and 52<sup>nd</sup> Avenue, a line 100 feet easterly of 72<sup>nd</sup> Place, 52<sup>nd</sup> Avenue, and 72<sup>nd</sup> Place;
  - e. 52<sup>nd</sup> Avenue, a line 225 feet easterly of 73<sup>rd</sup> Street, 52<sup>nd</sup> Court, 74<sup>th</sup> Street, a line 100 feet northwesterly of Grand Avenue, a line 100 feet northeasterly of 73<sup>rd</sup> Street, a line 100 feet easterly of 73<sup>rd</sup> Street, 52<sup>nd</sup> Road, and 73<sup>rd</sup> Street; and
  - f. 53<sup>rd</sup> Drive, 66<sup>th</sup> Street, Borden Avenue, 69<sup>th</sup> Street, a line 100 feet southeasterly of Grand Avenue, Mazeau Street, 57<sup>th</sup> Avenue, a line 100 feet southeasterly of Grand Avenue, 73<sup>rd</sup> Place, 57<sup>th</sup> Avenue, 74<sup>th</sup> Street, Queens Midtown Expressway, a line 160 feet easterly of 63<sup>rd</sup> Street and its southerly prolongation, a line 90 feet northerly of Borden Avenue, a line 100 feet easterly of 63<sup>rd</sup> Street, 54<sup>th</sup> Avenue, and 63<sup>rd</sup> Place;
8. changing from an R5 District to an R4-1 District property bounded by Brooklyn Queens Expressway, Woodside Avenue, 68<sup>th</sup> Street, 43<sup>rd</sup> Avenue, 69<sup>th</sup> Street, a line perpendicular to the easterly street line of 68<sup>th</sup> Street distant 60 feet northerly (as measured along the street line) from the point of intersection of the easterly street line of 68<sup>th</sup> Street and the northerly street line of Queens Boulevard, 68<sup>th</sup> Street, a service road of the Brooklyn Queens Expressway, a line 100 feet northerly of Queens Boulevard, and the centerline of the Long Island Rail Road Right-Of-Way (Main Line);
9. changing from an R5B District to an R4-1 District property bounded by a line 100 feet southerly of Woodside Avenue, 67<sup>th</sup> Street, Woodside Avenue, Brooklyn Queens Expressway, and centerline of the Long Island Rail Road Right-Of-Way (Main Line);

10. changing from a R6 District to an R5 District property bounded by 47<sup>th</sup> Avenue, 60<sup>th</sup> Street, Brooklyn Queens Expressway, and 58<sup>th</sup> Street;
11. changing from an R6B District to an R5B District property bounded by a line 200 feet southerly of Woodside Avenue, 61<sup>st</sup> Street, 43<sup>rd</sup> Avenue, and 60<sup>th</sup> Street;
12. changing from an M1-1 District to an R6 District property bounded by Roosevelt Avenue, 52<sup>nd</sup> Street, a line 100 feet northerly of Queens Boulevard, and 50<sup>th</sup> Street;
13. changing from an R4 District to an R7X District property bounded by Queens Boulevard, 66<sup>th</sup> Street, a line 100 feet southerly of Queens Boulevard, and 64<sup>th</sup> Street;
14. changing from an R5 District to an R7X District property bounded by:
  - a. a line 100 feet northerly of Queens Boulevard, the westerly boundary line of a park and its southerly prolongation, Queens Boulevard, and 64<sup>th</sup> Street;
  - b. the centerline of the Long Island Rail Road Right-Of-Way (Main Line), a line 100 feet northerly of Queens Boulevard, a service road of the Brooklyn Queens Expressway, 68<sup>th</sup> Street, a line perpendicular to the easterly street line of 68<sup>th</sup> Street distant 60 feet northerly (as measured along the street line) from the point of intersection of the easterly street line of 68<sup>th</sup> Street and the northerly street line of Queens Boulevard, 69<sup>th</sup> Street, a line 50 feet southerly of 44<sup>th</sup> Street, a line 100 feet northerly of Queens Boulevard, a line 100 feet northerly of 45<sup>th</sup> Avenue, a line perpendicular to the northerly street line of 45<sup>th</sup> Avenue distant 275 feet easterly (as measured along the street line ) from the point of intersection of the northerly street line of Queens Boulevard and the northerly street line of 45<sup>th</sup> Avenue, 45<sup>th</sup> Avenue, Queens Boulevard, and the Brooklyn Queens Expressway; and
  - c. Queens Boulevard, 73<sup>rd</sup> Street, 47<sup>th</sup> Avenue, and 70<sup>th</sup> Street;
15. changing from an R6 District to an R7X District property bounded by Queens Boulevard, 64<sup>th</sup> Street, the northerly boundary line of a park and its easterly and westerly prolongations, and 61<sup>st</sup> Street;
16. changing from a C8-1 District to an R7X District property bounded by:
  - a. a line 100 feet northerly of Queens Boulevard, 57<sup>th</sup> Street, Queens Boulevard, and 52<sup>nd</sup> Street;
  - b. Queens Boulevard, 69<sup>th</sup> Street, a line 150 southerly of Queens Boulevard, 67<sup>th</sup> Street, a line 100 feet southerly of Queens Boulevard, and 66<sup>th</sup> Street; and
  - c. a line 100 feet northerly of Queens Boulevard, a line 100 feet southerly of 45<sup>th</sup> Avenue, the westerly boundary line of the New York Connecting Rail Road Right-Of-Way, Queens Boulevard, and 45<sup>th</sup> Avenue;
17. changing from an M1-1 District to an R7X District property bounded by:

- a. a line 100 feet northerly of Queens Boulevard, 52<sup>nd</sup> Street, Queens Boulevard, and 50<sup>th</sup> Street; and
  - b. Queens Boulevard, 70<sup>th</sup> Street, a line 150 southerly of Queens Boulevard, and 69<sup>th</sup> Street;
18. establishing within a proposed R6 District a C2-3 District bounded by Roosevelt Avenue, 52<sup>nd</sup> Street, a line 100 feet northerly of Queens Boulevard, and 50<sup>th</sup> Street; and
19. establishing within a proposed and existing R7X District a C2-3 District bounded by:
- a. 50<sup>th</sup> Street, a line 100 feet northerly of Queens Boulevard, 58<sup>th</sup> Street, 44<sup>th</sup> Avenue, 60<sup>th</sup> Street, and Queens Boulevard; and
  - b. 63<sup>rd</sup> Street, a line 150 feet northerly of Queens Boulevard, 64<sup>th</sup> Street, a line 100 feet northerly of Queens Boulevard, the westerly boundary line of a park and its southerly prolongation, Queens Boulevard, Brooklyn Queens Expressway, the centerline of the Long Island Rail Road Right-Of-Way (Main Line), a line 100 feet northerly of Queens Boulevard, a service road of the Brooklyn Queens Expressway, 68<sup>th</sup> Street, a line perpendicular to the easterly street line of 68<sup>th</sup> Street distant 60 feet northerly (as measured along the street line) from the point of intersection of the easterly street line of 68<sup>th</sup> Street and the northerly street line of Queens Boulevard, 69<sup>th</sup> Street, a line 50 feet southerly of 44<sup>th</sup> Avenue, a line 100 feet northerly of Queens Boulevard, a line 100 feet northerly of 45<sup>th</sup> Avenue, a line perpendicular to the northerly street line of 45<sup>th</sup> Avenue distant 275 feet easterly (as measured along the street line ) from the point of intersection of the northerly street line of Queens Boulevard and the northerly street line of 45<sup>th</sup> Avenue, 45<sup>th</sup> Avenue, a line 100 feet northerly of Queens Boulevard, a line 100 feet southerly of 45<sup>th</sup> Avenue, the westerly boundary of the New York Connecting Rail Road Right-Of-Way, Queens Boulevard, 73<sup>rd</sup> Street, 47<sup>th</sup> Avenue, 70<sup>th</sup> Street, a line 150 feet southerly of Queens Boulevard, 67<sup>th</sup> Street, a line 100 feet southerly of Queens Boulevard, 64<sup>th</sup> Street, the northerly boundary line of a park and its easterly and westerly prolongations, and 61<sup>st</sup> Street;

Borough of Queens, Community Districts 2 and 5, as shown on a diagram (for illustrative purposes only) dated January 23, 2006, and subject to the conditions of CEQR Declaration E-163.

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This application for an amendment of the Zoning Map was filed by the Department of City Planning on January 18, 2006, to rezone all or portions of 134 blocks from existing R4, R5, R5B, R6B, R6, C2-2, C8-1 and M1-1 zoning districts to R4-1, R4B, R5, R5B, R6, R7X and C2-3 zoning districts.

## **BACKGROUND**

The Department of City Planning is proposing zoning map amendments encompassing approximately 134 blocks in Woodside (Community District 2) and Maspeth (Community District 5) located in western Queens.

The zoning proposal responds to community concerns that strong residential development pressures in Maspeth and Woodside have resulted in new buildings that are inconsistent with the established scale and character of the neighborhoods' residential blocks. The proposed zoning map amendment is intended to preserve and reinforce the established neighborhood fabric and prevent out-of-character development by rezonings that better reflect the existing built fabric of neighborhood blocks. Additionally, the proposed rezoning addresses the need for new housing opportunities by extending higher density residential districts primarily along Queens Boulevard.

Generally, the Maspeth/Woodside Rezoning comprises two components:

- **Establishing lower density and contextual rezoning of the neighborhoods' residential blocks to recognize the existing built character**

Rezoning of significant portions of the Maspeth and Woodside neighborhoods from R4, R5, R5B, R6, and R6B to lower density or contextual zoning districts (R4-1, R4B, R5, and R5B);  
and

- **Extending higher density and contextual rezoning along the area's central corridor in Woodside to encourage new multifamily construction**

Rezoning of portions within the Queens Boulevard corridor and at the Queens Boulevard/Roosevelt Avenue junction from R4/C2-2, R5/C2-2, C8-1, and M1-1 to higher density or contextual zoning districts (R6/C2-3 and R7X/C2-3)

### **Existing Context**

The neighborhoods of Maspeth and Woodside are characterized by a mix of row houses, two-family detached and semi-detached homes, multifamily walk-up buildings and apartment buildings, and one- and two-story local retail and automotive service buildings particularly along Roosevelt Avenue, Woodside Avenue and

Queens Boulevard in Community District 2. A number of detached single-family homes are interspersed among other low-density residences in the interior blocks. Higher-density apartment buildings line the area's wider thoroughfares, Woodside Avenue and Queens Boulevard in Woodside. The northernmost section of the rezoning area between Queens Boulevard and Roosevelt and Woodside avenues is well-served by the elevated #7 train line along Roosevelt Avenue. Although the remainder of the rezoning area is served by several bus lines, private automobile use is widespread. New infill housing on lots occupied by single-family homes characterizes the area's recent development trends.

Over sixty-nine percent of the lots in the area are developed with one- and two-family dwellings. Multifamily walk-up buildings account for an additional seventeen percent of the lots within the rezoning area. Although a small percentage of lots is occupied by multifamily elevator buildings, several of these buildings are significantly large structures. Furthermore, Roosevelt Avenue, Woodside Avenue and Queens Boulevard are generally the locales for the area's mixed residential and commercial buildings which occupy approximately three percent of the total number of lots in the area.

Non-residential uses in the study area are less prevalent and characterized by one- and two-story general retail and convenience stores as well as automotive sales and service establishments. Specifically, retail and commercial uses occupy a greater portion of lots (two percent). Transportation, automotive-related and utility uses occupy one percent; industrial and manufacturing uses also account for a little more than one percent of lots in the area.

Other uses within the area are public/community facilities and parks and open spaces. Among the significant community facilities are the Razi School on Queens Boulevard between 51<sup>st</sup> and 52<sup>nd</sup> streets, the Queens Boulevard Extended Care Facility at 61<sup>st</sup> Street and Maurice Park located in the southwesterly portion of the area along the Queens-Midtown Expressway.

Furthermore, approximately two percent of the area is occupied by parking lots and facilities, and over three percent of the total lots are either vacant lots or buildings. Most of these uses are either located in the northeasterly M1-1 portion of the study area centered around Garfield Avenue or scattered along the Queens Boulevard corridor.

### Existing Zoning

R4 is the most prevalent zoning district within the rezoning area. Large portions of the area, primarily in Maspeth south of Queens Boulevard and the Brooklyn-Queens Expressway, are zoned R4 which permits a wide range of housing types including multifamily buildings and row housing. The maximum floor area ratio (FAR) in R4 districts is 0.9 which includes a 0.15 attic allowance. On blocks that are predominantly developed, however, a maximum FAR of 1.35 is allowed with the R4 Infill provisions which were originally intended to encourage development of much needed housing. Most blocks zoned R4 in the rezoning area meet the R4 Infill criteria, and the greater permitted density has resulted in out-of-scale development throughout Maspeth and Woodside.

Rezoned in 1993, an R4-1 zoning district encompasses the southernmost portion of the study area in Maspeth. The R4-1 district in Maspeth is characterized by one- and two-family detached and semi-detached homes on narrow lots. Like the R4 zone, the maximum FAR in R4-1 zones is 0.9, which includes an attic allowance for structures with pitched roofs, but infill zoning is not applicable in R4-1 districts.

Other residential zoning districts in the study area south of Queens Boulevard include the moderate-density R6 (2.43 FAR) and R6B (2.0 FAR) zones. The R6 district, a non-contextual district, includes the Big Six apartment complex located on Queens Boulevard between 58<sup>th</sup> and 62<sup>nd</sup> streets as well as blocks to the southwest of the complex. In addition, an R6B district with a C1-2 overlay was established in 1993 on the frontages of Grand Avenue between 69<sup>th</sup> and 74<sup>th</sup> streets to better reflect the mixed-use context along the avenue.

Much of the area north of Queens Boulevard was rezoned in 1992 to reduce out-of-character development and encourage new development of a scale and density more typical of the prevailing built form. This 22-block area in Woodside comprises three contextual zoning districts: R5B (1.35 FAR), R6A (3.0 FAR), R6B (2.0 FAR). A C2-3 overlay is mapped on frontages on Roosevelt Avenue.

An R5 district, in the northeastern portion of the study area, permits the same variety of housing types as R4 but at a higher density. The maximum FAR of 1.25 (the attic allowance does not apply) typically produces three-story row houses and small apartment buildings. On predominantly built-up blocks within the R5 district, R5 Infill provisions may be used. Generally, R5 Infill has a higher FAR of 1.65 and more relaxed

parking requirements that permit buildings of greater bulk and more dwelling units than are otherwise permitted in R5 districts.

Several residential and non-residential zoning districts are mapped along the Queens Boulevard corridor from 50<sup>th</sup> to 74<sup>th</sup> streets. Frontages along Queens Boulevard between 57<sup>th</sup> and 64<sup>th</sup> streets were rezoned from R6 to R7X with a C2-2 overlay in 1994 and 1996 to facilitate development compatible with nearby buildings exhibiting R7X bulk characteristics. R7X districts permit residential and community facility buildings with a maximum FAR of 5.0 and height up to 14 stories.

M1-1 (1.0 FAR) and C8-1 (1.0 FAR) districts at the easternmost and westernmost portions of Queens Boulevard allow the one- and two-story light industrial, automotive-related and commercial buildings and uses that characterize much of the boulevard along the study area's eastern and western edges.

### **Proposed Zoning**

The proposal would rezone the lower-density areas to reinforce their prevailing scale and built form and prevent out-of-character development. Higher-density residential zoning districts are proposed for the Queens Boulevard corridor and at the Queens Boulevard/Roosevelt Avenue junction to facilitate construction of multifamily housing.

#### **Proposed R4-1 (R4, R5 and R5B to R4-1)**

In three separate areas now zoned R4, a total of 27 whole and 20 partial blocks would be rezoned to R4-1. The first, in Central Maspeth, would extend an R4-1 zoning district that was mapped in 1993 to preserve the existing character of predominantly detached and semi-detached one- and two-family housing. The second area, in which detached and semi-detached one- and two-family homes predominate, is also in Maspeth southeast of Grand Avenue. The third is proposed for existing R4 areas north and south of Queens Boulevard within a corridor defined by the Brooklyn-Queens Expressway.

An R4-1 zone is also proposed for existing R5 and R5B districts in Woodside on three whole blocks and five



partial blocks immediately north of Queens Boulevard on either side of the Brooklyn-Queens Expressway.

The R4-1 district would permit one- and two-family detached and semi-detached homes with a maximum FAR of 0.9, which includes an attic allowance for structures with pitched roofs. The maximum building height is 35 feet and the perimeter wall may not exceed 25 feet. Front yards are required to be a minimum of 10 feet deep. One parking space is required for each dwelling unit. Community facilities are permitted with an FAR of 2.0. Infill provisions are not applicable in the R4-1 district.

**Proposed R4B (R4 to R4B)**

An R4B district is proposed for 15 whole blocks and one partial block in an area generally between the Brooklyn-Queens Expressway and Mt. Zion Cemetery. Currently zoned R4, this area is characterized by row houses with parking in the rear that is accessed by communal alleys. An R4B zoning district is also proposed for an area comprising five whole and six partial blocks generally bounded by 51<sup>st</sup> Avenue, 72<sup>nd</sup> Place and 73<sup>rd</sup> Street, Grand Avenue, and 74<sup>th</sup> Street and the LIRR rail cut.

The R4B district allows only one- and two-family homes. While the R4B zone allows various housing types, its restriction on curb cuts in most circumstances encourages row houses with shared common driveways in the rear. Detached homes can be built on lots that are at least 25 feet wide with a minimum lot area of 2,375 square feet. Semi-detached and attached homes require a minimum lot width of 18 feet and a lot area of 1,700 square feet. The maximum FAR is 0.9, which includes an attic allowance for structures with pitched roofs. The maximum building height is 24 feet. Front yards in the district are required to be a minimum of five feet deep but, if an adjacent front yard is deeper, the front yard of a new building must be at least as deep as one adjacent yard but no deeper than the other. Two side yards totaling at least eight feet are required for detached buildings and one side yard of eight feet is required for a semi-detached building. One parking space is required for each dwelling unit and parking is not permitted in the front yard. Infill zoning provisions are not applicable. Community facilities are permitted at an FAR of 2.0.

**Proposed R5 (R6 to R5)**

An R5 district is proposed to replace R6 zoning on nine blocks southwest of the Big Six apartment complex on Queens Boulevard between 58<sup>th</sup> and 62<sup>nd</sup> streets. The area proposed for rezoning is characterized by a mix of three-story row houses, small apartment buildings, and one- and two-family detached and semi-detached residences. The current R6 zoning would allow for new development significantly out-of-character with this context.

The proposed R5 district has a maximum FAR of 1.25, a maximum perimeter wall height of 30 feet and an overall building height of 40 feet.

**Proposed R5B (R6B to R5B)**

An extension of an existing R5B district is proposed for a portion of one block currently zoned R6B and bounded by 61<sup>st</sup> and 62<sup>nd</sup> streets and 43<sup>rd</sup> and Roosevelt avenues. The R6A/C2-3 zoning on the Roosevelt Avenue frontage of this block will be retained.

The proposed change would ensure that new development is in character with the existing mix of housing types on the block. Although both R5B and R6B are contextual districts permitting all residence types, the maximum FAR in R5B districts is 1.35 and the maximum building height is 33 feet, both lower than what is allowed in R6B districts. Front yards of new buildings in R5B districts must be at least five deep and, like R4B districts, must be as deep as an adjacent yard but no deeper than the other.

One off-street parking space is required per unit, or if grouped, for 66 percent of dwelling units. Parking is not allowed in the front yard, and curb cuts are prohibited on lots less than 40 feet wide.

**Proposed R6 (M1-1 to R6)**

An R6 district is proposed to be extended to two partial blocks in the Queens Boulevard/Roosevelt Avenue junction area at the northwestern edge of the study area in Community District 2 (CD2). Currently zoned M1-1, the area exhibits a considerable mismatch between its predominantly retail and community facility uses and its light manufacturing zoning. The proposed zoning change would increase the conformance of existing uses and would encourage moderate-density housing on underutilized sites within close proximity to mass transit. (The #7 elevated subway stops at 52nd Street and Roosevelt Avenue.) The R6 district (with the C2-3 commercial overlay as described below) would allow multifamily residential use with ground floor retail.

Building height under R6 zoning typically ranges from four to 10 stories, depending on the amount of open space provided.

**Proposed R7X (R4, R5, R6, C8-1, M1-1 to R7X)**

An R7X zoning district is proposed along the frontage of Queens Boulevard for a 23-block span from 50th Street to 73rd Street; the R7X would be located entirely in CD2. Most of the blockfronts to be rezoned are currently zoned C8-1, with smaller sections zoned R4, R5, R5B, R6 and M1-1. The C8-1 zone allows the full range of commercial uses including Use Group 16 (semi-industrial uses), and does not allow residential use. The maximum FAR for the C8-1 district is 1.0.

Queens Boulevard is a major arterial roadway that is well served by mass transit and contains many sites that are underutilized. Most of these sites contain open used car sales and repair businesses.

The north side of Queens Boulevard from 57<sup>th</sup> Street to 63<sup>rd</sup> Drive that is currently zoned R7X is characterized by six- to eight-story residential and community facility buildings. The proposal would extend the R7X district west to 50<sup>th</sup> Street and east to 73<sup>rd</sup> Street.

The R7X district is a contextual district with a maximum FAR of 5.0, a minimum base height of 60 feet, a maximum base height of 85 feet, and a maximum building height of 125 feet. Typical new developments would range from 10 to 12 stories. The Quality Housing Program is mandated in R7X districts.

**Proposed C2-3 Overlays (C2-2 to C2-3)**

Certain C2-2 overlays within the Queens Boulevard corridor and at the Queens Boulevard/Roosevelt Avenue junction would be changed to C2-3 districts. The C2-3 overlay would allow the same broad range of commercial uses as those allowed in C2-2 districts (Use Groups 6-9) with a maximum commercial FAR of 2.0 in the proposed underlying R7X. The rezoning would lower commercial parking regulations to one parking space for 400 square feet for retail uses (as compared to one parking space per 300 square feet in C2-2 zones).

**ENVIRONMENTAL REVIEW**

This application (C 060294 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 06DCP030K. The lead agency is the City Planning Commission.

After a study of the potential environmental impacts of the proposed action, a Negative Declaration was issued on January 23, 2006. The Negative Declaration included (E) designations for hazardous materials, air quality and noise.

To avoid the potential for hazardous materials impacts, the proposed zoning map amendment includes (E) designations for hazardous materials on the following properties:

Block 1319	Lots 1, 21
Block 1320	Lots 12, 33, 37, 47 and 51
Block 1321	Lot 1, 41, 42, 43
Block 1322	Lots 1, 2, 3, 39
Block 1323	Lots 42, 44, 52
Block 1329	Lots 1 and 4
Block 1330	Lots 1 and 34
Block 1334	Lot 1
Block 1338	Lot 1
Block 1341	Lot 77
Block 1343	Lot 1
Block 1348	Lots 40 and 53
Block 1351	Lot 82
Block 1352	Lots 6, 22, 23, 25, 32, 36, 46, 49, 51, 52, 53, 73, 121, 125, and 131
Block 2324	Lot 39
Block 2325	Lots 30 and 32
Block 2392	Lots 20, 22, and 23
Block 2420	Lots 13 and 19
Block 2431	Lots 33 and 54
Block 2432	Lots 9, 21, 23, 26 and 34
Block 2444	Lots 40, 51, 53, 55 and 57

The (E) designation would require that the fee owner of such a site conduct a testing and sampling protocol, and remediation where appropriate, to the satisfaction of the Department of Environmental Protection (DEP) before the issuance of a building permit by the Department of Buildings (DOB) pursuant to Section 11-15 of the Zoning Resolution (Environmental Requirements). The (E) designation also includes a mandatory construction-related health and safety plan which must also be approved by DEP.

To avoid the potential for air quality impacts associated with boiler emissions, the proposed zoning map amendment includes (E) designations on the following properties:

Block 1319	Lots 1, 21
Block 1320	Lots 12, 33, 37
Block 1321	Lots 1, 41, 42 and 43
Block 1322	Lots 1, 2, 3 and 39
Block 1323	Lots 42, 44 and 52
Block 1329	Lots 1, 4
Block 1330	Lots 1, 34
Block 1334	Lot 1
Block 1352	Lots 6, 22, 23, 25, 32, 36, 46, 49, 51, 52, 53, 73, 121, 125 and 131
Block 2324	Lot 39
Block 2325	Lots 30, 32
Block 2420	Lots 13, 19
Block 2432	Lots 9, 21, 23, 26 and 34

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

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at a minimum distance to the nearest adjacent lot line, or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant air quality impacts.

To avoid the potential for impacts related to noise, the proposed rezoning includes (E) designations requiring different levels of attenuation on numerous projected and potential development sites. Accordingly, to avoid the potential for significant adverse impacts related to noise, the proposed action includes (E) designations on the following properties:

Block 1319	Lot 1, 21
Block 1320	Lot 12, 33, 37, 47, 51
Block 1321	Lots 1, 41, 42 and 43
Block 1322	Lots 1, 2, 3 and 39
Block 1323	Lots 42, 44 and 52
Block 1329	Lots 1, 4
Block 1330	Lots 1, 34
Block 1334	Lots 1
Block 1338	Lot 1
Block 1341	Lot 77
Block 1343	Lot 1
Block 1348	Lots 40, 53
Block 1351	Lot 82

Block 1352	Lots 6, 22, 23, 25, 32, 36, 46, 49, 51, 52, 53, 73, 121, 125, and 131
Block 2324	Lots 39
Block 2325	Lots 30, 32
Block 2392	Lots 20, 22 and 23
Block 2420	Lots 13, 19
Block 2431	Lots 33, 54
Block 2432	Lots 9, 21, 23, 26 and 34
Block 2444	Lots 40, 51, 53, 55 and 57

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 window/wall attenuation in order to maintain an interior noise level of 45 dB(A). The level of attenuation is listed in the Environmental Assessment Statement. 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 or air conditioning sleeves containing air conditioners or HUD-approved fans.

With the implementation of the above (E) designations, no significant adverse impacts related to hazardous materials, air quality or noise would occur.

## **UNIFORM LAND USE REVIEW**

This application (C 060294 ZMQ) was certified as complete by the Department of City Planning on January 23, 2006, and was duly referred to Community Board 2, Community Board 5, the Borough Board and the Borough President, in accordance with Article 3 of the Uniform Land Use Review Procedure (ULURP) rules.

### **Community Board Public Hearings**

Community Board 2 held a public hearing on this application on February 2, 2006, and on that date, by a vote of 28 to 3 with 1 abstention, adopted a resolution recommending approval of the application subject to conditions:

A motion was made and seconded to approve the Woodside/Maspeth Rezoning application with a caveat to oppose the R4 Infill Provision. In addition CB2 requests that the Department of City Planning initiate a planning study of the area to provide for essential infrastructure and services.

Community Board 5 held a public hearing on this application on January 31, 2006, and on February 8, 2006,

by a vote of 35 to 0 with 0 abstentions, adopted a resolution recommending approval of the application subject to the following conditions:

1. That the sections of Queens Boulevard, proposed for rezoning to R7X instead be rezoned to R6B, so that they are developed more in character with surrounding buildings.
2. That the section of Maspeth which is bounded by the Long Island Expressway, Maurice Avenue and 65<sup>th</sup> Place have a more restrictive zone than R4 (possibly R4B or R4-1), so that infill provisions cannot be used by developers to build homes that are out-of-character with neighboring residences.
3. That the areas in Maspeth and Woodside between 69<sup>th</sup> and 74<sup>th</sup> streets, which are proposed to remain an R4 zoning district, be seriously considered for contextual zoning, such as R4B as the character of Calamus Avenue is overwhelmingly one- and two-family homes.
4. That the area of Saint Mary Winfield Church nearest 71<sup>st</sup> Street on the south side of Queens Boulevard be rezoned to R5B so as to prevent the use of infill which allows new homes to be built out of character with other homes that predominate in the area.

#### **Borough President Recommendation**

This application was considered by the Borough President on February 23, 2006, who issued a recommendation to approve the application on March 29, 2006.

#### **Borough Board Recommendation**

This application was considered by the Borough Board which issued a recommendation on March 29, 2006 approving the application with the following conditions:

- The Department of City Planning should initiate a study of the infrastructure and services in the area to address the potential development impact of this rezoning action and improve the overall infrastructure and services in the area;
- The Department of City Planning should conduct a study to modify the R4 infill provisions to prevent overdevelopment in the area.

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

On March 22, 2006 (Calendar No. 6), the City Planning Commission scheduled April 5, 2006 (Calendar No. 21), for a public hearing on this application (C 060294 ZMQ). There were four speakers in favor of the application and none in opposition.

The district manager of Community Board 5 reiterated the community board's conditions for the approval of the rezoning application. In particular, the district manager stressed the board's objections to the higher density R7X zoning district proposed for Queens Boulevard and identified the locations for which Community Board 5 urged in their resolution further consideration for contextual and lower density zoning districts.

A representative for the Council Member of Council District 26 read a statement from the Council Member stating his support for the rezoning proposal. The statement also addressed the Council Member's concerns regarding the creation of opportunities for middle income housing and home ownership within the Queens Boulevard corridor while providing for the infrastructure – particularly school capacity – to support the area's growth.

The director of the Pratt Center for Community Development presented testimony about the need for affordable housing throughout Queens and the city. The speaker further recommended an amendment to the rezoning proposal to establish an Inclusionary Housing program applicable to the Queens Boulevard corridor.

The Deputy Executive Director of Asian Americans for Equality (AAFE) reiterated the need for affordable housing in the area and throughout the city. In stating AAFE's involvement in advocating the production of housing for low- and moderate-income residents, the speaker urged the inclusion of an affordable housing component in the proposed rezoning.

There were no other speakers, and the hearing was closed.



## **CONSIDERATION**

The Commission believes that this amendment of the Zoning Map is appropriate.

The Commission considers this action to be representative of a comprehensive zoning strategy for the neighborhoods of Maspeth and Woodside. Most notably, the Commission believes that the rezoning will help to preserve and reinforce the predominant lower-density character of the neighborhoods' residential blocks and ensure that future residential development will be more consistent with surrounding neighborhood contexts.

The Commission notes that the existing residence districts of R4, R5 and R5B found in the rezoning area produce housing types and densities not within the existing character of the respective neighborhood blocks. The Commission believes that the proposed lower-density and contextual districts of R4-1 and R4B would create development that better fits within the existing built environment of the area. Likewise, the Commission believes that the changes from existing R6 and R6B general residence districts to R5 and R5B respectively would preserve and reinforce the established neighborhood fabric of the respective blocks and further prevent out-of-character development.

Furthermore, the Commission believes the proposed action is a balanced zoning plan that addresses the need for new housing opportunities while preserving and fortifying neighborhood character. In particular, the Commission believes that extending the existing R7X zoning district on Queens Boulevard generally west of 57<sup>th</sup> Street and east of 63<sup>rd</sup> Street would foster opportunities for new housing in buildings of a scale and density appropriate for this wide thoroughfare. Additionally, the Commission believes that concomitant changes at the Queens Boulevard/Roosevelt Avenue junction from C8-1 and M1-1 to R6 would further encourage appropriate new residential development.

The Commission acknowledges the recommendations of Community Board 2, Community Board 5 and the Borough Board with regard to the R4 Infill provisions. The Commission notes that changes in the infill regulations are outside the scope of this application and while use of the R4 Infill provisions may result in out-of-character development in Maspeth and Woodside, they are effectively supporting housing production in other parts of the city. The Commission further notes that this rezoning will make the R4 Infill provisions

inapplicable in most of the areas of Maspeth and Woodside to be rezoned.

The Commission also acknowledges the specific requests of Community Board 5 for further zoning changes. Nevertheless, the Commission believes that the zoning changes requested by the board would not be appropriate for the existing mix of building types and densities characterizing those areas identified by the board and that such changes are beyond the scope of this application.

Furthermore, the Commission recognizes the stipulations and concerns of Community Board 2, the Borough Board and the Council Member for City Council District 26 (CD26) regarding infrastructure and services in the area. In response, the Commission notes that the Department of City Planning will monitor the impacts of the rezoning on area-wide infrastructure and services and continue to provide information and assistance to the community board and elected officials in efforts to improve the overall infrastructure and services in the area.

Affordable housing was the subject of extensive discussion during the public review process. In their testimonies, representatives of the Council Member for CD26, the Pratt Center for Community Development and AAFE, described the high priority they place on the provision of affordable housing in new developments on Queens Boulevard in CD2. The Commission concurs that the inclusion of affordable housing is an important element in creating and maintaining an economically diverse community in Woodside.

Accordingly, the Commission recently referred for public review a zoning text amendment application (N 060504 ZRQ) from the Department of City Planning that would make the Inclusionary Housing program applicable to the R7X districts proposed to be mapped on Queens Boulevard between 50<sup>th</sup> and 57<sup>th</sup> streets, on the north side of Queens Boulevard between 64<sup>th</sup> and 73<sup>rd</sup> streets and on the south side of Queens Boulevard between 61<sup>st</sup> and 73<sup>rd</sup> streets in CD2.

## 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. 9b, 9d and 13c:

1. eliminating from within an existing R4 District a C2-2 District bounded by Queens Boulevard, 65<sup>th</sup> Place, a line 100 feet southerly of Queens Boulevard, and 64<sup>th</sup> Street;
2. eliminating from within an existing R5 District a C2-2 District bounded by:
  - a. a line 100 feet northerly of Queens Boulevard, the westerly boundary line of a park and its southerly prolongation, Queens Boulevard, and 64<sup>th</sup> Street;
  - b. 68<sup>th</sup> Street, a line perpendicular to the easterly street line of 68<sup>th</sup> Street distant 60 feet northerly (as measured along the street line) from the point of intersection of the easterly street line of 68<sup>th</sup> Street and the northerly street line of Queens Boulevard, 69<sup>th</sup> Street, a line 50 feet southerly of 44<sup>th</sup> Avenue, a line 100 feet northerly of Queens Boulevard, a line 100 feet northerly of 45<sup>th</sup> Avenue, a line perpendicular to the northerly street line of 45<sup>th</sup> Avenue distant 200 feet easterly (as measured along the street line) from the point of intersection of the northerly street line of 45<sup>th</sup> Avenue and the northerly street line of Queens Boulevard, 45<sup>th</sup> Avenue, and Queens Boulevard; and
  - c. Queens Boulevard, 73<sup>rd</sup> Street, 47<sup>th</sup> Avenue, and 70<sup>th</sup> Street;
3. eliminating from within an existing R5B District a C2-2 District bounded by a line 150 feet northerly of Queens Boulevard, the westerly boundary line of a park, a line 100 feet northerly of Queens Boulevard, and 65<sup>th</sup> Place;
4. eliminating from within an existing R6 District a C2-2 District bounded by Queens Boulevard, 64<sup>th</sup> Street, a line 150 southerly of Queens Boulevard, and 61<sup>st</sup> Street;
5. eliminating from within an existing R7X District a C2-2 District bounded by a line 100 feet northerly of Queens Boulevard, 58<sup>th</sup> Street, 44<sup>th</sup> Avenue, the northerly prolongation of the easterly street line of 59<sup>th</sup> Street, Queens Boulevard, and 57<sup>th</sup> Street;
6. changing from an R4 District to an R4B District property bounded by:
  - a. a line 100 feet southerly of 51<sup>st</sup> Road, a line 150 feet easterly of 72<sup>nd</sup> Place, 51<sup>st</sup> Road and its easterly centerline prolongation, the southwesterly boundary line of the Long Island Rail Road Right-Of-Way (Main Line), a line 100 feet northeasterly of

74<sup>th</sup> Street, Calamus Avenue, a line 80 feet easterly of 74<sup>th</sup> Street, the easterly centerline prolongation of 52<sup>nd</sup> Road, 74<sup>th</sup> Street, 52<sup>nd</sup> Court, a line 225 feet easterly of 73<sup>rd</sup> Street, 52<sup>nd</sup> Avenue, a line 100 feet easterly of 72<sup>nd</sup> Place, a line midway between Calamus Avenue and 52<sup>nd</sup> Avenue, 72<sup>nd</sup> Place, Calamus Avenue, and 72<sup>nd</sup> Place; and

- b. Brooklyn Queens Expressway, 48<sup>th</sup> Avenue and its westerly centerline prolongation, 65<sup>th</sup> Place, 51<sup>st</sup> Avenue, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, Tyler Avenue, and 59<sup>th</sup> Place;

7. changing from an R4 District to an R4-1 District property bounded by:

- a. the northerly boundary line of a park and its westerly prolongation, 64<sup>th</sup> Street, a line 100 feet southerly of Queens Boulevard, 67<sup>th</sup> Street, Laurel Hill Boulevard, 65<sup>th</sup> Place, 48<sup>th</sup> Avenue and its westerly centerline prolongation, Brooklyn Queens Expressway, and 61<sup>st</sup> Street;

- b. 50<sup>th</sup> Avenue, 66<sup>th</sup> Street, 49<sup>th</sup> Avenue, 69<sup>th</sup> Street, Garfield Avenue, 68<sup>th</sup> Street, Maurice Avenue, 69<sup>th</sup> Street, a line 300 feet northerly of 52<sup>nd</sup> Avenue, 69<sup>th</sup> Place, 52<sup>nd</sup> Avenue, 69<sup>th</sup> Street, 51<sup>st</sup> Road, 66<sup>th</sup> Street, 52<sup>nd</sup> Avenue, 62<sup>nd</sup> Street, a line 390 feet northeasterly of 53<sup>rd</sup> Avenue, a line midway between Maurice Avenue and 62<sup>nd</sup> Street, the southeasterly prolongation of the northwesterly street line of Tyler Avenue, Maurice Avenue, Tyler Avenue, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, 51<sup>st</sup> Avenue, and 65<sup>th</sup> Place;

- c. 52<sup>nd</sup> Avenue, 72<sup>nd</sup> Street, Calamus Avenue, a line 100 feet westerly of 72<sup>nd</sup> Place, 53<sup>rd</sup> Road, 72<sup>nd</sup> Street, 53<sup>rd</sup> Avenue, a line 200 feet easterly of 69<sup>th</sup> Street, 52<sup>nd</sup> Drive, and 69<sup>th</sup> Place;

- d. a line midway between Calamus Avenue and 52<sup>nd</sup> Avenue, a line 100 feet easterly of 72<sup>nd</sup> Place, 52<sup>nd</sup> Avenue, and 72<sup>nd</sup> Place;

- e. 52<sup>nd</sup> Avenue, a line 225 feet easterly of 73<sup>rd</sup> Street, 52<sup>nd</sup> Court, 74<sup>th</sup> Street, a line 100 feet northwesterly of Grand Avenue, a line 100 feet northeasterly of 73<sup>rd</sup> Street, a line 100 feet easterly of 73<sup>rd</sup> Street, 52<sup>nd</sup> Road, and 73<sup>rd</sup> Street; and

- f. 53<sup>rd</sup> Drive, 66<sup>th</sup> Street, Borden Avenue, 69<sup>th</sup> Street, a line 100 feet southeasterly of Grand Avenue, Mazeau Street, 57<sup>th</sup> Avenue, a line 100 feet southeasterly of Grand Avenue, 73<sup>rd</sup> Place, 57<sup>th</sup> Avenue, 74<sup>th</sup> Street, Queens Midtown Expressway, a line 160 feet easterly of 63<sup>rd</sup> Street and its southerly prolongation, a line 90 feet northerly of Borden Avenue, a line 100 feet easterly of 63<sup>rd</sup> Street, 54<sup>th</sup> Avenue, and 63<sup>rd</sup> Place;

8. changing from an R5 District to an R4-1 District property bounded by Brooklyn Queens Expressway, Woodside Avenue, 68<sup>th</sup> Street, 43<sup>rd</sup> Avenue, 69<sup>th</sup> Street, a line perpendicular to the easterly street line of 68<sup>th</sup> Street distant 60 feet northerly (as measured along the street line) from the point of intersection of the easterly street line of 68<sup>th</sup> Street and the northerly street line of Queens Boulevard, 68<sup>th</sup> Street, a service road of the Brooklyn Queens

- Expressway, a line 100 feet northerly of Queens Boulevard, and the centerline of the Long Island Rail Road Right-Of-Way (Main Line);
9. changing from an R5B District to an R4-1 District property bounded by a line 100 feet southerly of Woodside Avenue, 67<sup>th</sup> Street, Woodside Avenue, Brooklyn Queens Expressway, and centerline of the Long Island Rail Road Right-Of-Way (Main Line);
  10. changing from a R6 District to an R5 District property bounded by 47<sup>th</sup> Avenue, 60<sup>th</sup> Street, Brooklyn Queens Expressway, and 58<sup>th</sup> Street;
  11. changing from an R6B District to an R5B District property bounded by a line 200 feet southerly of Woodside Avenue, 61<sup>st</sup> Street, 43<sup>rd</sup> Avenue, and 60<sup>th</sup> Street;
  12. changing from an M1-1 District to an R6 District property bounded by Roosevelt Avenue, 52<sup>nd</sup> Street, a line 100 feet northerly of Queens Boulevard, and 50<sup>th</sup> Street;
  13. changing from an R4 District to an R7X District property bounded by Queens Boulevard, 66<sup>th</sup> Street, a line 100 feet southerly of Queens Boulevard, and 64<sup>th</sup> Street;
  14. changing from an R5 District to an R7X District property bounded by:
    - a. a line 100 feet northerly of Queens Boulevard, the westerly boundary line of a park and its southerly prolongation, Queens Boulevard, and 64<sup>th</sup> Street;
    - b. the centerline of the Long Island Rail Road Right-Of-Way (Main Line), a line 100 feet northerly of Queens Boulevard, a service road of the Brooklyn Queens Expressway, 68<sup>th</sup> Street, a line perpendicular to the easterly street line of 68<sup>th</sup> Street distant 60 feet northerly (as measured along the street line) from the point of intersection of the easterly street line of 68<sup>th</sup> Street and the northerly street line of Queens Boulevard, 69<sup>th</sup> Street, a line 50 feet southerly of 44<sup>th</sup> Street, a line 100 feet northerly of Queens Boulevard, a line 100 feet northerly of 45<sup>th</sup> Avenue, a line perpendicular to the northerly street line of 45<sup>th</sup> Avenue distant 275 feet easterly (as measured along the street line ) from the point of intersection of the northerly street line of Queens Boulevard and the northerly street line of 45<sup>th</sup> Avenue, 45<sup>th</sup> Avenue, Queens Boulevard, and the Brooklyn Queens Expressway; and
    - c. Queens Boulevard, 73<sup>rd</sup> Street, 47<sup>th</sup> Avenue, and 70<sup>th</sup> Street;
  15. changing from an R6 District to an R7X District property bounded by Queens Boulevard, 64<sup>th</sup> Street, the northerly boundary line of a park and its easterly and westerly prolongations, and 61<sup>st</sup> Street;
  16. changing from a C8-1 District to an R7X District property bounded by:
    - a. a line 100 feet northerly of Queens Boulevard, 57<sup>th</sup> Street, Queens Boulevard, and 52<sup>nd</sup> Street;
    - b. Queens Boulevard, 69<sup>th</sup> Street, a line 150 southerly of Queens Boulevard, 67<sup>th</sup> Street,

- a line 100 feet southerly of Queens Boulevard, and 66<sup>th</sup> Street; and
  - c. a line 100 feet northerly of Queens Boulevard, a line 100 feet southerly of 45<sup>th</sup> Avenue, the westerly boundary line of the New York Connecting Rail Road Right-Of-Way, Queens Boulevard, and 45<sup>th</sup> Avenue;
17. changing from an M1-1 District to an R7X District property bounded by:
- a. a line 100 feet northerly of Queens Boulevard, 52<sup>nd</sup> Street, Queens Boulevard, and 50<sup>th</sup> Street; and
  - b. Queens Boulevard, 70<sup>th</sup> Street, a line 150 southerly of Queens Boulevard, and 69<sup>th</sup> Street;
18. establishing within a proposed R6 District a C2-3 District bounded by Roosevelt Avenue, 52<sup>nd</sup> Street, a line 100 feet northerly of Queens Boulevard, and 50<sup>th</sup> Street; and
19. establishing within a proposed and existing R7X District a C2-3 District bounded by:
- a. 50<sup>th</sup> Street, a line 100 feet northerly of Queens Boulevard, 58<sup>th</sup> Street, 44<sup>th</sup> Avenue, 60<sup>th</sup> Street, and Queens Boulevard; and
  - b. 63<sup>rd</sup> Street, a line 150 feet northerly of Queens Boulevard, 64<sup>th</sup> Street, a line 100 feet northerly of Queens Boulevard, the westerly boundary line of a park and its southerly prolongation, Queens Boulevard, Brooklyn Queens Expressway, the centerline of the Long Island Rail Road Right-Of-Way (Main Line), a line 100 feet northerly of Queens Boulevard, a service road of the Brooklyn Queens Expressway, 68<sup>th</sup> Street, a line perpendicular to the easterly street line of 68<sup>th</sup> Street distant 60 feet northerly (as measured along the street line) from the point of intersection of the easterly street line of 68<sup>th</sup> Street and the northerly street line of Queens Boulevard, 69<sup>th</sup> Street, a line 50 feet southerly of 44<sup>th</sup> Avenue, a line 100 feet northerly of Queens Boulevard, a line 100 feet northerly of 45<sup>th</sup> Avenue, a line perpendicular to the northerly street line of 45<sup>th</sup> Avenue distant 275 feet easterly (as measured along the street line ) from the point of intersection of the northerly street line of Queens Boulevard and the northerly street line of 45<sup>th</sup> Avenue, 45<sup>th</sup> Avenue, a line 100 feet northerly of Queens Boulevard, a line 100 feet southerly of 45<sup>th</sup> Avenue, the westerly boundary of the New York Connecting Rail Road Right-Of-Way, Queens Boulevard, 73<sup>rd</sup> Street, 47<sup>th</sup> Avenue, 70<sup>th</sup> Street, a line 150 feet southerly of Queens Boulevard, 67<sup>th</sup> Street, a line 100 feet southerly of Queens Boulevard, 64<sup>th</sup> Street, the northerly boundary line of a park and its easterly and westerly prolongations, and 61<sup>st</sup> Street;

Borough of Queens, Community Districts 2 and 5, as shown on a diagram (for illustrative purposes only) dated January 23, 2006, which includes CEQR designation E-163.

The above resolution (C 060294 ZMQ), duly adopted by the City Planning Commission on May 24, 2006 (Calendar No. 7), is filed with the Office of the Speaker, City Council, and the Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

**AMANDA M. BURDEN, AICP, Chair**

**KENNETH J. KNUCKLES, Esq. Vice Chair**

**ANGELA BATTAGLIA, IRWIN G. CANTOR, P.E., ANGELA R. CAVALUZZI, R.A.,**

**ALFRED C. CERULLO, III, RICHARD W. EADDY, JANE D. GOL, LISA A. GOMEZ,**

**CHRISTOPHER KUI, JOHN MEROLO, KAREN A. PHILLIPS,**

**DOLLY WILLIAMS, Commissioners**