



## CITY PLANNING COMMISSION

April 28, 2010/Calendar No. 19

C 100199 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. 6b, 9a, 9b and 9c:

1. eliminating from an existing R5 District a C1-2 District bounded by:
  - a. 29<sup>th</sup> Street, a line 150 feet northeasterly of Ditmars Boulevard, 31<sup>st</sup> Street, 21<sup>st</sup> Avenue, 32<sup>nd</sup> Street, a line 150 feet northeasterly of Ditmars Boulevard, 37<sup>th</sup> Street, a line 150 feet southwesterly of Ditmars Boulevard, 33<sup>rd</sup> Street, a line 225 feet southwesterly of Ditmars Boulevard, a line 163 feet northwesterly of 33<sup>rd</sup> Street, a line 275 feet northeasterly of 23<sup>rd</sup> Avenue, a line 116 feet northwesterly of 33<sup>rd</sup> Street, a line 150 feet northeasterly of 23<sup>rd</sup> Avenue, 33<sup>rd</sup> Street, a centerline of the New York Connecting Railroad Right-of-Way, a line 163 feet northwesterly of 33<sup>rd</sup> Street, 23<sup>rd</sup> Avenue, 26<sup>th</sup> Street, a line 150 feet northeasterly of 23<sup>rd</sup> Avenue, a line midway between 29<sup>th</sup> Street and 31<sup>st</sup> Street, and a line 150 feet southwesterly of Ditmars Boulevard;
  - b. 21<sup>st</sup> Street, a line midway between 23<sup>rd</sup> Terrace and 24<sup>th</sup> Avenue, 23<sup>rd</sup> Street, a line 150 feet northeasterly of 24<sup>th</sup> Avenue, 24<sup>th</sup> Street, and 24<sup>th</sup> Avenue;
  - c. 27<sup>th</sup> Street, a line 150 feet northeasterly of 24<sup>th</sup> Avenue, 31<sup>st</sup> Street, and 24<sup>th</sup> Avenue;
  - d. 31<sup>st</sup> Street, a line 240 feet northeasterly of 24<sup>th</sup> Road, a line 100 feet southeasterly of 31<sup>st</sup> Street, 24<sup>th</sup> Road, 32<sup>nd</sup> Street, and Astoria Boulevard (northerly portion); and
  - e. 23<sup>rd</sup> Street, a line 150 feet northeasterly of Astoria Boulevard, Crescent Street, and Astoria Boulevard;
2. eliminating from an existing R6 District a C1-2 District bounded by:
  - a. Crescent Street, a line 150 feet northeasterly of Astoria Boulevard, 29<sup>th</sup> Street, Hoyt Avenue South, 31<sup>st</sup> Street, Astoria Boulevard, 32<sup>nd</sup> Street, a line 150 feet southwesterly of Astoria Boulevard, 28<sup>th</sup> Street, and Astoria Boulevard;
  - b. Crescent Street, a line 150 feet northeasterly of 30<sup>th</sup> Avenue, 30<sup>th</sup> Street, Newtown Avenue, 31<sup>st</sup> Street, a line 150 feet northeasterly of Newton Avenue, a line 150 feet northeasterly of 30<sup>th</sup> Avenue, 38<sup>th</sup> Street, 30<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 250 feet southwesterly of 30<sup>th</sup> Avenue, 38<sup>th</sup> Street, a line 150 feet southwesterly of 30<sup>th</sup> Avenue, 29<sup>th</sup> Street, and a line midway between 30<sup>th</sup> Road and 30<sup>th</sup> Avenue;

- c. 33<sup>rd</sup> Street, a line 150 feet northeasterly of 31<sup>st</sup> Avenue, 35<sup>th</sup> Street, and a line 150 feet southwesterly of 31<sup>st</sup> Avenue;
  - d. 37<sup>th</sup> Street, a line 150 feet northeasterly of 31<sup>st</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, and a line 150 feet southwesterly of 31<sup>st</sup> Avenue; and
  - e. 21<sup>st</sup> Street, 31<sup>st</sup> Drive, 23<sup>rd</sup> Street, and Broadway;
3. eliminating from an existing R6B District a C1-2 District bounded by 30<sup>th</sup> Road, 14<sup>th</sup> Street, 30<sup>th</sup> Drive, a line 100 feet southeasterly of 14<sup>th</sup> Street, 31<sup>st</sup> Avenue, and a line 100 feet northwesterly of 14<sup>th</sup> Street;
  4. eliminating from an existing R5 District a C1-3 District bounded by:
    - a. 21<sup>st</sup> Street, a line 150 feet northeasterly of 21<sup>st</sup> Avenue, 24<sup>th</sup> Street, and a line 100 feet northeasterly of 21<sup>st</sup> Avenue; and
    - b. 19<sup>th</sup> Street, a line 100 feet southwesterly of 21<sup>st</sup> Avenue, a line 100 feet southeasterly of 21<sup>st</sup> Street, and a line 150 feet southwesterly of 21<sup>st</sup> Avenue;
  5. eliminating from an existing R5 District a C1-4 District bounded by 24<sup>th</sup> Avenue, 31<sup>st</sup> Street, a line 100 feet southwesterly of 24<sup>th</sup> Avenue, and a line 200 feet northwesterly of 31<sup>st</sup> Street;
  6. eliminating from an existing R6B District a C1-4 District bounded by 30<sup>th</sup> Street, a line 100 feet northeasterly of Broadway, 31<sup>st</sup> Street, Broadway, 32<sup>nd</sup> Street, a line 100 feet northeasterly of Broadway, a line midway between 38<sup>th</sup> Street and Steinway Street, and a line 100 feet southwesterly of Broadway;
  7. eliminating from an existing R5 District a C2-2 District bounded by:
    - a. 20<sup>th</sup> Avenue, a line midway between Steinway Street and 41<sup>st</sup> Street, 21<sup>st</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 150 feet southwesterly of 20<sup>th</sup> Avenue, and a line midway between 37<sup>th</sup> Street and 38<sup>th</sup> Street;
    - b. 37<sup>th</sup> Street, a line 150 feet northeasterly of Ditmars Boulevard, 41<sup>st</sup> Street, and a line 150 feet southwesterly of Ditmars Boulevard;
    - c. 23<sup>rd</sup> Avenue, 32<sup>nd</sup> Street, 23<sup>rd</sup> Road, a line midway between 29<sup>th</sup> Street and 31<sup>st</sup> Street, a line 150 feet southwesterly of 23<sup>rd</sup> Avenue, and 26<sup>th</sup> Street;
    - d. 23<sup>rd</sup> Avenue, Steinway Street, a centerline of the New York Connecting Railroad right-of-way, 41<sup>st</sup> Street, Astoria Boulevard (northerly portion), and a line midway between 38<sup>th</sup> Street and Steinway Street; and

- e. Astoria Boulevard (southerly portion), 41<sup>st</sup> Street, a line 150 feet southwesterly of Astoria Boulevard (southerly portion), a line midway between Steinway Street and 41<sup>st</sup> Street, a line 150 feet northeasterly of 28<sup>th</sup> Street, 41<sup>st</sup> Street, 28<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet southwesterly of Astoria Boulevard (southerly portion), and Steinway Street;
8. eliminating from an existing R6 District a C2-2 District bounded by:
- a. Crescent Street, Astoria Boulevard, 28<sup>th</sup> Street, a line 150 feet southwesterly of Astoria Boulevard, a line 100 feet northwesterly of 28<sup>th</sup> Street, and a line 200 feet northeasterly of Newton Avenue;
  - b. 33<sup>rd</sup> Street, Astoria Boulevard (southerly portion), 35<sup>th</sup> Street, and a line 150 feet southwesterly of Astoria Boulevard (northerly portion);
  - c. 36<sup>th</sup> Street, Astoria Boulevard (southerly portion), Steinway Street, a line 100 feet southwesterly of Astoria Boulevard (southerly portion), a line midway between 38<sup>th</sup> Street and Steinway Street, and a line 150 feet southwesterly of Astoria Boulevard (southerly portion);
  - d. 38<sup>th</sup> Street, a line 200 feet northeasterly of 28<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, and 28<sup>th</sup> Avenue;
  - e. 38<sup>th</sup> Street, a line 150 feet northeasterly of 30<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, and 30<sup>th</sup> Avenue; and
  - f. 31<sup>st</sup> Street, a line 235 feet northeasterly of Broadway, 32<sup>nd</sup> Street, and a line 150 feet northeasterly of Broadway;
9. eliminating from an existing R6A District a C2-2 District bounded by a line 150 feet southeasterly of 8<sup>th</sup> Street, a line 100 feet northeasterly and northerly of Astoria Boulevard, 12<sup>th</sup> Street, 30<sup>th</sup> Avenue, Main Avenue, and Astoria Boulevard;
10. eliminating from an existing R6B District a C2-2 District bounded by:
- a. 31<sup>st</sup> Street, a line 150 feet northeasterly of Broadway, 32<sup>nd</sup> Street, and Broadway; and
  - b. 12<sup>th</sup> Street, a line 100 feet northerly of Astoria Boulevard, 18<sup>th</sup> Street, 27<sup>th</sup> Avenue, 18<sup>th</sup> Street, 26<sup>th</sup> Road, line 150 feet northeasterly of 27<sup>th</sup> Avenue, a line 100 feet northwesterly of 21<sup>st</sup> Street, 28<sup>th</sup> Avenue, 14<sup>th</sup> Street, and 29<sup>th</sup> Avenue;
11. eliminating from an existing R7A District a C2-2 District bounded by Vernon Boulevard, a line 100 feet northeasterly of Broadway, 21<sup>st</sup> Street, and Broadway;

12. eliminating from an existing R7B District a C2-2 District bounded by a line midway between 21<sup>st</sup> Street and 22<sup>nd</sup> Street, a line 150 feet northeasterly of Astoria Boulevard, 23<sup>rd</sup> Street, 27th Road, a line 100 feet southeasterly of 21<sup>st</sup> Street, and Newtown Avenue;
13. eliminating from an existing R7X District a C2-2 District bounded:
  - a. by a line 100 feet northwesterly of 21<sup>st</sup> Street, a line 150 feet northeasterly of 27th Avenue, 21<sup>st</sup> Street, a line 330 feet northeasterly of Astoria Boulevard, a line midway between 21<sup>st</sup> Street and 22<sup>nd</sup> Street, Newtown Avenue, a line 100 feet southeasterly of 21<sup>st</sup> Street, and 28<sup>th</sup> Avenue; and
  - b. 31<sup>st</sup> Road, 21<sup>st</sup> Street, a line 100 feet northeasterly of Broadway, and a line 100 feet northwesterly of 21<sup>st</sup> Street;
14. eliminating from an existing R6 District a C2-4 District bounded by:
  - a. 30<sup>th</sup> Drive, 31<sup>st</sup> Street, a line 300 feet northeasterly of 31<sup>st</sup> Avenue, a line midway between 31<sup>st</sup> Street and 32<sup>nd</sup> Street, 31<sup>st</sup> Avenue, and a line midway between 30<sup>th</sup> Street and 31<sup>st</sup> Street; and
  - b. a line 150 feet southwesterly of Astoria Boulevard, 31<sup>st</sup> Street, Newtown Avenue, and a line midway between 30<sup>th</sup> Street and 31<sup>st</sup> Street;
15. changing from an R5 District to an R4 District property bounded by 20<sup>th</sup> Avenue, a line midway between 37<sup>th</sup> Street and 38<sup>th</sup> Street, a line 250 feet southwesterly of 20<sup>th</sup> Avenue, 38<sup>th</sup> Street, a line 75 feet northeasterly of 20<sup>th</sup> Road, and 33<sup>rd</sup> Street;
16. changing from an R4 District to an R4-1 District property bounded by 30<sup>th</sup> Avenue, a line 100 feet northwesterly of 21<sup>st</sup> Street, 30<sup>th</sup> Road, and a line 100 feet southeasterly of 14<sup>th</sup> Street;
17. changing from an R5 District to an R4-1 District property bounded by 33<sup>rd</sup> Street, a line 75 feet northeasterly of 20<sup>th</sup> Road, 38<sup>th</sup> Street, 20<sup>th</sup> Road, 37<sup>th</sup> Street, a line 100 feet northeasterly of 21<sup>st</sup> Avenue, a line midway between 33<sup>rd</sup> Street and 35<sup>th</sup> Street, and 20<sup>th</sup> Road;
18. changing from an R6 District to an R4B District property bounded by a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line midway between 36<sup>th</sup> Street and 37<sup>th</sup> Street, a line 400 feet southwesterly of 30<sup>th</sup> Avenue, and a line midway between 35<sup>th</sup> Street and 36<sup>th</sup> Street;
19. changing from an R6B District to an R5 District property bounded by a line 100 feet southwesterly of Astoria Park South, a line midway between 14<sup>th</sup> Place and 18<sup>th</sup> Street and its southwesterly prolongation, a line perpendicular to the southeasterly street line of

14<sup>th</sup> Street distant 80 feet northeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of 27<sup>th</sup> Avenue and the southeasterly street line of 14<sup>th</sup> Street, a line 100 feet southeasterly of 14<sup>th</sup> Street, 26<sup>th</sup> Avenue, and a line midway between 14<sup>th</sup> Street and 14<sup>th</sup> Place;

20. changing from an R5 District to an R5B District property bounded by:

- a. 20<sup>th</sup> Avenue, a line of midway between 28<sup>th</sup> Street and 29<sup>th</sup> Street, a line 100 feet southwesterly of 20<sup>th</sup> Avenue, a line 175 feet northwesterly of 31<sup>st</sup> Street, 21<sup>st</sup> Avenue, 29<sup>th</sup> Street, a line 100 feet southwesterly of 21<sup>st</sup> Avenue, a line 175 feet northwesterly of 31<sup>st</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, a line midway between 27<sup>th</sup> Street and 28<sup>th</sup> Street, a line 100 feet southwesterly of 21<sup>st</sup> Avenue, a line midway between 24<sup>th</sup> Street and Crescent Street, a line 100 feet northeasterly of Ditmars Boulevard, Crescent Street, a line 100 feet southwesterly of Ditmars Boulevard, a line 125 feet northwesterly of 31<sup>st</sup> Street, a line 100 feet northeasterly of 23<sup>rd</sup> Avenue, 26<sup>th</sup> Street, a line 100 feet southwesterly of 23<sup>rd</sup> Avenue, a line midway between 28<sup>th</sup> Street and 29<sup>th</sup> Street, a line 100 feet northeasterly of 24<sup>th</sup> Avenue, 21<sup>st</sup> Street, 23<sup>rd</sup> Terrace, 19<sup>th</sup> Street, 22<sup>nd</sup> Road, a line 100 feet southeasterly of 19<sup>th</sup> Street, Ditmars Boulevard, 21<sup>st</sup> Street, a line midway between Ditmars Boulevard and 21<sup>st</sup> Drive, Shore Boulevard, a line midway between 21<sup>st</sup> Road and 21<sup>st</sup> Avenue, 21<sup>st</sup> Street, a line 100 feet northeasterly of 21<sup>st</sup> Avenue, 23<sup>rd</sup> Street, 21<sup>st</sup> Avenue, 28<sup>th</sup> Street, a line 200 feet northeasterly of 21<sup>st</sup> Avenue, and a line midway between Crescent Street and 26<sup>th</sup> Street;
- b. 31<sup>st</sup> Street, 20<sup>th</sup> Road, the northeasterly centerline prolongation of 32<sup>nd</sup> Street, a line 100 feet southwesterly of 20<sup>th</sup> Avenue, 33<sup>rd</sup> Street, 20<sup>th</sup> Road, a line midway between 33<sup>rd</sup> Street and 35<sup>th</sup> Street, a line 100 feet northeasterly of 21<sup>st</sup> Avenue, 37<sup>th</sup> Street, 20<sup>th</sup> Road, 38<sup>th</sup> Street, a line 250 feet southwesterly of 20<sup>th</sup> Avenue, a line midway between 37<sup>th</sup> Street and 38<sup>th</sup> Street, a line 80 feet southwesterly of 20<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet northeasterly of Ditmars Boulevard, 35<sup>th</sup> Street, 21<sup>st</sup> Avenue, 33<sup>rd</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, 32<sup>nd</sup> Street, and 21<sup>st</sup> Avenue;
- c. 33<sup>rd</sup> Street, a line 100 feet southwesterly of Ditmars Boulevard, a line midway between 38<sup>th</sup> Street and Steinway Street, and a line 100 feet northeasterly of 23<sup>rd</sup> Avenue;
- d. a line 100 feet southwesterly of 23<sup>rd</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, Astoria Boulevard (southerly portion), Hoyt Avenue South, a line 80 feet southeasterly of 31<sup>st</sup> Street, a line 130 feet southwesterly of 24<sup>th</sup> Avenue, 32<sup>nd</sup> Street, 24<sup>th</sup> Avenue, and a line 90 feet southeasterly of 31<sup>st</sup> Street;
- e. 24<sup>th</sup> Avenue, 23<sup>rd</sup> Street, a line 100 feet southwesterly of 24<sup>th</sup> Avenue, a line midway between 26<sup>th</sup> Street and 27<sup>th</sup> Street and its southwesterly prolongation, Hoyt Avenue South, 21<sup>st</sup> Street, Hoyt Avenue North, and 19<sup>th</sup> Street;

- f. a line midway between 21<sup>st</sup> Street and 22<sup>nd</sup> Street and its northeasterly prolongation, a line midway between Hoyt Avenue South and 25<sup>th</sup> Road, 23<sup>rd</sup> Street, a line 100 feet southwesterly of Hoyt Avenue South, a line 200 feet northwesterly of Crescent Street, a line 100 feet northeasterly of Astoria Boulevard, 23<sup>rd</sup> Street, a line perpendicular to the northwesterly street line of 23<sup>rd</sup> Street distant 310 feet northeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Astoria Boulevard and the northwesterly street line of 23<sup>rd</sup> Street, 22<sup>nd</sup> Street, and a line perpendicular to the southeasterly street line of 21<sup>st</sup> Street distant 330 feet northeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Astoria Boulevard and the southeasterly street line of 21<sup>st</sup> Street ;
  - g. a line 100 feet southwesterly of 27<sup>th</sup> Avenue, 14<sup>th</sup> Street, 27<sup>th</sup> Avenue, a line 200 feet northeasterly of 14<sup>th</sup> Street, a line 100 feet northwesterly of Astoria Boulevard, a line midway between 28<sup>th</sup> Avenue and Astoria Boulevard, and a line 300 feet southeasterly of 8<sup>th</sup> Street;
  - h. 12<sup>th</sup> Street, a line 150 feet southwesterly of 30<sup>th</sup> Avenue, a line 100 feet northwesterly of 14<sup>th</sup> Street, a line 100 feet northeasterly of 31<sup>st</sup> Avenue, 12<sup>th</sup> Street, 30<sup>th</sup> Drive, a line 100 feet easterly of Vernon Boulevard, and 30<sup>th</sup> Road;
  - i. a line 100 feet southwesterly of 31<sup>st</sup> Avenue, a line 100 feet northwesterly of 14<sup>th</sup> Street, a line 100 feet northeasterly of Broadway, and a line 100 feet northwesterly of 12<sup>th</sup> Street;
  - j. a line midway between 31<sup>st</sup> Avenue and 31<sup>st</sup> Road, a line 100 feet northwesterly of 21<sup>st</sup> Street, a line 100 feet northeasterly of Broadway, and a line 100 feet southeasterly of 14<sup>th</sup> Street; and
  - k. 27<sup>th</sup> Road, 23<sup>rd</sup> Street, a line midway between 28<sup>th</sup> Avenue and 29<sup>th</sup> Avenue, a line 100 feet northwesterly of Crescent Street, 29<sup>th</sup> Avenue, 23<sup>rd</sup> Street, 30<sup>th</sup> Avenue, 21<sup>st</sup> Street, 28<sup>th</sup> Avenue, and a line 100 feet southeasterly of 21<sup>st</sup> Street;
21. changing from an R6 District to an R5B District property bounded by:
- a. a line 100 feet southwesterly of Astoria Boulevard (southerly portion), a line midway between 37<sup>th</sup> Street and 38<sup>th</sup> Street, a line 670 feet northeasterly of 28<sup>th</sup> Avenue, and a line midway between 36<sup>th</sup> Street and 37<sup>th</sup> Street;
  - b. a line 100 feet southwesterly of 28<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet northeasterly of 30<sup>th</sup> Avenue, and a line midway between 35<sup>th</sup> Street and 36<sup>th</sup> Street; and
  - c. a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line midway between 37<sup>th</sup> Street and 38<sup>th</sup> Street, a line 100 feet northeasterly of 31<sup>st</sup> Avenue, 35<sup>th</sup> Street, a line 300

feet northeasterly of 31<sup>st</sup> Avenue, a line midway between 34<sup>th</sup> Street and 35<sup>th</sup> Street, a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line midway between 35<sup>th</sup> Street and 36<sup>th</sup> Street, a line 400 feet southwesterly of 30<sup>th</sup> Avenue, and a line midway between 36<sup>th</sup> Street and 37<sup>th</sup> Street;

22. changing from an R5 District to an R5D District property bounded by:

- a. Shore Boulevard, a line midway between Ditmars Boulevard and 21<sup>st</sup> Drive, 21<sup>st</sup> Street, Ditmars Boulevard, a line 100 feet southeasterly of 19<sup>th</sup> Street, 22<sup>nd</sup> Road, 19<sup>th</sup> Street, and Ditmars Boulevard;
- b. a line 100 feet southwesterly of 21<sup>st</sup> Avenue, a line midway between 27<sup>th</sup> Street and 28<sup>th</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, a line 125 feet northwesterly of 31<sup>st</sup> Street, a line 100 feet southwesterly of Ditmars Boulevard, Crescent Street, a line 100 feet northeasterly of Ditmars Boulevard, and a line midway between 24<sup>th</sup> Street and Crescent Street;
- c. a line 100 feet northeasterly of 23<sup>rd</sup> Avenue, a line 125 feet northwesterly of 31<sup>st</sup> Street, a line 100 feet northeasterly of 23<sup>rd</sup> Road, a line 100 feet northwesterly of 31<sup>st</sup> Street, 24<sup>th</sup> Avenue, a line midway between 29<sup>th</sup> Street and 31<sup>st</sup> Street, a northeasterly, northwesterly, and southwesterly boundary lines of a playground, the southwesterly prolongation of a line midway between 29<sup>th</sup> Street and 31<sup>st</sup> Street, Hoyt Avenue South, a line midway between 26<sup>th</sup> Street and 27<sup>th</sup> Street and its southwesterly prolongation, a line 100 feet southwesterly of 24<sup>th</sup> Avenue, 23<sup>rd</sup> Street, 24<sup>th</sup> Avenue, 21<sup>st</sup> Street, a line 100 feet northeasterly of 24<sup>th</sup> Avenue, a line midway between 28<sup>th</sup> Street and 29<sup>th</sup> Street, a line 100 feet southwesterly of 23<sup>rd</sup> Avenue, and 26<sup>th</sup> Street;
- d. 20<sup>th</sup> Avenue, a line midway between Steinway Street and 41<sup>st</sup> Street, Astoria Boulevard (southerly portion), a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet southwesterly of 23<sup>rd</sup> Avenue, 32<sup>nd</sup> Street, 23<sup>rd</sup> Avenue, 33<sup>rd</sup> Street, a line 100 feet northeasterly of 23<sup>rd</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet southwesterly of Ditmars Boulevard, 33<sup>rd</sup> Street, Ditmars Boulevard, 35<sup>th</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 80 feet southwesterly of 20<sup>th</sup> Avenue, and a line midway between 37<sup>th</sup> Street and 38<sup>th</sup> Street; and
- e. a line 100 feet southwesterly of Hoyt Avenue South, Crescent Street, a line 100 feet northeasterly of Astoria Boulevard, and a line 200 feet northwesterly of Crescent Street;

23. changing from an R6 District to an R5D District property bounded by a line 100 feet southwesterly of Hoyt Avenue South, a line 100 feet northwesterly of 27<sup>th</sup> Street, a line 100 feet northeasterly of Astoria Boulevard, and Crescent Street;

24. changing from an R5 District to an R6A District property bounded by:
- a. a line 100 feet northeasterly of Astoria Boulevard, Crescent Street, 30<sup>th</sup> Avenue, 23<sup>rd</sup> Street, 29<sup>th</sup> Avenue, a line 100 feet northwesterly of Crescent Street, a line midway between 28<sup>th</sup> Avenue and 29<sup>th</sup> Avenue, and 23<sup>rd</sup> Street;
  - b. 21<sup>st</sup> Avenue, 32<sup>nd</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, a line 175 feet northwesterly of 31<sup>st</sup> Street, a line 100 feet southwesterly of 21<sup>st</sup> Street, and 29<sup>th</sup> Street; and
  - c. 21<sup>st</sup> Avenue, 35<sup>th</sup> Street, Ditmars Boulevard, and 33<sup>rd</sup> Street;
25. changing from an R6 District to an R6A District property bounded by:
- a. a line 100 feet northeasterly of Newtown Avenue, 30<sup>th</sup> Street, a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line midway between 30<sup>th</sup> Street and 31<sup>st</sup> Street, 30<sup>th</sup> Drive, a line midway between 29<sup>th</sup> Street and 30<sup>th</sup> Street, a line 150 feet northeasterly of Broadway, a line 100 feet northwesterly of Crescent Street, a line midway between 31<sup>st</sup> Avenue and 31<sup>st</sup> Road, a line 100 feet southeasterly of 21<sup>st</sup> Street, a line 150 feet southwesterly of 30<sup>th</sup> Drive, a line 100 feet northwesterly of Crescent Street, a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line 100 feet southeasterly of 21<sup>st</sup> Street, 30<sup>th</sup> Avenue, Crescent Street, 30<sup>th</sup> Road, a line 200 feet northwesterly of 29<sup>th</sup> Street, 30<sup>th</sup> Avenue, Crescent Street, a line 100 feet northeasterly of 30<sup>th</sup> Avenue, 29<sup>th</sup> Street, a line 100 feet southwesterly of Newtown Avenue, and Crescent Street;
  - b. 32<sup>nd</sup> Street, a line 100 feet northeasterly of 28<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet southwesterly of 28<sup>th</sup> Avenue, a line midway between 35<sup>th</sup> Street and 36<sup>th</sup> Street, a line 100 feet northeasterly of 30<sup>th</sup> Avenue, 33<sup>rd</sup> Street, and 28<sup>th</sup> Avenue;
  - c. a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line midway between 34<sup>th</sup> Street and 35<sup>th</sup> Street, a line 300 feet northeasterly of 31<sup>st</sup> Avenue, 35<sup>th</sup> Street, a line 100 feet northeasterly of 31<sup>st</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet southwesterly of 31<sup>st</sup> Avenue, a line midway between 31<sup>st</sup> Street and 32<sup>nd</sup> Street, a line 100 feet northeasterly of 31<sup>st</sup> Avenue, 33<sup>rd</sup> Street, a line 400 feet northeasterly of 31<sup>st</sup> Avenue, and a line midway between 33<sup>rd</sup> Street and 34<sup>th</sup> Street; and
  - d. Crescent Street, a line 100 feet northeasterly of Astoria Boulevard, 29<sup>th</sup> Street, Astoria Boulevard, 29<sup>th</sup> Street, and a line 100 feet southwesterly of Astoria Boulevard;
26. changing from an R6B District to an R6A District property bounded by 21<sup>st</sup> Street, Broadway, 23<sup>rd</sup> Street, a line 150 feet northeasterly of Broadway, a line midway between



29<sup>th</sup> Street and 30<sup>th</sup> Street, a line 100 feet northeasterly of Broadway, 30<sup>th</sup> Street, and a line 100 feet southwesterly of Broadway;

27. changing from an R5 District to an R6B District property bounded by Hoyt Avenue South, Crescent Street, a line 100 feet southwesterly of Hoyt Avenue South, 23<sup>rd</sup> Street, a line midway between Hoyt Avenue South and 25<sup>th</sup> Road, a line midway between 21<sup>st</sup> Street and 22<sup>nd</sup> Street and its northeasterly prolongation, a line perpendicular to the southeasterly street line of 21<sup>st</sup> Street distant 330 feet northeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Astoria Boulevard and the southeasterly street line of 21<sup>st</sup> Street, and 21<sup>st</sup> Street;
28. changing from an R6 District to an R6B District property bounded by:
  - a. Hoyt Avenue South, 27<sup>th</sup> Street, a line 100 feet northeasterly of Astoria Boulevard, a line 100 feet northwesterly of 27<sup>th</sup> Street, a line 100 feet southwesterly of Hoyt Avenue South, and Crescent Street;
  - b. Crescent Street, a line 100 feet southwesterly of Astoria Boulevard, a line midway between 30<sup>th</sup> Street and 31<sup>st</sup> Street, and a line 100 feet northeasterly of Newtown Avenue;
  - c. Crescent Street, a line 100 feet southwesterly of Newtown Avenue, 29<sup>th</sup> Street, and a line 100 feet northeasterly of 30<sup>th</sup> Avenue;
  - d. a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line 100 feet northwesterly of Crescent Street, a line 150 feet southwesterly of 30<sup>th</sup> Drive, and a line 100 feet southeasterly of 21<sup>st</sup> Street;
  - e. a line midway between 31<sup>st</sup> Avenue and 31<sup>st</sup> Road, a line 100 feet northwesterly of Crescent Street, a line 150 feet northeasterly of Broadway, 23<sup>rd</sup> Street, Broadway, and a line 100 feet southeasterly of 21<sup>st</sup> Street;
  - f. a line 100 feet southwesterly of Astoria Boulevard (southerly portion), 35<sup>th</sup> Street, Astoria Boulevard (southerly portion), Steinway Street, a line 100 feet southwesterly of Astoria Boulevard (southerly portion), a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet northeasterly of 28<sup>th</sup> Avenue, 32<sup>nd</sup> Street, 28<sup>th</sup> Avenue, 33<sup>rd</sup> Street, a line 100 feet northeasterly of Newtown Avenue, a line 75 feet southeasterly of 31<sup>st</sup> Street, 28<sup>th</sup> Avenue, and a line midway between 31<sup>st</sup> Street and 32<sup>nd</sup> Street, and excluding property bounded by a line 100 feet southwesterly of Astoria Boulevard (southerly portion), a line midway between 37<sup>th</sup> Street and 38<sup>th</sup> Street, a line 670 feet northeasterly of 28<sup>th</sup> Avenue, and a line midway between 36<sup>th</sup> Street and 37<sup>th</sup> Street;
  - g. a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line midway between 33<sup>rd</sup> Street and 34<sup>th</sup> Street, a line 400 feet northeasterly of 31<sup>st</sup> Avenue, 33<sup>rd</sup> Street, a line 100 feet northeasterly of 31<sup>st</sup> Avenue, and a line 90 feet southeasterly of 31<sup>st</sup> Street;

- h. 30<sup>th</sup> Drive, a line midway between 30<sup>th</sup> Street and 31<sup>st</sup> Street, a line 150 feet northeasterly of Broadway, and a line midway between 29<sup>th</sup> Street and 30<sup>th</sup> Street;
  - i. a line 100 feet southwesterly of 31<sup>st</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 150 feet northeasterly of Broadway, 32<sup>nd</sup> Street, a line 235 feet northeasterly of Broadway, and a line 90 feet southeasterly of 31<sup>st</sup> Street; and
  - j. a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet northeasterly of 31<sup>st</sup> Street, and a line midway between 37<sup>th</sup> Street and 38<sup>th</sup> Street;
29. changing from an R5 District to an R7A District property bounded by 28<sup>th</sup> Avenue, 21<sup>st</sup> Street, 30<sup>th</sup> Avenue, and a line 100 feet northwesterly of 21<sup>st</sup> Street;
30. changing from an R6 District to an R7A District property bounded by:
- a. Vernon Boulevard, the southwesterly centerline prolongation of Welling Court, a line 100 feet easterly of Vernon Boulevard, 30<sup>th</sup> Drive, a line 100 feet northwesterly of 12<sup>th</sup> Street, and a line 100 feet northeasterly of Broadway; and
  - b. 30<sup>th</sup> Avenue, a line 100 feet southeasterly of 21<sup>st</sup> Street, Broadway, 21<sup>st</sup> Street, 31<sup>st</sup> Road, and a line 100 feet northwesterly of 21<sup>st</sup> Street;
31. changing from an R5 District to a C4-2A District property bounded by:
- a. a line 100 feet northeasterly of Ditmars Boulevard, 33<sup>rd</sup> Street, the centerline of the New York Connecting Railroad right-of-way, and a line 125 feet northwesterly of 31<sup>st</sup> Street; and
  - b. a line 100 feet southeasterly of Astoria Boulevard (southerly portion), Steinway Street, Astoria Boulevard (southerly portion), a line midway between Steinway Street and 41<sup>st</sup> Street, 28<sup>th</sup> Avenue, and a line midway between 38<sup>th</sup> Street and Steinway Street;
32. changing from an R6 District to a C4-2A District property bounded by:
- a. 30<sup>th</sup> Street, a line 75 feet northeasterly of 30<sup>th</sup> Avenue, the northeasterly centerline prolongation of 32<sup>nd</sup> Street, a line 100 feet northeasterly of Newton Avenue, a line 100 feet northeasterly of 30<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, and a line 100 feet southwesterly of 30<sup>th</sup> Avenue; and
  - b. a line midway between 31<sup>st</sup> Street and 32<sup>nd</sup> Street, a line 235 feet northeasterly of Broadway, 32<sup>nd</sup> Street, and a line 150 feet northeasterly of Broadway;

33. changing from an R6B District to a C4-2A District property bounded by a line 90 feet southeasterly of 31<sup>st</sup> Street, a line 150 feet northeasterly of Broadway, 32<sup>nd</sup> Street, a line 100 feet northeasterly of Broadway, a line midway between 38<sup>th</sup> Street and Steinway Street, and a line 100 feet southwesterly of Broadway;
34. changing from an R5 District to a C4-3 District property bounded by the centerline of the New York Connecting Railroad right-of-way, 33<sup>rd</sup> Street, 23<sup>rd</sup> Avenue, 32<sup>nd</sup> Street, a line 100 feet southwesterly of 23<sup>rd</sup> Avenue, a line 90 feet southeasterly of 31<sup>st</sup> Street, 24<sup>th</sup> Avenue, 32<sup>nd</sup> Street, a line 130 feet southwesterly of 24<sup>th</sup> Avenue, a line 80 feet southeasterly of 31<sup>st</sup> Street and its southwesterly prolongation, Hoyt Avenue South, the southwesterly prolongation of a line midway between 29<sup>th</sup> Street and 31<sup>st</sup> Street; a southwesterly, southeasterly and northeasterly boundary line of a playground, a line midway between 29<sup>th</sup> Street and 31<sup>st</sup> Street, 24<sup>th</sup> Avenue, a line 100 feet northwesterly of 31<sup>st</sup> Street, a line 100 feet northeasterly of 23<sup>rd</sup> Road, and a line 125 feet northwesterly of 31<sup>st</sup> Street;
35. changing from an R6 District to a C4-3 District property bounded by:
  - a. a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line 90 feet southeasterly of 31<sup>st</sup> Street, a line 150 feet northeasterly of Broadway, and a line midway between 30<sup>th</sup> Street and 31<sup>st</sup> Street; and
  - b. Hoyt Avenue South, Astoria Boulevard (southerly portion), 35<sup>th</sup> Street, a line 100 feet southwesterly of Astoria Boulevard (southerly portion), a line midway between 31<sup>st</sup> Street and 32<sup>nd</sup> Street, 28<sup>th</sup> Avenue, a line 75 feet southeasterly of 31<sup>st</sup> Street, a line 100 feet northeasterly of Newtown Avenue, a line midway between 30<sup>th</sup> Street and 31<sup>st</sup> Street, a line 100 feet southwesterly of Astoria Boulevard, and 29<sup>th</sup> Street;
36. changing from an R6B District to a C4-3 District property bounded by 30<sup>th</sup> Street, a line 100 feet northeasterly of Broadway, a line midway between 30<sup>th</sup> Street and 31<sup>st</sup> Street, a line 150 feet northeasterly of Broadway, a line 90 feet southeasterly of 31<sup>st</sup> Street, and a line 100 feet southwesterly of Broadway;
37. changing from an R6 District to a C4-4A District property bounded by 30<sup>th</sup> Street, a line 100 feet northeasterly of Newton Avenue, 32<sup>nd</sup> Street and its northeasterly centerline prolongation, and a line 75 feet northeasterly of 30<sup>th</sup> Avenue;
38. establishing within an existing R5 District a C1-3 District bounded by:
  - a. 21<sup>st</sup> Avenue, 21<sup>st</sup> Street, a line 100 feet southwesterly of 21<sup>st</sup> Avenue, and 19<sup>th</sup> Street; and
  - b. 23<sup>rd</sup> Street, a line 100 feet northeasterly of 21<sup>st</sup> Avenue, 24<sup>th</sup> Street, and 21<sup>st</sup> Avenue;

39. establishing within a proposed R5B District a C1-3 District bounded by:
  - a. 31<sup>st</sup> Street, a line 100 feet northeasterly of 21<sup>st</sup> Avenue, 32<sup>nd</sup> Street, and 21<sup>st</sup> Avenue; and
  - b. 21<sup>st</sup> Street, a line 100 feet northeasterly of 21<sup>st</sup> Avenue, 23<sup>rd</sup> Street, 21<sup>st</sup> Avenue, a line 100 feet southeasterly of 21<sup>st</sup> Street, and a line 100 feet southwesterly of 21<sup>st</sup> Avenue;
40. establishing within a proposed R5D District a C1-3 District bounded by:
  - a. a line 200 feet northwesterly of 21<sup>st</sup> Street, a line midway between 21<sup>st</sup> Drive and Ditmars Boulevard, 21<sup>st</sup> Street, and Ditmars Boulevard;
  - b. 19<sup>th</sup> Street, Ditmars Boulevard, a line 100 feet southeasterly of 19<sup>th</sup> Street, and a line 100 feet southwesterly of Ditmars Boulevard;
  - c. 28<sup>th</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, a line 125 feet northwesterly of 31<sup>st</sup> Street, and a line 100 feet southwesterly of Ditmars Boulevard;
  - d. 35<sup>th</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, 37<sup>th</sup> Street, a line 100 feet southwesterly of Ditmars Boulevard, 33<sup>rd</sup> Street, and Ditmars Boulevard;
  - e. 26<sup>th</sup> Street, a line 100 feet northeasterly of 23<sup>rd</sup> Avenue, a line 125 feet northwesterly of 31<sup>st</sup> Street, and a line 100 feet southwesterly of 23<sup>rd</sup> Avenue;
  - f. 21<sup>st</sup> Street, a line 100 feet northeasterly of 24<sup>th</sup> Avenue, 24<sup>th</sup> Street, and 24<sup>th</sup> Avenue; and
  - g. 27<sup>th</sup> Street, a line 100 feet northeasterly of 24<sup>th</sup> Avenue, a line 100 feet northwesterly of 31<sup>st</sup> Street, and 24<sup>th</sup> Avenue;
41. establishing within an existing R6 District a C1-3 District bounded by 30<sup>th</sup> Avenue, a line 200 feet northwesterly of 29<sup>th</sup> Street, a line 100 feet southwesterly of 30<sup>th</sup> Avenue, and Crescent Street;
42. establishing within an existing R6A District a C1-3 District bounded by a line 100 feet northeasterly of 21<sup>st</sup> Avenue, 31<sup>st</sup> Street, 21<sup>st</sup> Avenue, and a line 175 feet northwesterly of 31<sup>st</sup> Street;
43. establishing within a proposed R6A District a C1-3 District bounded by:
  - a. 23<sup>rd</sup> Street, a line 100 feet northeasterly of Astoria Boulevard, 29<sup>th</sup> Street, a line 100 feet southwesterly of Astoria Boulevard, 28<sup>th</sup> Street, and Astoria Boulevard;

- b. a line 100 feet northeasterly of 31<sup>st</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet southwesterly of 31<sup>st</sup> Avenue, 37<sup>th</sup> Street, 31<sup>st</sup> Avenue, 35<sup>th</sup> Street, a line 100 feet southwesterly of 31<sup>st</sup> Avenue, and a line midway between 31<sup>st</sup> Street and 32<sup>nd</sup> Street;
  - c. 21<sup>st</sup> Avenue, 32<sup>nd</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, 31<sup>st</sup> Street, a line 100 feet southwesterly of 21<sup>st</sup> Avenue, and a line 100 feet northwesterly of 31<sup>st</sup> Street;
  - d. 33<sup>rd</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, 35<sup>th</sup> Street, and Ditmars Boulevard;
  - e. 27<sup>th</sup> Street, a line 100 feet northeasterly of Astoria Boulevard, 29<sup>th</sup> Street, a line 100 feet southwesterly of Astoria Boulevard, 28<sup>th</sup> Street, and Astoria Boulevard; and
  - f. Crescent Street, a line 100 feet northeasterly of 30<sup>th</sup> Avenue, 30<sup>th</sup> Street, a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line 200 feet northwesterly of 29<sup>th</sup> Street, and 30<sup>th</sup> Avenue;
44. establishing within an existing R6B District a C1-3 District bounded by:
- a. 18<sup>th</sup> Street, a line midway between 25<sup>th</sup> Road and Astoria Park South, a line 100 feet southeasterly of 18<sup>th</sup> Street, and a line perpendicular to the southeasterly street line of 18<sup>th</sup> Street distant 100 feet southwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 25<sup>th</sup> Road and the southeasterly street line of 18<sup>th</sup> Street;
  - b. a line midway between 14<sup>th</sup> Place and 18<sup>th</sup> Street and its southwesterly prolongation, a line 100 feet northeasterly of 26<sup>th</sup> Avenue, a line 100 feet southeasterly of 18<sup>th</sup> Street, 26<sup>th</sup> Avenue, 18<sup>th</sup> Street, and a line 100 feet southwesterly of 26<sup>th</sup> Avenue;
  - c. the southwesterly prolongation of a line midway between 14<sup>th</sup> Place and 18<sup>th</sup> Street, a line 200 feet north easterly of 27<sup>th</sup> Avenue, 18<sup>th</sup> Street, a line perpendicular to the southeasterly street line of 18<sup>th</sup> Street distant 100 feet northeasterly (as measured along the street line) from the point of intersection of the northerly boundary line of 26<sup>th</sup> Road and the southeasterly street line of 18<sup>th</sup> Street, a line 100 feet southeasterly of 18<sup>th</sup> Street, 26<sup>th</sup> Road, 18<sup>th</sup> Street, and a line 100 feet northeasterly of 27<sup>th</sup> Avenue; and
  - d. 30<sup>th</sup> Road, 14<sup>th</sup> Street, 30<sup>th</sup> Drive, a line 100 feet southeasterly of 14<sup>th</sup> Street, 31<sup>st</sup> Avenue, and a line 100 feet northwesterly of 14<sup>th</sup> Street;
45. establishing within a proposed R6B District a C1-3 District bounded by 31<sup>st</sup> Drive, 23<sup>rd</sup> Street, Broadway, and a line 100 feet southeasterly of 21<sup>st</sup> Street;

46. establishing within a proposed R7A District a C1-3 District bounded by:
  - a. Vernon Boulevard, the southwesterly centerline prolongation of Welling Court, a line 100 feet southeasterly of Vernon Boulevard, and a line 100 feet northeasterly of Broadway; and
  - b. 31<sup>st</sup> Drive, a line 100 feet southeasterly of 21<sup>st</sup> Street, Broadway, and 21<sup>st</sup> Street;
47. establishing within a proposed R6A District a C1-4 District bounded by:
  - a. a line 100 feet southeasterly of 23<sup>rd</sup> Street, a line 100 feet northeasterly of Broadway, a line 150 feet northwesterly of Crescent Street, a line 100 feet southwesterly of Broadway, 23<sup>rd</sup> Street, and Broadway; and
  - b. Broadway, a line 100 feet northwesterly of 23<sup>rd</sup> Street, a line 100 feet southwesterly of Broadway, and a line 100 feet southeasterly of 21<sup>st</sup> Street;
48. establishing within an existing R5 District a C2-3 District bounded by:
  - a. 20<sup>th</sup> Avenue, 33<sup>rd</sup> Street, a line 100 feet southwesterly of 20<sup>th</sup> Avenue, the northeasterly centerline prolongation of 32<sup>nd</sup> Street, 20<sup>th</sup> Road, 31<sup>st</sup> Street, a line 100 feet southwesterly of 20<sup>th</sup> Avenue, and a line midway between 28<sup>th</sup> Street and 29<sup>th</sup> Street;
  - b. a line midway between Steinway Street and 41<sup>st</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, 41<sup>st</sup> Street, and a line 100 feet southwesterly of Ditmars Boulevard;
  - c. a line midway between Steinway Street and 41<sup>st</sup> Street, the centerline of the New York Connecting Railroad right-of-way, 41<sup>st</sup> Street, and Astoria Boulevard (northerly portion); and
  - d. a line midway between Steinway Street and 41<sup>st</sup> Street, Astoria Boulevard (southerly portion), 41<sup>st</sup> Street, and a line 100 feet southwesterly of Astoria Boulevard (southerly portion);
49. establishing within a proposed R5D District a C2-3 District bounded by:
  - a. 20<sup>th</sup> Avenue, a line midway between Steinway Street and 41<sup>st</sup> Street, 21<sup>st</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet southwesterly of 20<sup>th</sup> Avenue, and a line midway between 37<sup>th</sup> Street and 38<sup>th</sup> Street;
  - b. 37<sup>th</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, Steinway Street, a line 150 feet northeasterly of Ditmars Boulevard, a line midway between

Steinway Street and 41<sup>st</sup> Street, a northeasterly boundary line of a park and its northwesterly prolongation, Steinway Street, and a line 100 feet southwesterly of Ditmars Boulevard; and

- c. 23<sup>rd</sup> Avenue, Steinway Street, the centerline of the New York Connecting Railroad right-of-way, a line midway between Steinway Street and 41<sup>st</sup> Street, Astoria Boulevard (northerly portion), and a line midway between 38<sup>th</sup> Street and Steinway Street;
50. establishing within an existing R6A District a C2-3 District bounded by 12<sup>th</sup> Street, 30<sup>th</sup> Avenue, Main Avenue, Astoria Boulevard, a line 150 feet southeasterly of 8<sup>th</sup> Street, a line midway between 28<sup>th</sup> Avenue and Astoria Boulevard, and a line 100 feet northerly of Astoria Boulevard;
  51. establishing within a proposed R6A District a C2-3 District bounded by Crescent Street, Astoria Boulevard, 28<sup>th</sup> Street, and a line 100 feet southwesterly of Astoria Boulevard;
  52. establishing within an existing R6B District a C2-3 District bounded by 12<sup>th</sup> Street, a line 100 feet northerly of Astoria Boulevard, 18<sup>th</sup> Street, a line 100 feet northeasterly of 27<sup>th</sup> Avenue, a line 100 feet northwesterly of 21<sup>st</sup> Street, 28<sup>th</sup> Avenue, 14<sup>th</sup> Street, and 29<sup>th</sup> Avenue;
  53. establishing within a proposed R6B District a C2-3 District bounded by:
    - a. Crescent Street, a line 100 feet southwesterly of Astoria Boulevard, a line 100 feet northwesterly of 28<sup>th</sup> Street, and a line 200 feet northeasterly of Newtown Avenue;
    - b. Astoria Boulevard (southerly portion). Steinway Street, a line 100 feet southwesterly of Astoria Boulevard (southerly portion), and 36<sup>th</sup> Street; and
    - c. 38<sup>th</sup> Street, a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, and a line 275 feet southwesterly of 30<sup>th</sup> Avenue;
  54. establishing within an existing R7A District a C2-3 District bounded by Vernon Boulevard, a line 100 feet northeasterly of Broadway, 21<sup>st</sup> Street, and Broadway;
  55. establishing within a proposed R7A District a C2-3 District bounded by 28<sup>th</sup> Avenue, 21<sup>st</sup> Street, 30<sup>th</sup> Avenue, a line 100 feet southeasterly of 21<sup>st</sup> Street, 31<sup>st</sup> Drive, 21<sup>st</sup> Street, 31<sup>st</sup> Road, and a line 100 feet northwesterly of 21<sup>st</sup> Street;
  56. establishing within an existing R7B District a C2-3 District bounded by a line midway between 21<sup>st</sup> Street and 22<sup>nd</sup> Street, a line 100 feet northeasterly of Astoria Boulevard, 23<sup>rd</sup> Street, 27<sup>th</sup> Road, a line 100 feet southeasterly of 21<sup>st</sup> Street, and Newtown Avenue;
  57. establishing within an existing R7X District a C2-3 District bounded by:

- a. 31<sup>st</sup> Road, 21<sup>st</sup> Street, a line 100 feet northeasterly of Broadway, and a line 100 feet northwesterly of 21<sup>st</sup> Street; and
- b. a line 100 feet northwesterly of 21<sup>st</sup> Street, a line 100 feet northeasterly of 27<sup>th</sup> Avenue, 21<sup>st</sup> Street, a line perpendicular to the southeasterly street line of 21<sup>st</sup> Street distant 330 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of 21<sup>st</sup> Street and the northeasterly street line of Astoria Boulevard, Astoria Boulevard, a line midway between 21<sup>st</sup> Street and 22<sup>nd</sup> Street, Newtown Avenue, a line 100 feet southeasterly of 21<sup>st</sup> Street, and 28<sup>th</sup> Avenue;

Borough of Queens, Community District 1, as shown on a diagram (for illustrative purposes only) dated January 25, 2010 and subject to the conditions of CEQR Declaration 245.

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The application for an amendment to the Zoning Map was filed by the Department of City Planning on January 15, 2010 to rezone all or portions of 238 blocks in the Astoria neighborhood in northwestern Queens. The proposed rezoning from R4, R5, R6, and R6B districts to R4, R4-1, R4B, R5, R5B, R5D, R6A, R6B, R7A, C4-2A, C4-3, and C4-4A districts is intended to protect neighborhood character from out-of-scale development, more closely reflect established development patterns, direct opportunities for moderate residential and commercial growth to locations along wide streets and transit resources, and provide incentives for the production of affordable housing.

## **RELATED ACTION**

In addition to the amendment of the Zoning Map which is the subject of this report, implementation of the proposed rezoning also requires action by the City Planning Commission on the following application which is being considered concurrently with this application:

N 100200 ZRQ	Zoning Text Amendment to Article 2, Chapter 3 and Appendix F of the Zoning Resolution, to apply the Inclusionary Housing Program to proposed R7A and equivalent commercial districts in Queens Community District 1.
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## **BACKGROUND**



The Department of City Planning proposes to rezone 238 blocks in Astoria in northwest Queens. The rezoning area is generally bounded by 20th Avenue on the north, Steinway Street on the east, Broadway on the south, and Vernon Boulevard, 8th Street, 14th Street, and the East River on the west. The rezoning area is served by four stops on the N and W trains on the 31st Street elevated line. The entrance plaza to the Robert F. Kennedy (Triborough) Bridge, which connects Astoria to Manhattan and the Bronx, is located within the rezoning area at Astoria Boulevard and 31<sup>st</sup> Street. Also, the northern part of the rezoning area is bisected by the approach to the Hell Gate Bridge and the intercity rail line connecting New York City and New England.

The earliest residential development in the rezoning area occurred close to the waterfront near Halletts Point, a peninsula on the East River. While the maritime activity on Halletts Point played an important economic function and provided work for some of the local population, Astoria in the early 19th century was considered a place of reprieve from the bustle of New York City. The hillside overlooking Halletts Point was dotted with large homes built by wealthy New Yorkers.

Later in the 19th Century, the Steinway & Sons piano company founded another settlement, known as Steinway, at the northern end of the rezoning area to house workers near the company's sawmill and foundry. In 1870, Astoria and Steinway joined several other surrounding villages to form Long Island City, which remained an independent municipality until being incorporated into New York City in 1898.

The completion of the Queensboro Bridge (1909) and the 31st Street elevated line (1917) greatly increased the pace of development in Astoria. The remaining undeveloped land in the area was divided into a grid of streets that was soon lined with houses and apartment buildings.

Today, blocks developed with two-and three-story row houses or semi-detached buildings are common in the area north of the Grand Central Parkway. Blocks with larger prewar apartment buildings are more common in the area to the south of the Grand Central Parkway. All building types can be found throughout the rezoning area.

The population of Astoria continues to grow both in number and diversity. From 1990 to 2000, the population of census tracts roughly coinciding with the study area increased by 16 percent.

Over the same period, the percentage of foreign-born residents increased by nearly 28 percent. In 2000, foreign-born residents comprised over half of the total population within these census tracts.

The construction of new residential buildings in Astoria has accelerated noticeably in recent years. According to records from the New York City Department of Buildings, over 2,000 new housing units have been added between 2000 and 2008. New residents are attracted by the neighborhood's many desirable features: Astoria is relatively close to Midtown Manhattan, has an attractive and well-kept streetscape, and is served by convenient commercial corridors.

The rezoning area contains two large existing zoning districts—R5 to the north of the Grand Central Parkway and R6 to the south— which were established in 1961. These districts allow a variety of building envelopes and housing types, and newly constructed buildings have been increasingly inconsistent with prevailing scale, density and built character. R5 districts, located north of the Grand Central Parkway and on certain midblocks in West Astoria, allow all housing types including detached, semi-detached, attached and multi-family residences. On many of these blocks, R5 zoning controls do not closely reflect some of the important characteristics of existing development, especially on blocks where building heights and yard depths are highly consistent for the length of the block. The maximum floor area ratio (FAR) for all housing types is 1.25. On blocks that are predominantly built up, a maximum FAR of 1.65 is permitted through R5 infill provisions. Detached residences are allowed on lots with a minimum of 3,800 square feet in area, and a minimum lot width of 40 feet. All other housing types are limited to lots with a minimum of 1,700 square feet in area and a minimum lot width of 18 feet. R5 zoning requires a minimum front yard depth of 10 feet, which is increased to 18 feet if front yard parking is provided. The maximum building height is 40 feet with a maximum perimeter wall height of 35 feet. Community facilities are permitted an FAR of 2.0. Off-street parking in a grouped facility is required for 85 percent of the dwelling units.

R6 districts, located throughout most of the rezoning area south of the Grand Central Parkway and east of 21st Street as well as along Vernon Boulevard, allow all housing types. R6 is a height factor district wherein residential and community facility uses are permitted with no fixed height limits and building envelopes are regulated by a sky exposure plane. A maximum FAR of up to

2.43 is allowed for residential uses and up to 4.8 FAR is allowed for buildings containing community facility uses. Residential development under the optional Quality Housing Program has a maximum FAR of 2.2 on narrow streets (defined as less than 75 feet wide) with a 55-foot building height limit and a maximum of 3.0 FAR on wide streets (defined as 75 feet wide or greater) with a height limit of 70 feet. Off-street parking is required for 70 percent of the dwelling units. This requirement is lowered to 50 percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used. In R6 districts, if fewer than five spaces are required, then the off-street parking requirement is waived.

Since R6 districts have no firm height limits and the maximum allowable FAR varies substantially between residential and community facility uses, this existing zoning has resulted in the recent construction of several out-of-scale buildings that contrast sharply with surrounding development patterns.

An existing R4 district is located in a portion of the rezoning area on the block bounded by 30th Avenue, 21st Street, 30th Road, and 14th Street. The R4 district allows a variety of housing types, including garden apartments, row houses and semi-detached and detached houses, which may not closely match established development patterns. The maximum FAR is 0.9, which includes a 0.15 attic allowance. On predominantly built up blocks, a maximum FAR of 1.35 is permitted through R4 infill provisions. Detached residences are allowed on lots with a minimum of 3,800 square feet in area, and which also have a minimum lot width of 40 feet. Semi-detached and attached residences require lots with a minimum of 1,700 square feet in area and a minimum lot width of 18 feet. R4 requires a minimum front yard depth of 10 feet, which is increased to 18 feet if front yard parking is provided. The maximum building height is 35 feet with a maximum perimeter wall height of 25 feet. Community facilities are permitted at an FAR of 2.0. One off-street parking space is required for each dwelling unit.

R6B districts are located on either side of 14th Place between Astoria Park South and 27th Avenue, as well as along both sides of Broadway between 21st Street and Steinway Street. R6B zoning allows all housing types at a maximum FAR of 2.0, and limits overall building heights to 50 feet after a setback at 30 to 40 feet. The front walls of new developments in R6B districts must line up with adjacent structures to maintain existing street wall characteristics. New

multifamily residences must provide one off-street parking space each for 50 percent of the dwelling units, and off-street parking may be waived if five spaces or fewer are required.

C1 and C2 districts commercial overlay zones are found within the rezoning area along retail corridors, such as Broadway, 30<sup>th</sup> Avenue, 31<sup>st</sup> Street, Steinway Street and Ditmars Boulevard. C1 districts permit the kinds of local retail and service establishments that serve the immediate neighborhood. C2 districts permit the same uses as in C1, in addition to a slightly wider range of commercial uses that typically serve a wider area. The maximum floor area in both C1 and C2 districts can reach 1.0 FAR with commercial uses limited to the first floor in mixed use buildings. Off-street parking requirements for commercial uses in C1 and C2 districts are indicated by the district's suffix numeral. In C1-2 and C2-2 districts, most retail uses require one accessory parking space per 300 square feet of commercial floor space. In C1-3 districts, most retail uses require one accessory parking space per 400 square feet of commercial floor space. Finally, in C1-4 and C2-4 districts, most retail uses require one accessory parking space per 1,000 square feet of commercial floor space.

### Proposed Zoning

The proposed contextual zoning is intended to preserve the scale and character of Astoria's blocks and ensure that future residential development would be more consistent with the surrounding neighborhood's building patterns. The proposed rezoning also would encourage new mixed-used, moderate-density development along some of the area's wider streets, commercial corridors and at sites close to transit hubs. The Inclusionary Housing Program would be applied in key locations to provide incentives for the construction or preservation of affordable housing units.

Proposed R4-1 districts include a) portions of 7 blocks facing 20th Road between 33rd and 38th Streets; b) portions of one block bounded by 14th Street, 21st Street, 30th Avenue, and 30th Road; and c) portions of one block bounded by Vernon Boulevard, 12th Street, Welling Court, and 30th Road. In proposed R4-1 districts, one- and two-family detached and semi-detached development would be allowed, which is consistent with development patterns in these areas. The maximum residential FAR would be 0.9, including a 0.15 FAR attic allowance, and the maximum community facility FAR would be 2.0. Buildings would be limited to 35 feet in

height, with a 25 foot maximum perimeter wall. Front wall lineup would be required and off-street parking would need to be provided at a rate of one space per dwelling unit.

The proposed R4 district includes portions of 4 blocks bounded by 33rd Street, 38th Street, 20th Avenue, and 20th Road. This area is characterized by attached two-story, single-family houses with relatively low lot coverage, and thus, FAR. The proposed R4 district would allow a maximum building height up to 35 feet, and the maximum FAR would be 0.9, including a 0.15 FAR attic allowance. This maximum FAR would more closely match existing FARs and limit out-of character development on these blocks. One off-street parking space would be required for each dwelling unit. Since these blocks are partially within contextual zones, infill zoning provisions would not be applicable.

The proposed R4B district includes portions of 2 blocks facing 36th Street between 30th and 31st Avenues. This area is characterized by two-story row houses. In the proposed R4B district, one- and two-family development of all housing types would be allowed. The maximum residential FAR would be 0.9 and the maximum community facility FAR would be 2.0. The proposed 24-foot maximum building height would prevent new development from disrupting the low-scale character of this area. Front wall lineup would be required and off-street parking would need to be provided at a rate of one space per dwelling unit, but front yard parking would be prohibited, to protect the planted front yards that exist in this area.

The proposed R5 district includes portions of 3 blocks facing 14th Place between Astoria Park South and 27th Avenue. This area is characterized by a mix of housing types and mostly two- and three-story buildings. The proposed R5 district would allow all housing types including detached, semi-detached, attached and multi-family residences. The maximum FAR for all housing types would be 1.25, which is consistent with existing development and provides for a gradual transition from the existing R6B district to the east and the existing R4 district to the west. The maximum building height would be 40 feet, with a maximum perimeter wall height of 35 feet. Community facilities would be permitted an FAR of 2.0. Off-street parking would be required for 85% of the dwelling units. Since these blocks are partially within contextual zones, infill provisions would not be applicable.

The proposed R5B districts include all or portions of 125 blocks located throughout the study area. These blocks are characterized by two- and three-story attached and semi-detached buildings. In the proposed R5B districts, all housing types would be allowed. The maximum residential FAR would be 1.35 (2.0 for community facilities), and buildings would be limited to 33 feet in height, with a 30-foot maximum perimeter wall. Front wall lineup would be required. Off-street parking would need to be provided for 66% of dwelling units. Front yard parking would be prohibited, thereby protecting the planted front yards that are typical in the proposed R5B districts.

The proposed R5D districts include all or portions of 60 blocks located primarily in the northern portion of the study area. The proposed R5D districts generally correspond with main corridors that are predominantly developed with three- and four-story attached buildings and some small apartment buildings. In proposed R5D districts, all housing types would be allowed. The maximum FAR for all development would be 2.0, which is generally consistent with existing buildings in the proposed districts. Buildings would be limited to 40 feet in height. Front wall lineup would be required and off-street parking would need to be provided for 66% of dwelling units.

The proposed R6B districts include all or portions of 48 blocks located primarily in the southern portion of the study area. The areas for these proposed districts are typically developed with three- to five-story buildings. The proposed R6B districts would allow all housing types. The maximum FAR for all development would be 2.0. Buildings would be required to provide a base height of 30-40 feet and limited to a maximum height of 50 feet, with this portion setback above the base. Front wall lineup would also be required. Off-street parking is required for 50% of dwelling units, but this requirement can be waived if 5 or fewer spaces are required.

The proposed R6A districts include all or portions of 65 blocks located primarily in the southern portion of the study area. These proposed districts would include many of the avenues in the southern portion of the rezoning area, including Astoria Boulevard, Newtown Avenue, 28th Avenue, 30th Avenue, 31st Avenue, and Broadway. The proposed R6A districts would allow all housing types. The maximum FAR for all development would be 3.0. Buildings would have a base height requirement of 40-60 feet and be limited to a maximum height of 70 feet setback

above the base height. Front wall lineup would be required. Off-street parking would need to be provided for 50% of dwelling units, but this requirement can be waived if 5 or fewer spaces are required.

The proposed R7A districts include a) portions of 12 blocks facing 21st Street between 28th Avenue and Broadway; and b) portions of 5 blocks facing Vernon Boulevard between Broadway and Welling Court. The proposed R7A districts in conjunction with the related zoning text amendment to make the Inclusionary Housing Program applicable in these districts would encourage development of new market rate and affordable housing along these wide streets. Through the Inclusionary Housing Program the base FAR would be 3.45, and the maximum FAR, achieved by providing 20% of the total number of new units to households eligible under affordable guidelines, would be 4.6. The maximum community facility FAR would be 4.0. Buildings would be limited to 80 feet in height above a base height of 40-65 feet, and front wall lineup would be required. Off-street parking would need to be provided for 50% of dwelling units, but this requirement can be waived if 15 or fewer spaces are required.

Proposed modifications to the commercial overlay districts are intended to prevent encroachment of commercial uses on residential blocks, and create new districts that would reflect existing commercial uses and provide new business location opportunities.

The proposed C4-3 districts include a) all or portions of 23 blocks facing 31st Street between 23<sup>rd</sup> Avenue and Newtown Avenue, and facing Astoria Boulevard between 29th Street and 35th Street; and b) portions of 6 blocks facing 31st Street between 30th Avenue and Broadway. C4-3 is proposed along the 31st Street “spine,” which is dominated by the presence of the elevated tracks that currently carry the N and W service. The proposed C4-3 districts would have similar bulk and height controls to R6 zoning, the residential equivalent. Maximum FAR would be 2.43 for residential development and 3.4 for commercial development. Community facility uses would be allowed a maximum of 4.8 FAR. The proposed C4-3 districts would also allow residential development pursuant to the Quality Housing program. This would allow maximum building heights of 70 and 55 feet and maximum FARs of 3.0 and 2.2 on wide and narrow streets, respectively. Mixed use buildings would be able to contain up to two floors of commercial uses with residential located above these floors. C4-3 districts also have flexible

street wall location and setback regulations whose building envelopes are regulated by a sky exposure plane like current R6 zoning.

The proposed C4-2A districts include all or portions of 43 blocks facing 30th Avenue between 30th Street and Steinway Street, Newtown Avenue between 32nd Street and 33rd Street, Steinway Street between Astoria Boulevard South and 28th Avenue, Broadway between 31st Street and Steinway Street, and 31st Street between Ditmars Boulevard and the Hell Gate Bridge approach viaduct. The proposed C4-2A districts are characterized by mixed-use development including local and regional retail, offices, and residential uses. The proposed C4-2A districts would have similar bulk and height controls to R6A zoning, the residential equivalent. Maximum FAR would be 3.0 for all types of development. Maximum building height would be 70 feet, above a base height of between 40 and 60 feet. Mixed use buildings would be able to contain up to two floors of commercial uses with residential above.

The proposed C4-4A district includes portions of 4 blocks facing Newtown Avenue between 30th Street and 32nd Street. Like the proposed R7A districts, the Inclusionary Housing Program would be available to encourage development of new market rate and affordable housing at this transit hub. The base residential FAR would be 3.45, and could be increased to a maximum of 4.6 with the Inclusionary Housing bonus. Commercial and community facility uses would be allowed at a maximum FAR of 4.0. Maximum building height would be 80 feet, above a base height of between 40 and 65 feet. Mixed use buildings would be able to contain up to two floors of commercial uses with residential above.

The proposal includes changes to certain existing commercial overlays within the rezoning area to more closely match existing land use and development patterns.

Several C1-2 and C2-2 overlays would be changed to C1-3 and C2-3 overlays and their depths would be changed from 150 feet to 100 feet to preclude commercial intrusion into residential block portions. Changing the existing C1-2 and C2-2 commercial overlays to C1-3 and C2-3 commercial overlays would change the required off-street parking from generally one parking space per 300 square feet of commercial floor area to one space per 400 square feet of commercial area. In the proposed C1-4 districts, most retail uses would require one accessory parking space per 1,000 square feet of commercial floor area.



The proposal also would establish new C1-3, C2-3, and C1-4 districts in certain locations to recognize existing commercial land use patterns and provide new business location opportunities, and it would eliminate existing C1-2, C2-2, C1-4, and C2-4 overlay districts that overlap proposed C4-2A, C4-3, and C4-4A districts.

## **ENVIRONMENTAL REVIEW**

This application (C 100199 ZMQ), in conjunction with the related application (N 100200 ZRQ), 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 10DCP019Q.

The lead agency is the City Planning Commission.

After a study of the potential environmental impact of the proposed action, a Negative Declaration was issued on January 25, 2010. The Negative Declaration included (E) designations to avoid the potential for hazardous material impacts and air quality impacts (E-245). The proposed rezoning includes (E) designations for hazardous materials on the following properties:

Block 502, Lots 5, 7, 19, 22, 46, 9, 23	Block 586, Lot 35
Block 503, Lots 41, 1, 3, 48	Block 595, Lots 19, 26, 27
Block 504, Lots 3, 21	Block 617, Lot 8
Block 505, Lot 14	Block 646, Lot 34
Block 506, Lot 29	Block 647, Lot 30
Block 533, Lots 1, 45	Block 649, Lots 3, 5
Block 535, Lots 46, 51	Block 654, Lots 59, 60, 160
Block 537, Lot 43	Block 793, Lots 26, 42, 73
Block 538, Lot 46	Block 797, Lot 10
Block 550, Lot 7	Block 799, Lots 15, 24
Block 551, Lots 17, 19	Block 803, Lot 60
Block 567, Lots 5, 1	Block 805, Lots 32, 36
Block 579, Lots 1, 5	Block 808, Lot 1
Block 580, Lot 20	Block 809, Lot 35

Block 809, Lot 45  
Block 831, Lots 20, 11, 1, 25, 27, 29  
Block 833, Lots 32, 23, 123, 18, 19, 1,  
2, 3  
Block 835, Lots 27, 4  
Block 837, Lots 50, 52, 9  
Block 840, Lots 52, 53

Block 842, Lots 71, 83  
Block 844, Lots 40, 42, 45, 46, 146, 67,  
60, 59, 52, 49  
Block 846, Lots 53, 67  
Block 855, Lots 3, 1  
Block 872, Lots 9, 11

The text for the (E) designation is as follows:

#### Task 1

The fee owner(s) of the lot(s) restricted by this (E) designation will be required to prepare a scope of work for any soil, gas, or groundwater sampling and testing needed to determine if contamination exists, the extent of the contamination, and to what extent remediation may be required. The scope of work will include all relevant supporting documentation, including site plans and sampling locations. This scope of work will be submitted to DEP for review and approval prior to implementation. It will be reviewed to ensure that an adequate number of samples will be collected and that appropriate parameters are selected for laboratory analysis.

No sampling program may begin until written approval of a work plan and sampling protocol is received from DEP. The number and location of sample sites should be selected to adequately characterize the type and extent of the contamination, and the condition of the remainder of the site. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of the sampling data. Guidelines and criteria for choosing sampling sites and performing sampling will be provided by DEP upon request.

#### Task 2

A written report with findings and a summary of the data must be presented to DEP after completion of the testing phase and laboratory analysis for review and approval. After receiving such test results, a determination will be provided by DEP if the results indicate that remediation is necessary.

If DEP determines that no remediation is necessary, written notice shall be given by DEP.

If remediation is necessary according to test results, a proposed remediation plan must be submitted to DEP for review and approval. The fee owner(s) of the lot(s) restricted by this (E) designation must perform such remediation as determined necessary by DEP. After completing the remediation, the fee owner(s) of the lot restricted by this (E) designation should provide proof that the work has been satisfactorily completed.

A DEP-approved construction-related health and safety plan would be implemented during excavation and construction 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 DEP for review and approval prior to implementation.

With the placement of the (E) designations on the above block and lots, no significant adverse impacts related to hazardous materials are anticipated.

To preclude the potential for significant adverse air quality impacts related to HVAC emissions, an (E) designation would be placed the following properties:

Block 502, Lots 5, 7, 9, 19, 22, 23, 46

Block 567, Lots 1, 5

Block 503, Lots 1, 3, 41, 48

Block 831, Lots 1, 11, 20, 25, 27, 29

Block 535, Lots 46, 51

Block 844, Lots 49, 52, 59, 60

Block 550, Lot 7

The text for the (E) designations is as follows:

Block 503, Lot 41: 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 least 30 feet if fuel oil No. 4/2 from the lot line facing 31st Avenue or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 535, Lot 51: 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 least 25 feet for oil No.4/2 from the lot line facing 30th Road or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 535, Lot 46: 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 least 18 feet for oil No.4/2 from the lot line facing 30th Drive or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 831, Lots 20: 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 least 18 feet for oil No.4/2 from the lot line facing 21st Avenue or

use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 855, Lots 3: 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 least 15 feet for oil No.4/2 from the lot line facing Ditmars Boulevard or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 502, Lots 5, 7, 19, 22, and 46: 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 least 27 feet for oil No.4/2 from the lot line facing Vernon Boulevard and 31st Drive and at least 33 feet from the lot line facing 12th Street or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 502, Lot 9: 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 least 18 feet for oil No.4/2 from the lot line facing 12th Street and Broadway or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 502, Lot 23: 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 least 12 feet for oil No.4/2 from the lot line facing Vernon Boulevard or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 503, Lots 1, 3: 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 least 18 feet for oil No.4/2 from the lot line facing 12th Street or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 503, Lot 48: 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 least 18 feet for oil No.4/2 from the lot line facing Vernon Boulevard and at least 24 feet from the lot line facing 31st Avenue or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 550, Lot 7: 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 least 29 feet for oil No.4/2 from the lot line facing 30th Drive or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 567, Lot 5: 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 least 12 feet for oil No.4/2 from the lot line facing Crescent Street or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 567, Lot 1: 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 least 12 feet for oil No.4/2 from the lot line facing 23rd Street or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 844, Lot 60: 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 least 13 feet for oil No.4/2 from the lot line facing Ditmars Boulevard or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 844, Lot 59: 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 least 13 feet for oil No.4/2 from the lot line facing 23rd Avenue or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 844, Lot 52: 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 least 15 feet for oil No.4/2 from the lot line facing Ditmars Boulevard or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 844, Lot 49: 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 least 12 feet for oil No.4/2 from the lot line facing 23rd Avenue or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 831, Lot 1: 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 least 23 feet for oil No.4/2 from the lot line facing 21st Avenue or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 831, Lots 25, 27, 29: 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 least 20 feet for oil No.4/2 from the lot line facing Ditmars Boulevard or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

With the placement of the (E) designation on the above block and lots, no significant adverse impacts related to air quality is anticipated.

## **UNIFORM LAND USE REVIEW**

This application (C 100199 ZMQ) was certified as complete by the Department of City Planning on January 25, 2010, and was duly referred to Community Board 1 and the 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 1 held a public hearing on this application (C 100199 ZMQ) on February 16, 2010, and on that day, by a vote of 26 to 1 with 1 abstention, adopted a resolution recommending approval of this application.

### **Borough President Recommendation**

This application (C 100199 ZMQ) was considered by the Borough President of Queens, who issued a recommendation approving the application on March 19, 2010, with the following condition:

The Department of City Planning should consider the requested zoning change for the block front between 35<sup>th</sup> & 36<sup>th</sup> Streets on Astoria Boulevard South. There are a number of commercial and retail uses on that part of the street. A zoning designation allowing mixed used development consistent with the density and scale on that part of the block

and the surrounding area would be reasonable. Following consideration of this request appropriate action should be taken.

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

On March 22, 2010 (Calendar No. 1), the City Planning Commission scheduled March 24, 2010 for a public hearing on this application (C 100199 ZMQ). The hearing was duly held on March 24, 2010 (Calendar No. 10), in conjunction with the hearing for the related action. There were ten speakers in favor and none opposed.

Speakers in favor of the application included a representative of the City Councilmember from District 22 and several neighborhood residents. The Councilmember representative noted that the proposal was a comprehensive rezoning strategy that balanced positive growth and neighborhood preservation. Several speakers noted erosion of neighborhood character and strain on area infrastructure and services created by current development trends and they urged the Commission to quickly adopt the proposed zoning. One of the speakers was a representative of the owner of the property at 35-10 Astoria Boulevard South, who generally supported the rezoning proposal but requested the extension of the proposed C4-3 district to include his client's property.

Two speakers represented the Hellenic-American Neighborhood Action Committee (HANAC), Inc., a local developer of affordable housing. The speakers noted that HANAC generally supported the rezoning proposal. However, the speakers also explained that, under the proposed zoning, HANAC would be unable to build a proposed senior residence at 31-30, 31-34, and 31-40 33<sup>rd</sup> Street. While the project was designed to comply with the existing R6 district, the proposed R6B district would limit the potential number of residential units on the site to such a level as to make the project unfeasible.

### **Waterfront Revitalization Program Consistency Review**

This application, in conjunction with the application for the related action, was reviewed by the Department of City Planning for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), as amended, approved by the New York City Council on October 13, 1999 and by the New York State Department of State on May 28, 2002, pursuant to

the New York State Waterfront Revitalization and Coastal Resources Act of 1981 (New York State Executive Law, Section 910 et. seq.). The designated WRP number is 09-082.

This action was determined to be consistent with the policies of the New York City Waterfront Revitalization Program.

## **CONSIDERATION**

The Commission believes that this application to amend the Zoning Map (C 100199 ZMQ), as modified herein, along with the related application for a zoning text amendment (N 100200 ZRQ) is appropriate.

The Commission notes that the rezoning proposal was developed in response to the concerns of Community Board 1, the local City Councilmember and various local resident and community groups about new development in the area that was inconsistent with the exiting built neighborhood character. The proposal 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 1.

The Commission notes that much of the existing zoning in Astoria is unchanged since 1961. The existing zoning has increasingly resulted in the recent construction of several out-of-scale buildings that contrast sharply with surrounding development patterns. The existing R5 district does not closely reflect some of the important characteristics of existing development, especially on blocks where building heights and yard depths are highly consistent for the length of the block. The existing R6 district has no firm height limit and the maximum allowable FAR varies substantially between residential and community facility uses.

The Commission believes that the proposed R4, R4-1, R4B, R5, R5B, R5D, R6A and R6B lower density and contextual residential zoning designations more closely correspond to the existing building patterns found within Astoria. The Commission also believes that the proposed R7A, C4-2A, C4-3 and C4-4A districts will provide a moderate increase in development potential to direct growth to locations along wide streets and close to mass transit.



The Commission notes that the related zoning text amendment (N 100200 ZRQ) would make the proposed R7A and C4-4A districts eligible for the Inclusionary Housing Program, within which FAR bonuses would be available to encourage the development of affordable housing. The Commission believes that providing such incentives for affordable housing will appropriately expand the City's commitment to provide affordable housing in an area where city-owned land is scarce. The Commission notes that developments using the Inclusionary Housing Program would maintain height limits for the new contextual districts while receiving a floor area bonus of up to 33 percent in exchange for providing 20 percent of the total units to households eligible under affordable housing criteria.

In response to the Borough President's condition and the testimony received at its public hearing, the Commission notes that the requested extension of the proposed C4-3 district to include the property at 35-10 Astoria Boulevard South is beyond the scope of its purview.

In response to concerns raised by representatives of HANAC regarding the proposed change from R6 zoning to R6B, a lower density contextual zone, for property at 31-30/40 33<sup>rd</sup> Street, the Commission notes that HANAC has been engaged with the design and arrangement of financing for its planned affordable senior residence at this site since 2006 and that demolition of former structures on the site is complete. The Commission also notes that the proposed senior residence will contain sixty-six affordable housing units for the elderly. Furthermore, the proposed senior residence has a planned height of 56 feet, which is comparable to the height of nearby six-story buildings fronting 32<sup>nd</sup> Street on the western portion of this block. Given the extensive amount of time and resources that have already been committed to the HANAC senior residence project and the scale of nearby six-story buildings along the mid-block portion of 32<sup>nd</sup> Street, the Commission hereby modifies the rezoning proposal to retain existing R6 zoning on the site of the proposed HANAC senior residence, in addition to adjacent portions of the mid-block between 33<sup>rd</sup> and 32<sup>nd</sup> Streets. This modification shall not affect the R6A district proposed to be mapped within 100 feet of 31<sup>st</sup> Avenue.

The Commission believes the proposed actions represent a comprehensive rezoning strategy which would preserve the existing scale of the Astoria neighborhood by generally limiting the height of new development, while also creating incentives for affordable housing through the

Inclusionary Housing Program along certain major corridors. In addition, the proposed actions would support local retail corridors while protecting the character of residential side streets.

## **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**, that the City Planning Commission, in its capacity as the City Coastal Commission, has reviewed the waterfront aspects of this application and finds that the proposed action is consistent with WRP policies; 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. 6b, 9a, 9b and 9c:

1. eliminating from an existing R5 District a C1-2 District bounded by:
  - a. 29th Street, a line 150 feet northeasterly of Ditmars Boulevard, 31<sup>st</sup> Street, 21<sup>st</sup> Avenue, 32<sup>nd</sup> Street, a line 150 feet northeasterly of Ditmars Boulevard, 37<sup>th</sup> Street, a line 150 feet southwesterly of Ditmars Boulevard, 33<sup>rd</sup> Street, a line 225 feet southwesterly of Ditmars Boulevard, a line 163 feet northwesterly of 33<sup>rd</sup> Street, a line 275 feet northeasterly of 23<sup>rd</sup> Avenue, a line 116 feet northwesterly of 33<sup>rd</sup> Street, a line 150 feet northeasterly of 23<sup>rd</sup> Avenue, 33<sup>rd</sup> Street, a centerline of the New York Connecting Railroad Right-of-Way, a line 163 feet northwesterly of 33<sup>rd</sup> Street, 23<sup>rd</sup> Avenue, 26<sup>th</sup> Street, a line 150 feet northeasterly of 23<sup>rd</sup> Avenue, a line midway between 29<sup>th</sup> Street and 31<sup>st</sup> Street, and a line 150 feet southwesterly of Ditmars Boulevard;
  - b. 21<sup>st</sup> Street, a line midway between 23<sup>rd</sup> Terrace and 24<sup>th</sup> Avenue, 23<sup>rd</sup> Street, a line 150 feet northeasterly of 24<sup>th</sup> Avenue, 24<sup>th</sup> Street, and 24<sup>th</sup> Avenue;
  - c. 27<sup>th</sup> Street, a line 150 feet northeasterly of 24<sup>th</sup> Avenue, 31<sup>st</sup> Street, and 24<sup>th</sup> Avenue;
  - d. 31<sup>st</sup> Street, a line 240 feet northeasterly of 24<sup>th</sup> Road, a line 100 feet southeasterly of 31<sup>st</sup> Street, 24<sup>th</sup> Road, 32<sup>nd</sup> Street, and Astoria Boulevard (northerly portion); and

- e. 23<sup>rd</sup> Street, a line 150 feet northeasterly of Astoria Boulevard, Crescent Street, and Astoria Boulevard;
2. eliminating from an existing R6 District a C1-2 District bounded by:
    - a. Crescent Street, a line 150 feet northeasterly of Astoria Boulevard, 29<sup>th</sup> Street, Hoyt Avenue South, 31<sup>st</sup> Street, Astoria Boulevard, 32<sup>nd</sup> Street, a line 150 feet southwesterly of Astoria Boulevard, 28<sup>th</sup> Street, and Astoria Boulevard;
    - b. Crescent Street, a line 150 feet northeasterly of 30<sup>th</sup> Avenue, 30<sup>th</sup> Street, Newtown Avenue, 31<sup>st</sup> Street, a line 150 feet northeasterly of Newton Avenue, a line 150 feet northeasterly of 30<sup>th</sup> Avenue, 38<sup>th</sup> Street, 30<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 250 feet southwesterly of 30<sup>th</sup> Avenue, 38<sup>th</sup> Street, a line 150 feet southwesterly of 30<sup>th</sup> Avenue, 29<sup>th</sup> Street, and a line midway between 30<sup>th</sup> Road and 30<sup>th</sup> Avenue;
    - c. 33<sup>rd</sup> Street, a line 150 feet northeasterly of 31<sup>st</sup> Avenue, 35<sup>th</sup> Street, and a line 150 feet southwesterly of 31<sup>st</sup> Avenue;
    - d. 37<sup>th</sup> Street, a line 150 feet northeasterly of 31<sup>st</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, and a line 150 feet southwesterly of 31<sup>st</sup> Avenue; and
    - e. 21<sup>st</sup> Street, 31<sup>st</sup> Drive, 23<sup>rd</sup> Street, and Broadway;
  3. eliminating from an existing R6B District a C1-2 District bounded by 30<sup>th</sup> Road, 14<sup>th</sup> Street, 30<sup>th</sup> Drive, a line 100 feet southeasterly of 14<sup>th</sup> Street, 31<sup>st</sup> Avenue, and a line 100 feet northwesterly of 14<sup>th</sup> Street;
  4. eliminating from an existing R5 District a C1-3 District bounded by:
    - a. 21<sup>st</sup> Street, a line 150 feet northeasterly of 21<sup>st</sup> Avenue, 24<sup>th</sup> Street, and a line 100 feet northeasterly of 21<sup>st</sup> Avenue; and
    - b. 19<sup>th</sup> Street, a line 100 feet southwesterly of 21<sup>st</sup> Avenue, a line 100 feet southeasterly of 21<sup>st</sup> Street, and a line 150 feet southwesterly of 21<sup>st</sup> Avenue;
  5. eliminating from an existing R5 District a C1-4 District bounded by 24<sup>th</sup> Avenue, 31<sup>st</sup> Street, a line 100 feet southwesterly of 24<sup>th</sup> Avenue, and a line 200 feet northwesterly of 31<sup>st</sup> Street;
  6. eliminating from an existing R6B District a C1-4 District bounded by 30<sup>th</sup> Street, a line 100 feet northeasterly of Broadway, 31<sup>st</sup> Street, Broadway, 32<sup>nd</sup> Street, a line 100 feet northeasterly of Broadway, a line midway between 38<sup>th</sup> Street and Steinway Street, and a line 100 feet southwesterly of Broadway;

7. eliminating from an existing R5 District a C2-2 District bounded by:
  - a. 20<sup>th</sup> Avenue, a line midway between Steinway Street and 41<sup>st</sup> Street, 21<sup>st</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 150 feet southwesterly of 20<sup>th</sup> Avenue, and a line midway between 37<sup>th</sup> Street and 38<sup>th</sup> Street;
  - b. 37<sup>th</sup> Street, a line 150 feet northeasterly of Ditmars Boulevard, 41<sup>st</sup> Street, and a line 150 feet southwesterly of Ditmars Boulevard;
  - c. 23<sup>rd</sup> Avenue, 32<sup>nd</sup> Street, 23<sup>rd</sup> Road, a line midway between 29<sup>th</sup> Street and 31<sup>st</sup> Street, a line 150 feet southwesterly of 23<sup>rd</sup> Avenue, and 26<sup>th</sup> Street;
  - d. 23<sup>rd</sup> Avenue, Steinway Street, a centerline of the New York Connecting Railroad right-of-way, 41<sup>st</sup> Street, Astoria Boulevard (northerly portion), and a line midway between 38<sup>th</sup> Street and Steinway Street; and
  - e. Astoria Boulevard (southerly portion), 41<sup>st</sup> Street, a line 150 feet southwesterly of Astoria Boulevard (southerly portion), a line midway between Steinway Street and 41<sup>st</sup> Street, a line 150 feet northeasterly of 28<sup>th</sup> Street, 41<sup>st</sup> Street, 28<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet southwesterly of Astoria Boulevard (southerly portion), and Steinway Street;
  
8. eliminating from an existing R6 District a C2-2 District bounded by:
  - a. Crescent Street, Astoria Boulevard, 28<sup>th</sup> Street, a line 150 feet southwesterly of Astoria Boulevard, a line 100 feet northwesterly of 28<sup>th</sup> Street, and a line 200 feet northeasterly of Newton Avenue;
  - b. 33<sup>rd</sup> Street, Astoria Boulevard (southerly portion), 35<sup>th</sup> Street, and a line 150 feet southwesterly of Astoria Boulevard (northerly portion);
  - c. 36<sup>th</sup> Street, Astoria Boulevard (southerly portion), Steinway Street, a line 100 feet southwesterly of Astoria Boulevard (southerly portion), a line midway between 38<sup>th</sup> Street and Steinway Street, and a line 150 feet southwesterly of Astoria Boulevard (southerly portion);
  - d. 38<sup>th</sup> Street, a line 200 feet northeasterly of 28<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, and 28<sup>th</sup> Avenue;
  - e. 38<sup>th</sup> Street, a line 150 feet northeasterly of 30<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, and 30<sup>th</sup> Avenue; and
  - f. 31<sup>st</sup> Street, a line 235 feet northeasterly of Broadway, 32<sup>nd</sup> Street, and a line 150 feet northeasterly of Broadway;

9. eliminating from an existing R6A District a C2-2 District bounded by a line 150 feet southeasterly of 8<sup>th</sup> Street, a line 100 feet northeasterly and northerly of Astoria Boulevard, 12<sup>th</sup> Street, 30<sup>th</sup> Avenue, Main Avenue, and Astoria Boulevard;
10. eliminating from an existing R6B District a C2-2 District bounded by:
  - a. 31<sup>st</sup> Street, a line 150 feet northeasterly of Broadway, 32<sup>nd</sup> Street, and Broadway; and
  - b. 12<sup>th</sup> Street, a line 100 feet northerly of Astoria Boulevard, 18<sup>th</sup> Street, 27<sup>th</sup> Avenue, 18<sup>th</sup> Street, 26<sup>th</sup> Road, line 150 feet northeasterly of 27<sup>th</sup> Avenue, a line 100 feet northwesterly of 21<sup>st</sup> Street, 28<sup>th</sup> Avenue, 14<sup>th</sup> Street, and 29<sup>th</sup> Avenue;
11. eliminating from an existing R7A District a C2-2 District bounded by Vernon Boulevard, a line 100 feet northeasterly of Broadway, 21<sup>st</sup> Street, and Broadway;
12. eliminating from an existing R7B District a C2-2 District bounded by a line midway between 21<sup>st</sup> Street and 22<sup>nd</sup> Street, a line 150 feet northeasterly of Astoria Boulevard, 23<sup>rd</sup> Street, 27<sup>th</sup> Road, a line 100 feet southeasterly of 21<sup>st</sup> Street, and Newtown Avenue;
13. eliminating from an existing R7X District a C2-2 District bounded:
  - a. by a line 100 feet northwesterly of 21<sup>st</sup> Street, a line 150 feet northeasterly of 27<sup>th</sup> Avenue, 21<sup>st</sup> Street, a line 330 feet northeasterly of Astoria Boulevard, a line midway between 21<sup>st</sup> Street and 22<sup>nd</sup> Street, Newtown Avenue, a line 100 feet southeasterly of 21<sup>st</sup> Street, and 28<sup>th</sup> Avenue; and
  - b. 31<sup>st</sup> Road, 21<sup>st</sup> Street, a line 100 feet northeasterly of Broadway, and a line 100 feet northwesterly of 21<sup>st</sup> Street;
14. eliminating from an existing R6 District a C2-4 District bounded by:
  - a. 30<sup>th</sup> Drive, 31<sup>st</sup> Street, a line 300 feet northeasterly of 31<sup>st</sup> Avenue, a line midway between 31<sup>st</sup> Street and 32<sup>nd</sup> Street, 31<sup>st</sup> Avenue, and a line midway between 30<sup>th</sup> Street and 31<sup>st</sup> Street; and
  - b. a line 150 feet southwesterly of Astoria Boulevard, 31<sup>st</sup> Street, Newtown Avenue, and a line midway between 30<sup>th</sup> Street and 31<sup>st</sup> Street;
15. changing from an R5 District to and R4 District property bounded by 20<sup>th</sup> Avenue, a line midway between 37<sup>th</sup> Street and 38<sup>th</sup> Street, a line 250 feet southwesterly of 20<sup>th</sup> Avenue, 38<sup>th</sup> Street, a line 75 feet northeasterly of 20<sup>th</sup> Road, and 33<sup>rd</sup> Street;
16. changing from an R4 District to an R4-1 District property bounded by 30<sup>th</sup> Avenue, a line 100 feet northwesterly of 21<sup>st</sup> Street, 30<sup>th</sup> Road, and a line 100 feet southeasterly of 14<sup>th</sup> Street;

17. changing from an R5 District to an R4-1 District property bounded by 33<sup>rd</sup> Street, a line 75 feet northeasterly of 20<sup>th</sup> Road, 38<sup>th</sup> Street, 20<sup>th</sup> Road, 37<sup>th</sup> Street, a line 100 feet northeasterly of 21<sup>st</sup> Avenue, a line midway between 33<sup>rd</sup> Street and 35<sup>th</sup> Street, and 20<sup>th</sup> Road;
18. changing from an R6 District to an R4B District property bounded by a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line midway between 36<sup>th</sup> Street and 37<sup>th</sup> Street, a line 400 feet southwesterly of 30<sup>th</sup> Avenue, and a line midway between 35<sup>th</sup> Street and 36<sup>th</sup> Street;
19. changing from an R6B District to an R5 District property bounded by a line 100 feet southwesterly of Astoria Park South, a line midway between 14<sup>th</sup> Place and 18<sup>th</sup> Street and its southwesterly prolongation, a line perpendicular to the southeasterly street line of 14<sup>th</sup> Street distant 80 feet northeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of 27<sup>th</sup> Avenue and the southeasterly street line of 14<sup>th</sup> Street, a line 100 feet southeasterly of 14<sup>th</sup> Street, 26<sup>th</sup> Avenue, and a line midway between 14<sup>th</sup> Street and 14<sup>th</sup> Place;
20. changing from an R5 District to an R5B District property bounded by:
  - a. 20<sup>th</sup> Avenue, a line of midway between 28<sup>th</sup> Street and 29<sup>th</sup> Street, a line 100 feet southwesterly of 20<sup>th</sup> Avenue, a line 175 feet northwesterly of 31<sup>st</sup> Street, 21<sup>st</sup> Avenue, 29<sup>th</sup> Street, a line 100 feet southwesterly of 21<sup>st</sup> Avenue, a line 175 feet northwesterly of 31<sup>st</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, a line midway between 27<sup>th</sup> Street and 28<sup>th</sup> Street, a line 100 feet southwesterly of 21<sup>st</sup> Avenue, a line midway between 24<sup>th</sup> Street and Crescent Street, a line 100 feet northeasterly of Ditmars Boulevard, Crescent Street, a line 100 feet southwesterly of Ditmars Boulevard, a line 125 feet northwesterly of 31<sup>st</sup> Street, a line 100 feet northeasterly of 23<sup>rd</sup> Avenue, 26<sup>th</sup> Street, a line 100 feet southwesterly of 23<sup>rd</sup> Avenue, a line midway between 28<sup>th</sup> Street and 29<sup>th</sup> Street, a line 100 feet northeasterly of 24<sup>th</sup> Avenue, 21<sup>st</sup> Street, 23<sup>rd</sup> Terrace, 19<sup>th</sup> Street, 22<sup>nd</sup> Road, a line 100 feet southeasterly of 19<sup>th</sup> Street, Ditmars Boulevard, 21<sup>st</sup> Street, a line midway between Ditmars Boulevard and 21<sup>st</sup> Drive, Shore Boulevard, a line midway between 21<sup>st</sup> Road and 21<sup>st</sup> Avenue, 21<sup>st</sup> Street, a line 100 feet northeasterly of 21<sup>st</sup> Avenue, 23<sup>rd</sup> Street, 21<sup>st</sup> Avenue, 28<sup>th</sup> Street, a line 200 feet northeasterly of 21<sup>st</sup> Avenue, and a line midway between Crescent Street and 26<sup>th</sup> Street;
  - b. 31<sup>st</sup> Street, 20<sup>th</sup> Road, the northeasterly centerline prolongation of 32<sup>nd</sup> Street, a line 100 feet southwesterly of 20<sup>th</sup> Avenue, 33<sup>rd</sup> Street, 20<sup>th</sup> Road, a line midway between 33<sup>rd</sup> Street and 35<sup>th</sup> Street, a line 100 feet northeasterly of 21<sup>st</sup> Avenue, 37<sup>th</sup> Street, 20<sup>th</sup> Road, 38<sup>th</sup> Street, a line 250 feet southwesterly of 20<sup>th</sup> Avenue, a line midway between 37<sup>th</sup> Street and 38<sup>th</sup> Street, a line 80 feet southwesterly of 20<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100

feet northeasterly of Ditmars Boulevard, 35<sup>th</sup> Street, 21<sup>st</sup> Avenue, 33<sup>rd</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, 32<sup>nd</sup> Street, and 21<sup>st</sup> Avenue;

- c. 33<sup>rd</sup> Street, a line 100 feet southwesterly of Ditmars Boulevard, a line midway between 38<sup>th</sup> Street and Steinway Street, and a line 100 feet northeasterly of 23<sup>rd</sup> Avenue;
- d. a line 100 feet southwesterly of 23<sup>rd</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, Astoria Boulevard (southerly portion), Hoyt Avenue South, a line 80 feet southeasterly of 31<sup>st</sup> Street, a line 130 feet southwesterly of 24<sup>th</sup> Avenue, 32<sup>nd</sup> Street, 24<sup>th</sup> Avenue, and a line 90 feet southeasterly of 31<sup>st</sup> Street;
- e. 24<sup>th</sup> Avenue, 23<sup>rd</sup> Street, a line 100 feet southwesterly of 24<sup>th</sup> Avenue, a line midway between 26<sup>th</sup> Street and 27<sup>th</sup> Street and its southwesterly prolongation, Hoyt Avenue South, 21<sup>st</sup> Street, Hoyt Avenue North, and 19<sup>th</sup> Street;
- f. a line midway between 21<sup>st</sup> Street and 22<sup>nd</sup> Street and its northeasterly prolongation, a line midway between Hoyt Avenue South and 25<sup>th</sup> Road, 23<sup>rd</sup> Street, a line 100 feet southwesterly of Hoyt Avenue South, a line 200 feet northwesterly of Crescent Street, a line 100 feet northeasterly of Astoria Boulevard, 23<sup>rd</sup> Street, a line perpendicular to the northwesterly street line of 23<sup>rd</sup> Street distant 310 feet northeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Astoria Boulevard and the northwesterly street line of 23<sup>rd</sup> Street, 22<sup>nd</sup> Street, and a line perpendicular to the southeasterly street line of 21<sup>st</sup> Street distant 330 feet northeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Astoria Boulevard and the southeasterly street line of 21<sup>st</sup> Street ;
- g. a line 100 feet southwesterly of 27<sup>th</sup> Avenue, 14<sup>th</sup> Street, 27<sup>th</sup> Avenue, a line 200 feet northeasterly of 14<sup>th</sup> Street, a line 100 feet northwesterly of Astoria Boulevard, a line midway between 28<sup>th</sup> Avenue and Astoria Boulevard, and a line 300 feet southeasterly of 8<sup>th</sup> Street;
- h. 12<sup>th</sup> Street, a line 150 feet southwesterly of 30<sup>th</sup> Avenue, a line 100 feet northwesterly of 14<sup>th</sup> Street, a line 100 feet northeasterly of 31<sup>st</sup> Avenue, 12<sup>th</sup> Street, 30<sup>th</sup> Drive, a line 100 feet easterly of Vernon Boulevard, and 30<sup>th</sup> Road;
- i. a line 100 feet southwesterly of 31<sup>st</sup> Avenue, a line 100 feet northwesterly of 14<sup>th</sup> Street, a line 100 feet northeasterly of Broadway, and a line 100 feet northwesterly of 12<sup>th</sup> Street;
- j. a line midway between 31<sup>st</sup> Avenue and 31<sup>st</sup> Road, a line 100 feet northwesterly of 21<sup>st</sup> Street, a line 100 feet northeasterly of Broadway, and a line 100 feet southeasterly of 14<sup>th</sup> Street; and

- k. 27<sup>th</sup> Road, 23<sup>rd</sup> Street, a line midway between 28<sup>th</sup> Avenue and 29<sup>th</sup> Avenue, a line 100 feet northwesterly of Crescent Street, 29<sup>th</sup> Avenue, 23<sup>rd</sup> Street, 30<sup>th</sup> Avenue, 21<sup>st</sup> Street, 28<sup>th</sup> Avenue, and a line 100 feet southeasterly of 21<sup>st</sup> Street;
21. changing from an R6 District to an R5B District property bounded by:
- a. a line 100 feet southwesterly of Astoria Boulevard (southerly portion), a line midway between 37<sup>th</sup> Street and 38<sup>th</sup> Street, a line 670 feet northeasterly of 28<sup>th</sup> Avenue, and a line midway between 36<sup>th</sup> Street and 37<sup>th</sup> Street;
  - b. a line 100 feet southwesterly of 28<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet northeasterly of 30<sup>th</sup> Avenue, and a line midway between 35<sup>th</sup> Street and 36<sup>th</sup> Street; and
  - c. a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line midway between 37<sup>th</sup> Street and 38<sup>th</sup> Street, a line 100 feet northeasterly of 31<sup>st</sup> Avenue, 35<sup>th</sup> Street, a line 300 feet northeasterly of 31<sup>st</sup> Avenue, a line midway between 34<sup>th</sup> Street and 35<sup>th</sup> Street, a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line midway between 35<sup>th</sup> Street and 36<sup>th</sup> Street, a line 400 feet southwesterly of 30<sup>th</sup> Avenue, and a line midway between 36<sup>th</sup> Street and 37<sup>th</sup> Street;
22. changing from an R5 District to an R5D District property bounded by:
- a. Shore Boulevard, a line midway between Ditmars Boulevard and 21<sup>st</sup> Drive, 21<sup>st</sup> Street, Ditmars Boulevard, a line 100 feet southeasterly of 19<sup>th</sup> Street, 22<sup>nd</sup> Road, 19<sup>th</sup> Street, and Ditmars Boulevard;
  - b. a line 100 feet southwesterly of 21<sup>st</sup> Avenue, a line midway between 27<sup>th</sup> Street and 28<sup>th</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, a line 125 feet northwesterly of 31<sup>st</sup> Street, a line 100 feet southwesterly of Ditmars Boulevard, Crescent Street, a line 100 feet northeasterly of Ditmars Boulevard, and a line midway between 24<sup>th</sup> Street and Crescent Street;
  - c. a line 100 feet northeasterly of 23<sup>rd</sup> Avenue, a line 125 feet northwesterly of 31<sup>st</sup> Street, a line 100 feet northeasterly of 23<sup>rd</sup> Road, a line 100 feet northwesterly of 31<sup>st</sup> Street, 24<sup>th</sup> Avenue, a line midway between 29<sup>th</sup> Street and 31<sup>st</sup> Street, a northeasterly, northwesterly, and southwesterly boundary lines of a playground, the southwesterly prolongation of a line midway between 29<sup>th</sup> Street and 31<sup>st</sup> Street, Hoyt Avenue South, a line midway between 26<sup>th</sup> Street and 27<sup>th</sup> Street and its southwesterly prolongation, a line 100 feet southwesterly of 24<sup>th</sup> Avenue, 23<sup>rd</sup> Street, 24<sup>th</sup> Avenue, 21<sup>st</sup> Street, a line 100 feet northeasterly of 24<sup>th</sup> Avenue, a line midway between 28<sup>th</sup> Street and 29<sup>th</sup> Street, a line 100 feet southwesterly of 23<sup>rd</sup> Avenue, and 26<sup>th</sup> Street;
  - d. 20<sup>th</sup> Avenue, a line midway between Steinway Street and 41<sup>st</sup> Street, Astoria Boulevard (southerly portion), a line midway between 38<sup>th</sup> Street and Steinway



Street, a line 100 feet southwesterly of 23<sup>rd</sup> Avenue, 32<sup>nd</sup> Street, 23<sup>rd</sup> Avenue, 33<sup>rd</sup> Street, a line 100 feet northeasterly of 23<sup>rd</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet southwesterly of Ditmars Boulevard, 33<sup>rd</sup> Street, Ditmars Boulevard, 35<sup>th</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 80 feet southwesterly of 20<sup>th</sup> Avenue, and a line midway between 37<sup>th</sup> Street and 38<sup>th</sup> Street; and

- e. a line 100 feet southwesterly of Hoyt Avenue South, Crescent Street, a line 100 feet northeasterly of Astoria Boulevard, and a line 200 feet northwesterly of Crescent Street;
23. changing from an R6 District to an R5D District property bounded by a line 100 feet southwesterly of Hoyt Avenue South, a line 100 feet northwesterly of 27<sup>th</sup> Street, a line 100 feet northeasterly of Astoria Boulevard, and Crescent Street;
24. changing from an R5 District to an R6A District property bounded by:
- a. a line 100 feet northeasterly of Astoria Boulevard, Crescent Street, 30<sup>th</sup> Avenue, 23<sup>rd</sup> Street, 29<sup>th</sup> Avenue, a line 100 feet northwesterly of Crescent Street, a line midway between 28<sup>th</sup> Avenue and 29<sup>th</sup> Avenue, and 23<sup>rd</sup> Street;
  - b. 21<sup>st</sup> Avenue, 32<sup>nd</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, a line 175 feet northwesterly of 31<sup>st</sup> Street, a line 100 feet southwesterly of 21<sup>st</sup> Street, and 29<sup>th</sup> Street; and
  - c. 21<sup>st</sup> Avenue, 35<sup>th</sup> Street, Ditmars Boulevard, and 33<sup>rd</sup> Street;
25. changing from an R6 District to an R6A District property bounded by:
- a. a line 100 feet northeasterly of Newtown Avenue, 30<sup>th</sup> Street, a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line midway between 30<sup>th</sup> Street and 31<sup>st</sup> Street, 30<sup>th</sup> Drive, a line midway between 29<sup>th</sup> Street and 30<sup>th</sup> Street, a line 150 feet northeasterly of Broadway, a line 100 feet northwesterly of Crescent Street, a line midway between 31<sup>st</sup> Avenue and 31<sup>st</sup> Road, a line 100 feet southeasterly of 21<sup>st</sup> Street, a line 150 feet southwesterly of 30<sup>th</sup> Drive, a line 100 feet northwesterly of Crescent Street, a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line 100 feet southeasterly of 21<sup>st</sup> Street, 30<sup>th</sup> Avenue, Crescent Street, 30<sup>th</sup> Road, a line 200 feet northwesterly of 29<sup>th</sup> Street, 30<sup>th</sup> Avenue, Crescent Street, a line 100 feet northeasterly of 30<sup>th</sup> Avenue, 29<sup>th</sup> Street, a line 100 feet southwesterly of Newtown Avenue, and Crescent Street;
  - b. 32<sup>nd</sup> Street, a line 100 feet northeasterly of 28<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet southwesterly of 28<sup>th</sup> Avenue, a line midway between 35<sup>th</sup> Street and 36<sup>th</sup> Street, a line 100 feet northeasterly of 30<sup>th</sup> Avenue, 33<sup>rd</sup> Street, and 28<sup>th</sup> Avenue;

- c. a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line midway between 34<sup>th</sup> Street and 35<sup>th</sup> Street, a line 300 feet northeasterly of 31<sup>st</sup> Avenue, 35<sup>th</sup> Street, a line 100 feet northeasterly of 31<sup>st</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet southwesterly of 31<sup>st</sup> Avenue, a line midway between 31<sup>st</sup> Street and 32<sup>nd</sup> Street, a line 100 feet northeasterly of 31<sup>st</sup> Avenue, 33<sup>rd</sup> Street, a line 400 feet northeasterly of 31<sup>st</sup> Avenue, and a line midway between 33<sup>rd</sup> Street and 34<sup>th</sup> Street; and
  - d. Crescent Street, a line 100 feet northeasterly of Astoria Boulevard, 29<sup>th</sup> Street, Astoria Boulevard, 29<sup>th</sup> Street, and a line 100 feet southwesterly of Astoria Boulevard;
26. changing from an R6B District to an R6A District property bounded by 21<sup>st</sup> Street, Broadway, 23<sup>rd</sup> Street, a line 150 feet northeasterly of Broadway, a line midway between 29<sup>th</sup> Street and 30<sup>th</sup> Street, a line 100 feet northeasterly of Broadway, 30<sup>th</sup> Street, and a line 100 feet southwesterly of Broadway;
27. changing from an R5 District to an R6B District property bounded by Hoyt Avenue South, Crescent Street, a line 100 feet southwesterly of Hoyt Avenue South, 23<sup>rd</sup> Street, a line midway between Hoyt Avenue South and 25<sup>th</sup> Road, a line midway between 21<sup>st</sup> Street and 22<sup>nd</sup> Street and its northeasterly prolongation, a line perpendicular to the southeasterly street line of 21<sup>st</sup> Street distant 330 feet northeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Astoria Boulevard and the southeasterly street line of 21<sup>st</sup> Street, and 21<sup>st</sup> Street;
28. changing from an R6 District to an R6B District property bounded by:
- a. Hoyt Avenue South, 27<sup>th</sup> Street, a line 100 feet northeasterly of Astoria Boulevard, a line 100 feet northwesterly of 27<sup>th</sup> Street, a line 100 feet southwesterly of Hoyt Avenue South, and Crescent Street;
  - b. Crescent Street, a line 100 feet southwesterly of Astoria Boulevard, a line midway between 30<sup>th</sup> Street and 31<sup>st</sup> Street, and a line 100 feet northeasterly of Newtown Avenue;
  - c. Crescent Street, a line 100 feet southwesterly of Newtown Avenue, 29<sup>th</sup> Street, and a line 100 feet northeasterly of 30<sup>th</sup> Avenue;
  - d. a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line 100 feet northwesterly of Crescent Street, a line 150 feet southwesterly of 30<sup>th</sup> Drive, and a line 100 feet southeasterly of 21<sup>st</sup> Street;
  - e. a line midway between 31<sup>st</sup> Avenue and 31<sup>st</sup> Road, a line 100 feet northwesterly of Crescent Street, a line 150 feet northeasterly of Broadway, 23<sup>rd</sup> Street, Broadway, and a line 100 feet southeasterly of 21<sup>st</sup> Street;

- f. a line 100 feet southwesterly of Astoria Boulevard (southerly portion), 35<sup>th</sup> Street, Astoria Boulevard (southerly portion), Steinway Street, a line 100 feet southwesterly of Astoria Boulevard (southerly portion), a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet northeasterly of 28<sup>th</sup> Avenue, 32<sup>nd</sup> Street, 28<sup>th</sup> Avenue, 33<sup>rd</sup> Street, a line 100 feet northeasterly of Newtown Avenue, a line 75 feet southeasterly of 31<sup>st</sup> Street, 28<sup>th</sup> Avenue, and a line midway between 31<sup>st</sup> Street and 32<sup>nd</sup> Street, and excluding property bounded by a line 100 feet southwesterly of Astoria Boulevard (southerly portion), a line midway between 37<sup>th</sup> Street and 38<sup>th</sup> Street, a line 670 feet northeasterly of 28<sup>th</sup> Avenue, and a line midway between 36<sup>th</sup> Street and 37<sup>th</sup> Street;
  - g. a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line midway between 33<sup>rd</sup> Street and 34<sup>th</sup> Street, a line 400 feet northeasterly of 31<sup>st</sup> Avenue, 33<sup>rd</sup> Street, a line 100 feet northeasterly of 31<sup>st</sup> Avenue, and a line 90 feet southeasterly of 31<sup>st</sup> Street;
  - h. 30<sup>th</sup> Drive, a line midway between 30<sup>th</sup> Street and 31<sup>st</sup> Street, a line 150 feet northeasterly of Broadway, and a line midway between 29<sup>th</sup> Street and 30<sup>th</sup> Street;
  - i. a line 100 feet southwesterly of 31<sup>st</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 150 feet northeasterly of Broadway, 32<sup>nd</sup> Street, a line 235 feet northeasterly of Broadway, a line 90 feet southeasterly of 31<sup>st</sup> Street, a line 100 feet southwesterly of 31<sup>st</sup> Avenue, 32<sup>nd</sup> Street, a line 250 feet southwesterly of 31<sup>st</sup> Avenue, a line midway between 32<sup>nd</sup> Street and 33<sup>rd</sup> Street, a line 450 feet southwesterly of 31<sup>st</sup> Avenue, and 33<sup>rd</sup> Street; and
  - j. a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet northeasterly of 31<sup>st</sup> Street, and a line midway between 37<sup>th</sup> Street and 38<sup>th</sup> Street;
29. changing from an R5 District to an R7A District property bounded by 28<sup>th</sup> Avenue, 21<sup>st</sup> Street, 30<sup>th</sup> Avenue, and a line 100 feet northwesterly of 21<sup>st</sup> Street;
30. changing from an R6 District to an R7A District property bounded by:
- a. Vernon Boulevard, the southwesterly centerline prolongation of Welling Court, a line 100 feet easterly of Vernon Boulevard, 30<sup>th</sup> Drive, a line 100 feet northwesterly of 12<sup>th</sup> Street, and a line 100 feet northeasterly of Broadway; and
  - b. 30<sup>th</sup> Avenue, a line 100 feet southeasterly of 21<sup>st</sup> Street, Broadway, 21<sup>st</sup> Street, 31<sup>st</sup> Road, and a line 100 feet northwesterly of 21<sup>st</sup> Street;
31. changing from an R5 District to a C4-2A District property bounded by:

- a. a line 100 feet northeasterly of Ditmars Boulevard, 33<sup>rd</sup> Street, the centerline of the New York Connecting Railroad right-of-way, and a line 125 feet northwesterly of 31<sup>st</sup> Street; and
  - b. a line 100 feet southeasterly of Astoria Boulevard (southerly portion), Steinway Street, Astoria Boulevard (southerly portion), a line midway between Steinway Street and 41<sup>st</sup> Street, 28<sup>th</sup> Avenue, and a line midway between 38<sup>th</sup> Street and Steinway Street;
32. changing from an R6 District to a C4-2A District property bounded by:
- a. 30<sup>th</sup> Street, a line 75 feet northeasterly of 30<sup>th</sup> Avenue, the northeasterly centerline prolongation of 32<sup>nd</sup> Street, a line 100 feet northeasterly of Newton Avenue, a line 100 feet northeasterly of 30<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, and a line 100 feet southwesterly of 30<sup>th</sup> Avenue; and
  - b. a line midway between 31<sup>st</sup> Street and 32<sup>nd</sup> Street, a line 235 feet northeasterly of Broadway, 32<sup>nd</sup> Street, and a line 150 feet northeasterly of Broadway;
33. changing from an R6B District to a C4-2A District property bounded by a line 90 feet southeasterly of 31<sup>st</sup> Street, a line 150 feet northeasterly of Broadway, 32<sup>nd</sup> Street, a line 100 feet northeasterly of Broadway, a line midway between 38<sup>th</sup> Street and Steinway Street, and a line 100 feet southwesterly of Broadway;
34. changing from an R5 District to a C4-3 District property bounded by the centerline of the New York Connecting Railroad right-of-way, 33<sup>rd</sup> Street, 23<sup>rd</sup> Avenue, 32<sup>nd</sup> Street, a line 100 feet southwesterly of 23<sup>rd</sup> Avenue, a line 90 feet southeasterly of 31<sup>st</sup> Street, 24<sup>th</sup> Avenue, 32<sup>nd</sup> Street, a line 130 feet southwesterly of 24<sup>th</sup> Avenue, a line 80 feet southeasterly of 31<sup>st</sup> Street and its southwesterly prolongation, Hoyt Avenue South, the southwesterly prolongation of a line midway between 29<sup>th</sup> Street and 31<sup>st</sup> Street; a southwesterly, southeasterly and northeasterly boundary line of a playground, a line midway between 29<sup>th</sup> Street and 31<sup>st</sup> Street, 24<sup>th</sup> Avenue, a line 100 feet northwesterly of 31<sup>st</sup> Street, a line 100 feet northeasterly of 23<sup>rd</sup> Road, and a line 125 feet northwesterly of 31<sup>st</sup> Street;
35. changing from an R6 District to a C4-3 District property bounded by:
- a. a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line 90 feet southeasterly of 31<sup>st</sup> Street, a line 150 feet northeasterly of Broadway, and a line midway between 30<sup>th</sup> Street and 31<sup>st</sup> Street; and
  - b. Hoyt Avenue South, Astoria Boulevard (southerly portion), 35<sup>th</sup> Street, a line 100 feet southwesterly of Astoria Boulevard (southerly portion), a line midway between 31<sup>st</sup> Street and 32<sup>nd</sup> Street, 28<sup>th</sup> Avenue, a line 75 feet southeasterly of 31<sup>st</sup> Street, a line 100 feet northeasterly of Newtown Avenue, a line midway

between 30<sup>th</sup> Street and 31<sup>st</sup> Street, a line 100 feet southwesterly of Astoria Boulevard, and 29<sup>th</sup> Street;

36. changing from an R6B District to a C4-3 District property bounded by 30<sup>th</sup> Street, a line 100 feet northeasterly of Broadway, a line midway between 30<sup>th</sup> Street and 31<sup>st</sup> Street, a line 150 feet northeasterly of Broadway, a line 90 feet southeasterly of 31<sup>st</sup> Street, and a line 100 feet southwesterly of Broadway;
37. changing from an R6 District to a C4-4A District property bounded by 30<sup>th</sup> Street, a line 100 feet northeasterly of Newton Avenue, 32<sup>nd</sup> Street and its northeasterly centerline prolongation, and a line 75 feet northeasterly of 30<sup>th</sup> Avenue;
38. establishing within an existing R5 District a C1-3 District bounded by:
  - a. 21<sup>st</sup> Avenue, 21<sup>st</sup> Street, a line 100 feet southwesterly of 21<sup>st</sup> Avenue, and 19<sup>th</sup> Street; and
  - b. 23<sup>rd</sup> Street, a line 100 feet northeasterly of 21<sup>st</sup> Avenue, 24<sup>th</sup> Street, and 21<sup>st</sup> Avenue;
39. establishing within a proposed R5B District a C1-3 District bounded by:
  - a. 31<sup>st</sup> Street, a line 100 feet northeasterly of 21<sup>st</sup> Avenue, 32<sup>nd</sup> Street, and 21<sup>st</sup> Avenue; and
  - b. 21<sup>st</sup> Street, a line 100 feet northeasterly of 21<sup>st</sup> Avenue, 23<sup>rd</sup> Street, 21<sup>st</sup> Avenue, a line 100 feet southeasterly of 21<sup>st</sup> Street, and a line 100 feet southwesterly of 21<sup>st</sup> Avenue;
40. establishing within a proposed R5D District a C1-3 District bounded by:
  - a. a line 200 feet northwesterly of 21<sup>st</sup> Street, a line midway between 21<sup>st</sup> Drive and Ditmars Boulevard, 21<sup>st</sup> Street, and Ditmars Boulevard;
  - b. 19<sup>th</sup> Street, Ditmars Boulevard, a line 100 feet southeasterly of 19<sup>th</sup> Street, and a line 100 feet southwesterly of Ditmars Boulevard;
  - c. 28<sup>th</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, a line 125 feet northwesterly of 31<sup>st</sup> Street, and a line 100 feet southwesterly of Ditmars Boulevard;
  - d. 35<sup>th</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, 37<sup>th</sup> Street, a line 100 feet southwesterly of Ditmars Boulevard, 33<sup>rd</sup> Street, and Ditmars Boulevard;
  - e. 26<sup>th</sup> Street, a line 100 feet northeasterly of 23<sup>rd</sup> Avenue, a line 125 feet northwesterly of 31<sup>st</sup> Street, and a line 100 feet southwesterly of 23<sup>rd</sup> Avenue;

- f. 21<sup>st</sup> Street, a line 100 feet northeasterly of 24<sup>th</sup> Avenue, 24<sup>th</sup> Street, and 24<sup>th</sup> Avenue; and
  - g. 27<sup>th</sup> Street, a line 100 feet northeasterly of 24<sup>th</sup> Avenue, a line 100 feet northwesterly of 31<sup>st</sup> Street, and 24<sup>th</sup> Avenue;
41. establishing within an existing R6 District a C1-3 District bounded by 30<sup>th</sup> Avenue, a line 200 feet northwesterly of 29<sup>th</sup> Street, a line 100 feet southwesterly of 30<sup>th</sup> Avenue, and Crescent Street;
42. establishing within an existing R6A District a C1-3 District bounded by a line 100 feet northeasterly of 21<sup>st</sup> Avenue, 31<sup>st</sup> Street, 21<sup>st</sup> Avenue, and a line 175 feet northwesterly of 31<sup>st</sup> Street;
43. establishing within a proposed R6A District a C1-3 District bounded by:
- a. 23<sup>rd</sup> Street, a line 100 feet northeasterly of Astoria Boulevard, 29<sup>th</sup> Street, a line 100 feet southwesterly of Astoria Boulevard, 28<sup>th</sup> Street, and Astoria Boulevard;
  - b. a line 100 feet northeasterly of 31<sup>st</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet southwesterly of 31<sup>st</sup> Avenue, 37<sup>th</sup> Street, 31<sup>st</sup> Avenue, 35<sup>th</sup> Street, a line 100 feet southwesterly of 31<sup>st</sup> Avenue, and a line midway between 31<sup>st</sup> Street and 32<sup>nd</sup> Street;
  - c. 21<sup>st</sup> Avenue, 32<sup>nd</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, 31<sup>st</sup> Street, a line 100 feet southwesterly of 21<sup>st</sup> Avenue, and a line 100 feet northwesterly of 31<sup>st</sup> Street;
  - d. 33<sup>rd</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, 35<sup>th</sup> Street, and Ditmars Boulevard;
  - e. 27<sup>th</sup> Street, a line 100 feet northeasterly of Astoria Boulevard, 29<sup>th</sup> Street, a line 100 feet southwesterly of Astoria Boulevard, 28<sup>th</sup> Street, and Astoria Boulevard; and
  - f. Crescent Street, a line 100 feet northeasterly of 30<sup>th</sup> Avenue, 30<sup>th</sup> Street, a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line 200 feet northwesterly of 29<sup>th</sup> Street, and 30<sup>th</sup> Avenue;
44. establishing within an existing R6B District a C1-3 District bounded by:
- a. 18<sup>th</sup> Street, a line midway between 25<sup>th</sup> Road and Astoria Park South, a line 100 feet southeasterly of 18<sup>th</sup> Street, and a line perpendicular to the southeasterly street line of 18<sup>th</sup> Street distant 100 feet southwesterly (as measured along the

- street line) from the point of intersection of the southwesterly street line of 25<sup>th</sup> Road and the southeasterly street line of 18<sup>th</sup> Street;
- b. a line midway between 14<sup>th</sup> Place and 18<sup>th</sup> Street and its southwesterly prolongation, a line 100 feet northeasterly of 26<sup>th</sup> Avenue, a line 100 feet southeasterly of 18<sup>th</sup> Street, 26<sup>th</sup> Avenue, 18<sup>th</sup> Street, and a line 100 feet southwesterly of 26<sup>th</sup> Avenue;
  - c. the southwesterly prolongation of a line midway between 14<sup>th</sup> Place and 18<sup>th</sup> Street, a line 200 feet north easterly of 27<sup>th</sup> Avenue, 18<sup>th</sup> Street, a line perpendicular to the southeasterly street line of 18<sup>th</sup> Street distant 100 feet northeasterly (as measured along the street line) from the point of intersection of the northerly boundary line of 26<sup>th</sup> Road and the southeasterly street line of 18<sup>th</sup> Street, a line 100 feet southeasterly of 18<sup>th</sup> Street, 26<sup>th</sup> Road, 18<sup>th</sup> Street, and a line 100 feet northeasterly of 27<sup>th</sup> Avenue; and
  - d. 30<sup>th</sup> Road, 14<sup>th</sup> Street, 30<sup>th</sup> Drive, a line 100 feet southeasterly of 14<sup>th</sup> Street, 31<sup>st</sup> Avenue, and a line 100 feet northwesterly of 14<sup>th</sup> Street;
45. establishing within a proposed R6B District a C1-3 District bounded by 31<sup>st</sup> Drive, 23<sup>rd</sup> Street, Broadway, and a line 100 feet southeasterly of 21<sup>st</sup> Street;
46. establishing within a proposed R7A District a C1-3 District bounded by:
- a. Vernon Boulevard, the southwesterly centerline prolongation of Welling Court, a line 100 feet southeasterly of Vernon Boulevard, and a line 100 feet northeasterly of Broadway; and
  - b. 31<sup>st</sup> Drive, a line 100 feet southeasterly of 21<sup>st</sup> Street, Broadway, and 21<sup>st</sup> Street;
47. establishing within a proposed R6A District a C1-4 District bounded by:
- a. a line 100 feet southeasterly of 23<sup>rd</sup> Street, a line 100 feet northeasterly of Broadway, a line 150 feet northwesterly of Crescent Street, a line 100 feet southwesterly of Broadway, 23<sup>rd</sup> Street, and Broadway; and
  - b. Broadway, a line 100 feet northwesterly of 23<sup>rd</sup> Street, a line 100 feet southwesterly of Broadway, and a line 100 feet southeasterly of 21<sup>st</sup> Street;
48. establishing within an existing R5 District a C2-3 District bounded by:
- a. 20<sup>th</sup> Avenue, 33<sup>rd</sup> Street, a line 100 feet southwesterly of 20<sup>th</sup> Avenue, the northeasterly centerline prolongation of 32<sup>nd</sup> Street, 20<sup>th</sup> Road, 31<sup>st</sup> Street, a line 100 feet southwesterly of 20<sup>th</sup> Avenue, and a line midway between 28<sup>th</sup> Street and 29<sup>th</sup> Street;

- b. a line midway between Steinway Street and 41<sup>st</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, 41<sup>st</sup> Street, and a line 100 feet southwesterly of Ditmars Boulevard;
  - c. a line midway between Steinway Street and 41<sup>st</sup> Street, the centerline of the New York Connecting Railroad right-of-way, 41<sup>st</sup> Street, and Astoria Boulevard (northerly portion); and
  - d. a line midway between Steinway Street and 41<sup>st</sup> Street, Astoria Boulevard (southerly portion), 41<sup>st</sup> Street, and a line 100 feet southwesterly of Astoria Boulevard (southerly portion);
49. establishing within a proposed R5D District a C2-3 District bounded by:
- a. 20<sup>th</sup> Avenue, a line midway between Steinway Street and 41<sup>st</sup> Street, 21<sup>st</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, a line 100 feet southwesterly of 20<sup>th</sup> Avenue, and a line midway between 37<sup>th</sup> Street and 38<sup>th</sup> Street;
  - b. 37<sup>th</sup> Street, a line 100 feet northeasterly of Ditmars Boulevard, Steinway Street, a line 150 feet northeasterly of Ditmars Boulevard, a line midway between Steinway Street and 41<sup>st</sup> Street, a northeasterly boundary line of a park and its northwesterly prolongation, Steinway Street, and a line 100 feet southwesterly of Ditmars Boulevard; and
  - c. 23<sup>rd</sup> Avenue, Steinway Street, the centerline of the New York Connecting Railroad right-of-way, a line midway between Steinway Street and 41<sup>st</sup> Street, Astoria Boulevard (northerly portion), and a line midway between 38<sup>th</sup> Street and Steinway Street;
50. establishing within an existing R6A District a C2-3 District bounded by 12<sup>th</sup> Street, 30<sup>th</sup> Avenue, Main Avenue, Astoria Boulevard, a line 150 feet southeasterly of 8<sup>th</sup> Street, a line midway between 28<sup>th</sup> Avenue and Astoria Boulevard, and a line 100 feet northerly of Astoria Boulevard;
51. establishing within a proposed R6A District a C2-3 District bounded by Crescent Street, Astoria Boulevard, 28<sup>th</sup> Street, and a line 100 feet southwesterly of Astoria Boulevard;
52. establishing within an existing R6B District a C2-3 District bounded by 12<sup>th</sup> Street, a line 100 feet northerly of Astoria Boulevard, 18<sup>th</sup> Street, a line 100 feet northeasterly of 27<sup>th</sup> Avenue, a line 100 feet northwesterly of 21<sup>st</sup> Street, 28<sup>th</sup> Avenue, 14<sup>th</sup> Street, and 29<sup>th</sup> Avenue;
53. establishing within a proposed R6B District a C2-3 District bounded by:



- a. Crescent Street, a line 100 feet southwesterly of Astoria Boulevard, a line 100 feet northwesterly of 28<sup>th</sup> Street, and a line 200 feet northeasterly of Newtown Avenue;
  - b. Astoria Boulevard (southerly portion). Steinway Street, a line 100 feet southwesterly of Astoria Boulevard (southerly portion), and 36<sup>th</sup> Street; and
  - c. 38<sup>th</sup> Street, a line 100 feet southwesterly of 30<sup>th</sup> Avenue, a line midway between 38<sup>th</sup> Street and Steinway Street, and a line 275 feet southwesterly of 30<sup>th</sup> Avenue;
54. establishing within an existing R7A District a C2-3 District bounded by Vernon Boulevard, a line 100 feet northeasterly of Broadway, 21<sup>st</sup> Street, and Broadway;
55. establishing within a proposed R7A District a C2-3 District bounded by 28<sup>th</sup> Avenue, 21<sup>st</sup> Street, 30<sup>th</sup> Avenue, a line 100 feet southeasterly of 21<sup>st</sup> Street, 31<sup>st</sup> Drive, 21<sup>st</sup> Street, 31<sup>st</sup> Road, and a line 100 feet northwesterly of 21<sup>st</sup> Street;
56. establishing within an existing R7B District a C2-3 District bounded by a line midway between 21<sup>st</sup> Street and 22<sup>nd</sup> Street, a line 100 feet northeasterly of Astoria Boulevard, 23<sup>rd</sup> Street, 27<sup>th</sup> Road, a line 100 feet southeasterly of 21<sup>st</sup> Street, and Newtown Avenue;
57. establishing within an existing R7X District a C2-3 District bounded by:
- a. 31<sup>st</sup> Road, 21<sup>st</sup> Street, a line 100 feet northeasterly of Broadway, and a line 100 feet northwesterly of 21<sup>st</sup> Street; and
  - b. a line 100 feet northwesterly of 21<sup>st</sup> Street, a line 100 feet northeasterly of 27<sup>th</sup> Avenue, 21<sup>st</sup> Street, a line perpendicular to the southeasterly street line of 21<sup>st</sup> Street distant 330 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of 21<sup>st</sup> Street and the northeasterly street line of Astoria Boulevard, Astoria Boulevard, a line midway between 21<sup>st</sup> Street and 22<sup>nd</sup> Street, Newtown Avenue, a line 100 feet southeasterly of 21<sup>st</sup> Street, and 28<sup>th</sup> Avenue;

Borough of Queens, Community District 1, as shown on a diagram (for illustrative purposes only) dated January 25, 2010 and modified by the City Planning Commission on April 28, 2010, and subject to the conditions of CEQR Declaration 245.

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The above resolution (C 100199 ZMQ), duly adopted by the City Planning Commission on April 28, 2010 (Calendar No. 19), 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, 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, MARIA M. DEL TORO,**  
**RICHARD W. EADDY, NATHAN LEVENTHAL, ANNA HAYES LEVIN,**  
**SHIRLEY A. McRAE, KAREN A. PHILLIPS, Commissioners**