



## CITY PLANNING COMMISSION

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February 2, 2005/Calendar No. 23

C 050153 ZMQ

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

- 1. eliminating from within an existing R3-1 District a C1-2 District bounded by:**
  - a. a line midway between Cuthbert Road and Beverly Road, a line 150 feet southeasterly of Lefferts Boulevard, Beverly Road, and a line perpendicular to the northeasterly street line of Beverly Road distant 115 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Beverly Road and the southeasterly street line of Lefferts Boulevard, and
  - b. Myrtle Avenue, Jamaica Avenue, Lefferts Boulevard, a line 150 feet southeasterly of Jamaica Avenue, 116<sup>th</sup> Street, a line 200 feet southeasterly of Jamaica Avenue, 115<sup>th</sup> Street, a line 150 feet southeasterly of Jamaica Avenue, 113<sup>th</sup> Street and its northwesterly centerline prolongation, a line 150 feet northwesterly of Jamaica Avenue, 116<sup>th</sup> Street, a line 150 feet southeasterly of Myrtle Avenue, and 115<sup>th</sup> Street;
- 2. eliminating from within an existing R3-1 District a C2-2 District bounded by** a line 100 feet northerly of Jamaica Avenue, 104<sup>th</sup> Street, a line 150 feet northwesterly of Jamaica Avenue, 113<sup>th</sup> Street and its northwesterly centerline prolongation, a line 150 feet southeasterly of Jamaica Avenue, 107<sup>th</sup> Street, 88<sup>th</sup> Avenue, a line 150 feet southwestwesterly of 107<sup>th</sup> Street, a line 100 feet southerly of Jamaica Avenue, and 102<sup>nd</sup> Street;
- 3. eliminating from within an existing R4 District a C2-2 District bounded by:**
  - a. Hillside Avenue, 136<sup>th</sup> Street, and Kew Gardens Road; and
  - b. Hillside Avenue, a line perpendicular to the northeasterly street line of Metropolitan Avenue distant 400 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Metropolitan Avenue and the easterly street line of 131<sup>st</sup> Street, Metropolitan Avenue, Jamaica Avenue, a line 100 feet northeasterly of 134<sup>th</sup> Street, a line 150 feet southeasterly of Jamaica Avenue, 133<sup>rd</sup> Street, Jamaica Avenue, 132<sup>nd</sup> Street, Metropolitan Avenue, 131<sup>st</sup> Street, a line perpendicular to the southwestwesterly street line of 131<sup>st</sup> Street distant 150 feet southeasterly (as measured along the street line) from the point of intersection of the southwestwesterly street line of 131<sup>st</sup> Street and the southwestwesterly street line of Metropolitan Avenue, and 130<sup>th</sup> Street;
- 4. eliminating from within an existing R5 District a C1-2 District bounded by:**
  - a. Metropolitan Avenue, a line 250 feet southeasterly of Lefferts Boulevard, a line

100 feet southwesterly of Metropolitan Avenue, and Lefferts Boulevard;

- b. a line 150 feet northwesterly of Jamaica Avenue, a line 100 feet northeasterly of 127<sup>th</sup> Street, Jamaica Avenue, and 123<sup>rd</sup> Street;
- c. 118<sup>th</sup> Street, Babbage Street, and a line perpendicular to the northeasterly street line of Babbage Street distant 100 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Babbage Street and the northeasterly street line of 117<sup>th</sup> Street; and
- d. Bessemer Street, Hillside Avenue, Myrtle Avenue, 116<sup>th</sup> Street, a line perpendicular to the northeasterly street line of 116<sup>th</sup> Street distant 100 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 116<sup>th</sup> Street and the northeasterly street line of Myrtle Avenue, and a line 100 feet northeasterly of 116<sup>th</sup> Street,

**5. eliminating from within an existing R5 District a C2-2 District bounded by:**

- a. Metropolitan Avenue, a line perpendicular to the southwesterly street line of Metropolitan Avenue distant 250 feet southeasterly (as measured along the street line) from the point of intersection of the southwesterly street line of Metropolitan Avenue and the northeasterly street line of 124<sup>th</sup> Street; a line 100 feet southwesterly of Metropolitan Avenue, and 124<sup>th</sup> Street;
- b. a line 150 feet northerly of Metropolitan Avenue, a line 150 feet northerly of Hillside Avenue, the southwesterly service road of the Van Wyck Expressway, Hillside Avenue, Metropolitan Avenue, and 129<sup>th</sup> Street; and
- c. Hillside Avenue, a line midway between 120<sup>th</sup> Street and Lefferts Boulevard, a line 150 feet northwesterly of Jamaica Avenue, 123<sup>rd</sup> Street, Jamaica Avenue, Myrtle Avenue, Hillside Avenue, Babbage Street, and Lefferts Boulevard;

**6. eliminating from within an existing R7-1 District a C1-2 District bounded by:**

- a. Austin Street, a line 275 feet southeasterly of Lefferts Boulevard, the centerline of the Long Island Rail Road right-of-way (Main Line), a line 150 feet southeasterly of Lefferts Boulevard, a line midway between Cuthbert Road and Beverly Road, a line perpendicular to the northeasterly street line of Beverly Road distant 115 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Beverly Road and the southeasterly street line of Lefferts Boulevard, Beverly Road, a line 150 feet northwesterly of Lefferts Boulevard, a line 100 feet southwesterly of Grenfell Street, a line midway between Audley Street and 83<sup>rd</sup> Avenue, Grenfell Street, and a line 150 feet northwesterly of Lefferts Boulevard;
- b. a line 150 feet northeasterly of Metropolitan Avenue, 83<sup>rd</sup> Avenue, a line 100 feet northeasterly of Metropolitan Avenue, a line 250 feet southeasterly of 83<sup>rd</sup> Avenue, Metropolitan Avenue, 118<sup>th</sup> Street, a line perpendicular to the

southwesterly street line of 118<sup>th</sup> Street distant 200 feet southeasterly (as measured along the street line) from the point of intersection of the southwesterly street line of 118<sup>th</sup> Street and the southwesterly street line of Metropolitan Avenue, a line 150 feet southwesterly of 118<sup>th</sup> Street, a line 150 feet southwesterly of Metropolitan Avenue, and Audley Street; and

- c. Metropolitan Avenue, Lefferts Boulevard, a line 100 feet southwesterly of Metropolitan Avenue, and a line 100 feet northwesterly of Lefferts Boulevard,

**7. changing from an R5 District to an R2 District property bounded by:**

- a. Beverly Road, Lefferts Boulevard, a line 100 feet northeasterly of Metropolitan Avenue, a line 150 feet northwesterly of Lefferts Boulevard;
- b. 84<sup>th</sup> Avenue, a line midway between 118<sup>th</sup> Street and Lefferts Boulevard, a line 200 feet southeasterly of 84<sup>th</sup> Avenue, and 118<sup>th</sup> Street;
- c. 80<sup>th</sup> Road, a line 50 feet southwesterly of Kew Gardens Road, 81<sup>st</sup> Avenue, Kew Gardens Road, 82<sup>nd</sup> Avenue, and a line 100 feet southwesterly of Kew Gardens Road;
- d. 82<sup>nd</sup> Avenue, a line 150 feet northeasterly of Kew Gardens Road, 82<sup>nd</sup> Road, and Kew Gardens Road;
- e. a line midway between 117<sup>th</sup> Street and 118<sup>th</sup> Street, a line perpendicular to the northeasterly street line of 116<sup>th</sup> Street distant 150 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 116<sup>th</sup> Street and the northeasterly street line of Myrtle Avenue, and a line perpendicular to the northeasterly street line of Babbage Street distant 100 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Babbage Street and the northeasterly street line of 117<sup>th</sup> Street; and
- f. the southwesterly boundary line of the Long Island Rail Road right-of-way (Montauk Division), a line perpendicular to the northeasterly street line of 116<sup>th</sup> Street distant 150 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 116<sup>th</sup> Street and the northeasterly street line of Myrtle Avenue, and a line 100 feet northeasterly of 116<sup>th</sup> Street;

**8. changing from an R7-1 District to an R2 District property bounded by Grenfell Street, Lefferts Boulevard, Beverly Road, a line 150 feet northwesterly of Lefferts Boulevard, a line 100 feet southwesterly of Grenfell Street, and Audley Street;**

**9. changing from a C8-1 District to an R3-1 District property bounded by a line 100 feet southeasterly of Jamaica Avenue, 102<sup>nd</sup> Street, a line 150 feet southeasterly of Jamaica Avenue, and a line 100 feet southwesterly of 102<sup>nd</sup> Street;**

**10. changing from an R3-1 District to an R3X District property bounded by Myrtle**

Avenue, a line midway between 115<sup>th</sup> Street and 116<sup>th</sup> Street, a line 100 feet northwesterly and northerly of Jamaica Avenue, a line 100 feet southwesterly of 104<sup>th</sup> Street, 85<sup>th</sup> Avenue, and 109<sup>th</sup> Street;

11. **changing from an R3-1 District to an R4 District property bounded by** 85<sup>th</sup> Road, a line 100 feet northeasterly of 102<sup>nd</sup> Street, 86<sup>th</sup> Road, a line 100 feet southwesterly of 104<sup>th</sup> Street, a line 100 feet northerly of Jamaica Avenue, 101<sup>st</sup> Street, a line perpendicular to the southwesterly street line of 101<sup>st</sup> Street distant 240 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 101<sup>st</sup> Street and the northwesterly street line of Jamaica Avenue, the northeasterly boundary line of the Long Island Rail Road right-of-way (Rockaway Beach Division), the southwesterly prolongation of the northwesterly street line of 85<sup>th</sup> Drive, and 101<sup>st</sup> Street;
12. **changing from an R2 District to an R4-1 District property bounded by the** southwesterly boundary line of the Long Island Rail Road right-of-way (Rockaway Beach Division), Audley Street and its northeasterly centerline prolongation, Grenfell Street, and 82<sup>nd</sup> Avenue;
13. **changing from an R3-1 District to an R4-1 District property bounded by** a line 100 feet southwesterly of Metropolitan Avenue, a line 100 feet southwesterly of 125<sup>th</sup> Street, a line midway between 122<sup>nd</sup> Street and 123<sup>rd</sup> Street, and a line 100 feet southeasterly of Brevoort Street;
14. **changing from an R4 District to an R4-1 District property bounded by** a line perpendicular to the northeasterly street line of 131<sup>st</sup> Street distant 330 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 131<sup>st</sup> Street and the northwesterly street line of Jamaica Avenue, 132<sup>nd</sup> Street, a line 100 feet northwesterly of Jamaica Avenue, 131<sup>st</sup> Street, a line 150 feet northwesterly of Jamaica Avenue, the northeasterly boundary line of the Long Island Rail Road right-of-way (Main Line), a line 220 feet southeasterly of Hillside Avenue, a line 100 feet southwesterly of 130<sup>th</sup> Street, a line perpendicular to the southwesterly street line of 130<sup>th</sup> Street distant 370 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 130<sup>th</sup> Street and the northwesterly street line of Jamaica Avenue, and 130<sup>th</sup> Street;
15. **changing from an R5 District to an R4-1 District property bounded by:**
  - a. Kew Gardens Road, a southeasterly boundary line of Maple Grove Cemetery and its southwesterly and northeasterly prolongations, 135<sup>th</sup> Street and its northwesterly centerline prolongation, a line 100 feet northerly of Hillside Avenue, 129<sup>th</sup> Street, a line perpendicular to the westerly street line of 129<sup>th</sup> Street distant 240 feet northerly (as measured along the street line) from the point of intersection of the westerly street line of 129<sup>th</sup> Street and the northeasterly street line of Metropolitan Avenue, a line midway between 127<sup>th</sup> Street and 129<sup>th</sup> Street, a line perpendicular to the easterly street line of 127<sup>th</sup> Street distant 210 feet northerly (as measured along the street line) from the point of intersection of the easterly street line of 127<sup>th</sup> Street and the northeasterly street line of

Metropolitan Avenue, 127<sup>th</sup> Street, a line 100 feet northeasterly of Metropolitan Avenue, and 126<sup>th</sup> Street and its southerly centerline prolongation at Austin Street; and

- b. 85<sup>th</sup> Avenue, 124<sup>th</sup> Street, Hillside Avenue, 122<sup>nd</sup> Street, a line 100 feet northwesterly of Jamaica Avenue, Lefferts Boulevard, a line 100 feet northwesterly of Hillside Avenue, a line midway between 120<sup>th</sup> Street and Lefferts Boulevard, a line 220 feet northwesterly of Hillside Avenue, 120<sup>th</sup> Street, Hillside Avenue, and a line 100 feet southwesterly of 121<sup>st</sup> street;

**16. changing from an R7-1 District to an R4-1 District property bounded by** Austin Street, a line 275 feet southeasterly of Lefferts Boulevard, the southwesterly boundary line of the Long Island Rail Road right-of-way (Main Line), the northeasterly centerline prolongation of Brevoort Street; Cuthbert Road, Lefferts Boulevard, Grenfell Street, Audley Street and its northeasterly centerline prolongation, the southwesterly boundary line of the Long Island Rail Road right-of-way (Main Line), and 82<sup>nd</sup> Avenue;

**17. changing from an M1-1 District to an R4-1 District property bounded by:**

- a. a line perpendicular to the southwesterly street line of 130<sup>th</sup> Street distant 370 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 130<sup>th</sup> Street and the northwesterly street line of Jamaica Avenue, a line 100 feet southwesterly of 130<sup>th</sup> Street, a line 220 feet southeasterly of Hillside Avenue, and the northeasterly boundary line of the Long Island Rail Road right-of-way (Main Line); and
- b. a line 150 feet northwesterly of Jamaica Avenue, 131<sup>st</sup> Street, a line 125 feet northwesterly of Jamaica Avenue, and the northeasterly boundary line of the Long Island Rail Road right-of-way (Main Line);

**18. changing from an R3-1 District to an R4A District property bounded by:**

- a. the southwesterly boundary line of the Long Island Rail Road right-of-way (Main Line), Metropolitan Avenue, Brevoort Street, a line midway between Abingdon Road and Metropolitan Avenue, a line perpendicular to the northeasterly street line of Abingdon Road distant 150 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Abingdon Road and the southeasterly street line of Lefferts Boulevard, Beverly Road, a line perpendicular to the northeasterly street line of Beverly Road distant 115 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Beverly Road and the southeasterly street line of Lefferts Boulevard, a line midway between Cuthbert Road and Beverly Road, a line perpendicular to the northeasterly street line of Beverly Road distant 270 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of Beverly Road and the northwesterly street line of Brevoort Street, Beverly Road, Brevoort Street;
- b. a line 100 feet southwesterly of Metropolitan Avenue, a line 100 feet

southeasterly of Brevoort Street, a line midway between 122<sup>nd</sup> Street and 123<sup>rd</sup> Street, 85<sup>th</sup> Avenue, a line 100 feet southwesterly of 121<sup>st</sup> Street, a line 250 feet northwesterly of 85<sup>th</sup> Avenue, a line midway between 120<sup>th</sup> Street and Lefferts Boulevard, a line 150 feet southeasterly of 84<sup>th</sup> Avenue, 120<sup>th</sup> Street, 84<sup>th</sup> Avenue, and a line perpendicular to and passing through a point on the first named course distant 100 feet northwesterly (as measured along the first named course) of Brevoort Street; and

- c. Park Lane South, Myrtle Avenue, 109<sup>th</sup> Street, 85<sup>th</sup> Avenue, a line 100 feet southwesterly of 104<sup>th</sup> Street, 86<sup>th</sup> Road, a line 100 feet northeasterly of 102<sup>nd</sup> Street, 85<sup>th</sup> Road and its southwesterly centerline prolongation, and 101<sup>st</sup> Street (southwesterly portion);

**19. changing from an R5 District to an R4A District property bounded by:**

- a. the southwesterly service road of the Van Wyck Expressway, a line 100 feet northerly of Hillside Avenue, 135<sup>th</sup> Street, and the northeasterly prolongation of a southeasterly boundary line of Maple grove Cemetery;
- b. a line 100 feet southwesterly of Metropolitan Avenue, a line perpendicular to and passing through a point on the first name course distant 100 feet northwesterly (as measured along the first named course) of Brevoort Street, 84<sup>th</sup> Avenue, and a line 180 feet northwesterly of Brevoort Street; and
- c. 84<sup>th</sup> Avenue, 120<sup>th</sup> Street, a line 150 feet southeasterly of 84<sup>th</sup> Avenue, a line midway between 120<sup>th</sup> Street and Lefferts Boulevard, a line 250 feet northwesterly of 85<sup>th</sup> Avenue, and Lefferts Boulevard;

**20. changing from a C8-1 District to an R4A District property bounded by a line 100 feet northeasterly of Metropolitan Avenue, 127<sup>th</sup> Street, Metropolitan Avenue, and the southwesterly boundary line of the Long Island Rail Road right-of-way (Main Line);**

**21. changing from an M1-1 District to an R5 District property bounded by:**

- a. Metropolitan Avenue, the southerly centerline prolongation of 127<sup>th</sup> Street, the northeasterly boundary line of the Long Island Rail Road right-of-way (Main Line), a line 100 feet northwesterly of Jamaica Avenue, a line 100 feet northeasterly of 127<sup>th</sup> Street, the southwesterly boundary line of the Long Island Rail Road right-of-way (Main Line), Hillside Avenue, and 126<sup>th</sup> Street; and
- b. a line 100 feet southeasterly of Jamaica Avenue, a line midway between 129<sup>th</sup> Street and 130<sup>th</sup> Street, a line 300 feet southeasterly of 89<sup>th</sup> Avenue, 126<sup>th</sup> Street, 89<sup>th</sup> Avenue, 123<sup>rd</sup> Street, a line 480 feet southeasterly of Jamaica Avenue, and a line midway between 121<sup>st</sup> Street and 123<sup>rd</sup> Street;

**22. changing from an R4 District to an R6 District property bounded by Hillside Avenue, Van Wyck Expressway, Jamaica Avenue, 132<sup>nd</sup> Street, a line perpendicular to the northeasterly street line of 131<sup>st</sup> Street distant 330 feet northwesterly (as measured**

along the street line) from the point of intersection of the northeasterly street line of 131<sup>st</sup> Street and the northwesterly street line of Jamaica Avenue, 130<sup>th</sup> Street, a line perpendicular to the southwesterly street line of 130<sup>th</sup> Street distant 370 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 130<sup>th</sup> Street and the northwesterly street line of Jamaica Avenue, a line 100 feet southwesterly of 130<sup>th</sup> Street, a line 100 feet southeasterly of Hillside Avenue, and 130<sup>th</sup> Street;

**23. changing from an R5 District to an R6 District property bounded by:**

- a. a line perpendicular to the easterly street line of 127<sup>th</sup> Street distant 210 feet northerly (as measured along the street line) from the point of intersection of the easterly street line of 127<sup>th</sup> Street and the northeasterly street line of Metropolitan Avenue, a line midway between 127<sup>th</sup> Street and 129<sup>th</sup> Street, a line perpendicular to the westerly street line of 129<sup>th</sup> Street distant 240 feet northerly (as measured along the street line) from the point of intersection of the westerly street line of 129<sup>th</sup> Street and the northeasterly street line of Metropolitan Avenue, 129<sup>th</sup> Street, a line 100 feet northeasterly of Metropolitan Avenue, and 127<sup>th</sup> Street;
- b. a line 100 feet northeasterly of Metropolitan Avenue, a line 100 feet northerly of Hillside Avenue, Van Wyck Expressway, Hillside Avenue, Metropolitan Avenue, and 129<sup>th</sup> Street; and
- c. Jamaica Avenue, the service road of the Van Wyck Expressway, 89<sup>th</sup> Avenue, a line 150 feet northeasterly of 134<sup>th</sup> Street, a line 100 feet northwesterly of 89<sup>th</sup> Avenue, and a line 100 feet northeasterly of 134<sup>th</sup> Street;

**24. changing from a C8-1 District to an R6 District property bounded by a line 100 feet northeasterly of Metropolitan Avenue, 129<sup>th</sup> Street, Metropolitan Avenue, and 127<sup>th</sup> Street;**

**25. changing from an M1-1 District to an R6 District property bounded by:**

- a. Metropolitan Avenue, Hillside Avenue, 130<sup>th</sup> Street, a line 100 feet southeasterly of Hillside Avenue, a line 100 feet southwesterly of 130<sup>th</sup> Street, a line perpendicular to the southwesterly street line of 130<sup>th</sup> Street distant 370 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 130<sup>th</sup> Street and the northwesterly street line of Jamaica Avenue, the northeasterly boundary line of the Long Island Rail Road right-of-way (Main Line), and the southerly centerline prolongation of 127<sup>th</sup> Street; and
- b. a line 100 feet northwesterly of Jamaica Avenue, 132<sup>nd</sup> Street, Jamaica Avenue, and 131<sup>st</sup> Street;

**26. changing from an R3-1 District to an R6A District property bounded by a line 100 feet northerly and northwesterly of Jamaica Avenue, 117<sup>th</sup> Street, Myrtle Avenue, Jamaica Avenue, Lefferts Boulevard, a line 100 feet southeasterly and southerly of**

Jamaica Avenue, and 102<sup>nd</sup> Street;

27. **changing from an R5 District to an R6A District property bounded by** a line 100 feet northerly of Jamaica Avenue, a line 100 feet northeasterly of 127<sup>th</sup> Street, Jamaica Avenue, Myrtle Avenue, Hillside Avenue, and the northeasterly boundary line of the Long Island Rail Road right-of-way (Montauk Division);
28. **changing from an C8-1 District to an R6A District property bounded by** a line 100 feet northwesterly of Jamaica Avenue, 102<sup>nd</sup> Street, a line 100 feet southeasterly of Jamaica Avenue, a line 100 feet southwesterly of 102<sup>nd</sup> Street, Jamaica Avenue, and 101<sup>st</sup> Street;
29. **changing from an M1-1 District to an R6A District property bounded by:**
  - a. a line 100 feet northwesterly of Jamaica Avenue, the northeasterly boundary line of the Long Island Rail Road right-of-way (Main Line), Jamaica Avenue, a line midway between 129<sup>th</sup> Street and 130<sup>th</sup> Street, a line 100 feet southeasterly of Jamaica Avenue, 121<sup>st</sup> Street, Jamaica Avenue, and a line 100 feet northeasterly of 127<sup>th</sup> Street;
  - b. Jamaica Avenue, the northeasterly boundary line of the Long Island Road right-of-way (Montauk Division), a line 100 feet southeasterly of Jamaica Avenue, and Lefferts Boulevard; and
  - c. Park Lane South, 101<sup>st</sup> Street (southwesterly portion), 85<sup>th</sup> Road, 101<sup>st</sup> Street, the southwesterly prolongation of the northwesterly street line of 85<sup>th</sup> Drive, and the northeasterly boundary line of the Long Island Rail Road right-of-way (Rockaway Beach Division);
30. **changing from an R2 District to an R6B District property bounded by:**
  - a. 85<sup>th</sup> Avenue, 118<sup>th</sup> Street, a line perpendicular to the northeasterly street line of Babbage Street distant 100 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Babbage Street and the northeasterly street line of 117<sup>th</sup> Street, and a line midway between 117<sup>th</sup> Street and 118<sup>th</sup> Street; and
  - b. a line perpendicular to the northeasterly street line of 116<sup>th</sup> Street distant 150 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 116<sup>th</sup> Street and the northeasterly street line of Myrtle Avenue, a line 100 feet northeasterly of 116<sup>th</sup> Street, a line perpendicular to the northeasterly street line of 116<sup>th</sup> Street distant 100 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 116<sup>th</sup> Street and the northeasterly street line of Myrtle Avenue, and 116<sup>th</sup> Street;
31. **changing from an R3-1 District to an R6B District property bounded by:**



- a. a line 250 feet northwesterly of 85<sup>th</sup> Avenue, a line 100 feet southwesterly of 121<sup>st</sup> Street, 85<sup>th</sup> Avenue, and a line midway between 120<sup>th</sup> Street and Lefferts Boulevard; and
- b. Myrtle Avenue, 117<sup>th</sup> Street, a line 100 feet northwesterly of Jamaica Avenue, and a line midway between 115<sup>th</sup> Street and 116<sup>th</sup> Street;

**32. changing from an R5 District to an R6B District property bounded by:**

- a. Beverly Road, a line perpendicular to the northeasterly street line of Abingdon Road distant 150 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Abingdon Road and the southeasterly street line of Lefferts Boulevard, a line midway between Abingdon Road and Metropolitan Avenue, Brevoort Street, Metropolitan Avenue, 85<sup>th</sup> Avenue, a line 100 feet southwesterly of 125<sup>th</sup> Street, a line 100 feet southwesterly of Metropolitan Avenue, a line 180 feet northwesterly of Brevoort Street, 84<sup>th</sup> Avenue, and Lefferts Boulevard; and
- b. 84<sup>th</sup> Avenue, Lefferts Boulevard, a line 250 feet northwesterly of 85<sup>th</sup> Avenue, a line midway between 120<sup>th</sup> Street and Lefferts Boulevard, 85<sup>th</sup> Avenue, a line 100 feet southwesterly of 121<sup>st</sup> Street, Hillside Avenue, 120<sup>th</sup> Street, a line 220 feet northwesterly of Hillside Avenue, a line midway between 120<sup>th</sup> Street and Lefferts Boulevard, a line 100 feet northwesterly of Hillside Avenue, Lefferts Boulevard, a line 100 feet northwesterly of Jamaica Avenue, the northeasterly boundary line of the Long Island Rail Road right-of-way (Montauk Division), Hillside Avenue, Myrtle Avenue, 116<sup>th</sup> Street, a line perpendicular to the northeasterly street line of 116<sup>th</sup> Street distant 100 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 116<sup>th</sup> Street and the northeasterly street line of Myrtle Avenue, a line 100 feet northeasterly of 116<sup>th</sup> Street, a line perpendicular to the northeasterly street line of 116<sup>th</sup> Street distant 150 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 116<sup>th</sup> Street and the northeasterly street line of Myrtle Avenue, a line midway between 117<sup>th</sup> Street and 118<sup>th</sup> Street, a line perpendicular to the northeasterly street line of Babbage Street distant 100 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Babbage Street and the northeasterly street line of 117<sup>th</sup> Street, 118<sup>th</sup> Street, a line 200 feet southeasterly of 84<sup>th</sup> Avenue, and a line midway between 118<sup>th</sup> Street and Lefferts Boulevard;

**33. changing from an R7-1 District to an R6B District property bounded by Cuthbert Road, Brevoort Street, Beverly Road, a line perpendicular to the northeasterly street line of Beverly Road distant 210 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of Beverly Road and the northwesterly street line of Brevoort Street, a line midway between Cuthbert Road and Beverly Road, a line perpendicular to the northeasterly street line of Beverly Road distant 115 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Beverly Road and the southeasterly street line of Lefferts**

Boulevard, Beverly Road, and Lefferts Boulevard;

**34. changing from an R7-1 District to an R7A District property bounded by:**

- a. Talbot Street and its northwesterly centerline prolongation, 125<sup>th</sup> Street and its southerly centerline prolongation, the southwesterly boundary line of the Long Island Rail Road right-of-way (Main Line), a line 275 feet southeasterly of Lefferts Boulevard, Austin Street, Mowbray Drive, a line 100 feet northeasterly of Austin Street, and a line midway between Mowbray Drive and Lefferts Boulevard; and
- b. a line 100 feet northeasterly of Metropolitan Avenue, Audley Street, a line 150 feet northeasterly of Metropolitan Avenue, 83<sup>rd</sup> Avenue, a line 100 feet northeasterly of Metropolitan Avenue, Lefferts Boulevard, 84<sup>th</sup> Avenue, a line midway between 115<sup>th</sup> Street and 116<sup>th</sup> Street, a line perpendicular the southwesterly street line of 116<sup>th</sup> Street distant 230 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 116<sup>th</sup> Street and the northwesterly street line of 84<sup>th</sup> Avenue, 116<sup>th</sup> Street, a line 120 feet northerly of Grosvenor Road, and Park Lane South;

**35. changing from an R5 District to a C4-4 District property bounded by:**

- a. Kew Gardens Road, 81<sup>st</sup> Avenue, a line 50 feet southwesterly of Kew Gardens Road, and 80<sup>th</sup> Road; and
- b. a line 150 feet southwesterly of Queens Boulevard, a line 150 feet northeasterly of Kew Gardens Road, 82<sup>nd</sup> Avenue, Kew Gardens Road, and a line perpendicular the northeasterly street line of Kew Gardens Road distant 350 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Kew Gardens Road and the southeasterly street line of 80<sup>th</sup> Road;

**36. changing from an R3-1 District to a C8-1 District property bounded by a line 240 feet northwesterly of Jamaica Avenue, 101<sup>st</sup> Street, a line 100 feet northwesterly of Jamaica Avenue, and the northeasterly boundary line of the Long Island Rail Road right-of-way (Rockaway Beach Division);**

**37. establishing within a proposed R2 District a C1-3 District bounded by Grenfell Street, Lefferts Boulevard, a line 100 feet northeasterly of Metropolitan Avenue, a line 100 feet northwesterly of Lefferts Boulevard, a line 100 feet southwesterly of Grenfell Street, and a line midway between Audley Street and 83<sup>rd</sup> Avenue;**

**38. establishing within a proposed R4-1 District a C1-3 District bounded by Austin Street, a line 275 feet southeasterly of Lefferts Boulevard, the northeasterly boundary line of the Long Island Rail Road right-of-way (Mail Line), a line 100 feet southeasterly of Lefferts Boulevard, Cuthbert Road, Lefferts Boulevard, Grenfell Street, and a line 150 feet northwesterly of Lefferts Boulevard;**

39. **establishing within a proposed R5 District a C1-3 District bounded** Metropolitan Avenue, the southwesterly boundary line of the Long Island Rail Road right-of-way (Mail Line), Hillside Avenue, and 126<sup>th</sup> Street;
40. **establishing within a proposed R6B District a C1-3 District bounded by:**
- a. Cuthbert Road, a line perpendicular to the northeasterly street line of Beverly Road distant 115 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Beverly Road and the southeasterly street line of Lefferts Boulevard, Beverly Road, and Lefferts Boulevard;
  - b. a line midway between Abingdon Road and Metropolitan Avenue, a line perpendicular to the northeasterly street line of Abingdon Road distant 125 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Abingdon Road and the southeasterly street line of Lefferts Boulevard, Metropolitan Avenue, a line 250 feet southeasterly of Lefferts Boulevard, a line 100 feet southwesterly of Metropolitan Avenue, and Lefferts Boulevard; and
  - c. Metropolitan Avenue, a line perpendicular to the southwesterly street line of Metropolitan Avenue distant 250 feet southeasterly (as measured along the street line) from the point of intersection of the southwesterly street line of Metropolitan Avenue and the northeasterly street line of 124<sup>th</sup> Street; a line 100 feet southwesterly of Metropolitan Avenue, and 124<sup>th</sup> Street;
41. **establishing within a proposed R7A District a C1-3 District bounded by:**
- a. a line 150 feet northeasterly of Metropolitan Avenue, 83<sup>rd</sup> Avenue, a line 100 feet northeasterly of Metropolitan Avenue, a line 250 feet southeasterly of 83<sup>rd</sup> Avenue, Metropolitan Avenue, 118<sup>th</sup> Street, a line perpendicular to the southwesterly street line of 118<sup>th</sup> Street distant 200 feet southeasterly (as measured along the street line) from the point of intersection of the southwesterly street line of 118<sup>th</sup> Street and the southwesterly street line of Metropolitan Avenue, a line 200 feet southwesterly of 118<sup>th</sup> Street, a line 100 feet southwesterly of Metropolitan Avenue, 116<sup>th</sup> Street, and Audley Street; and
  - b. a line 100 feet northeasterly of Metropolitan Avenue, Lefferts Boulevard, a line 100 feet southwesterly of Metropolitan Avenue, and a line 150 feet northwesterly of Lefferts Boulevard;
42. **establishing within an existing R4 District a C2-3 District bounded by** Jamaica Avenue, a line 100 feet northeasterly of 134<sup>th</sup> Street, a line 150 feet southeasterly of Jamaica Avenue, and 133<sup>rd</sup> Street;
43. **establishing within a proposed R5 District a C2-3 District bounded by** the northeasterly boundary line of the Long Island Rail Road right-of-way (Main Line), a line 100 feet northwesterly of Jamaica Avenue, and a line 100 feet northeasterly of 127<sup>th</sup>

Street;

44. **establishing within a proposed R6 District a C2-3 District bounded** a line 100 feet northeasterly of Metropolitan Avenue, a line 100 feet northerly of Hillside Avenue, the southwesterly service road of the Van Wyck Expressway, Hillside Avenue, 136<sup>th</sup> Street, Kew Gardens Road, Hillside Avenue, a line perpendicular to the northeasterly street line of Metropolitan Avenue distant 300 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Metropolitan Avenue and the easterly street line of 131<sup>st</sup> Street, Metropolitan Avenue, a line 150 feet northwesterly of Van Wyck Expressway, Kew Gardens Road, the southwesterly service road of the Van Wyck Expressway, 89<sup>th</sup> Avenue, a line 150 feet northeasterly of 134<sup>th</sup> Street, a line 100 feet northwesterly of 89<sup>th</sup> Avenue, a line 100 feet northeasterly of 134<sup>th</sup> Street, Jamaica Avenue, 131<sup>st</sup> Street, a line 100 feet northwesterly of Jamaica Avenue, 132<sup>nd</sup> Street, Metropolitan Avenue, 131<sup>st</sup> Street, a line perpendicular to the northeasterly street line of 131<sup>st</sup> Street distant 330 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 131<sup>st</sup> Street and the northwesterly street line of Jamaica Avenue, 130<sup>th</sup> Street, a line 100 feet southeasterly of Hillside Avenue, the northeasterly boundary line of the Long Island Rail Road right-of-way (Main Line), Hillside Avenue, Metropolitan Avenue, and 127<sup>th</sup> Street;
45. **establishing within a proposed R6A District a C2-3 District bounded by** the northeasterly boundary line of the Long Island Rail Road right-of-way (Main Line), Jamaica Avenue, a line 100 feet northeasterly of 127<sup>th</sup> Street, and a line 100 feet northwesterly of Jamaica Avenue;
46. **establishing within an existing R3-1 District a C2-4 District bounded by:**
  - a. a line 100 feet southeasterly of Jamaica Avenue, Lefferts Boulevard, a line 150 feet southeasterly of Jamaica Avenue, and 118<sup>th</sup> Street; and
  - b. a line 100 feet southeasterly of Jamaica Avenue, 116<sup>th</sup> Street, a line 200 feet southeasterly of Jamaica Avenue, and 115<sup>th</sup> Street;
47. **establishing within a proposed R3X District a C2-4 District bounded by** Myrtle Avenue, a line midway between 115<sup>th</sup> Street and 116<sup>th</sup> Street, a line 100 feet southerly of Myrtle Avenue, and 115<sup>th</sup> Street;
48. **establishing within a proposed R4-1 District a C2-4 District bounded by** Hillside Avenue, a line midway between 120<sup>th</sup> Street and Lefferts Boulevard, a line 100 feet northwesterly of Jamaica Avenue, and Lefferts Boulevard;
49. **establishing within a proposed R6A District a C2-4 District bounded by** a line 100 feet northerly and northwesterly of Jamaica Avenue, 117<sup>th</sup> Street, Hillside Avenue, the northeasterly boundary line of the Long Island Rail Road right-of-way (Montauk Division), a line 100 feet northwesterly of Jamaica Avenue, a line 100 feet northeasterly of 127<sup>th</sup> Street, Jamaica Avenue, 129<sup>th</sup> Street, a line 100 feet southeasterly of Jamaica Avenue, 121<sup>st</sup> Street, Jamaica Avenue, the northeasterly boundary line of the Long Island Rail Road right-of-way (Montauk Division), a line 100 feet southeasterly and southerly

of Jamaica Avenue, a line 100 feet southwesterly of 102<sup>nd</sup> Street, Jamaica Avenue, and 101<sup>st</sup> Street; and

**50. establishing within a proposed R6B District a C2-4 District bounded by:**

- a.** 118<sup>th</sup> Street, Babbage Street, a line midway between 117<sup>th</sup> Street and 118<sup>th</sup> Street, and a line perpendicular to the northeasterly street line of Babbage Street distant 100 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Babbage Street and the northeasterly street line of 117<sup>th</sup> Street; and
- b.** Bessemer Street, Hillside Avenue, 117<sup>th</sup> Street, a line 100 feet northwesterly of Jamaica Avenue, a line midway between 115<sup>th</sup> Street and 116<sup>th</sup> Street, Myrtle Avenue, 116<sup>th</sup> Street, and a line perpendicular to the northeasterly street line of 116<sup>th</sup> Street distant 150 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 116<sup>th</sup> Street and the northeasterly street line of Myrtle Avenue;

as shown on a diagram (for illustrative purposes only) dated November 1, 2004, and subject to the conditions of CEQR Declaration E-140, Community District 9, Borough of Queens.

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The application for an amendment of the Zoning Map was filed by New York City Department of City Planning on October 27, 2004, to rezone all or portions of 140 blocks in an area generally bounded by the freight rail line west of 101<sup>st</sup> Street, Park Lane South and Union Turnpike to the north, Queens Boulevard and the Van Wyck Expressway to the east, and a southern boundary defined by Jamaica Avenue, the Long Island Rail Road (LIRR) tracks and a line 100 feet south of Jamaica Avenue. The proposed Zoning Map amendments would rezone areas within these boundaries from M1-1, C8-1, R2, R3-1, R4, R5 and R7-1 districts to R2, R3X, R4, R4-1, R4A, R5, R6, R6A, R6B and R7A districts.

**BACKGROUND**

The Department of City Planning is proposing Zoning Map amendments encompassing approximately 140 blocks in the Kew Gardens and Richmond Hill neighborhoods of Queens, Community District 9. The proposed zoning map amendments address objectives for these neighborhoods, including, reinforcing established built contexts and preventing out-of-character development, recognizing existing, non-conforming residential development and fostering higher density residential and mixed-use development in appropriate locations near mass transit.

## **Land Use, Zoning and Neighborhood Characteristics**

Richmond Hill was developed beginning in the 1870s on land surrounding the then newly constructed Richmond Hill passenger depot. In 1910, the tract of land that had served as the Richmond Hill Golf Club began to be redeveloped as the new community of Kew Gardens, spurred by the opening of a new Long Island Railroad commuter station. By the 1930's six- and seven-story, brick apartment buildings were introduced near the LIRR Kew Gardens stop, giving the area a wide range of housing types.

### Land Use

The Kew Gardens - Richmond Hill rezoning area has a wide range of land uses including multiple-family walk-up and elevator buildings, one and two-family residential buildings, schools, auto-related commercial uses, retail and office uses, mixed residential and commercial buildings and light industrial, transportation and warehouse uses. Approximately two-thirds of the lots within the rezoning area consist of one and two-family houses, while another 13 percent includes multi-family apartment buildings, most of which are located in Kew Gardens. Mixed-use residential buildings with ground floor commercial uses constitute roughly nine percent of the lots within the rezoning area, and are concentrated along Jamaica Avenue, and to a lesser extent, Lefferts Boulevard.

Retail and other solely commercial buildings account for nearly three percent of the lots, while light industrial uses are attributable to two percent of the area's lots. Jamaica Avenue holds the greatest concentration of commercial uses in the area, with a wide variety of local retail and service establishments. Retail uses are also found along Lefferts Boulevard and Metropolitan Avenue and these tend to cater to LIRR commuters and nearby residents. Light industrial, transportation and auto-related uses are found south of Jamaica Avenue as well as in the area east of the LIRR tracks and south of Hillside Avenue. Vacant land and parking lots constitute about 3.5 percent of the land uses and are located primarily on Jamaica Avenue. Public facilities/schools account for a bit more than one percent of the lots in the rezoning area, and open spaces are less than one percent of the area's lots.

### Existing Zoning

The existing zoning of the Kew Gardens and Richmond Hill neighborhoods has been in place since the

current Zoning Resolution was adopted in 1961. In general, the existing zoning does take into account the wide variety of housing types and uses in the area, however it is not representative of the current built bulk and density of the study area, and it is not representative of the current housing types and uses in certain areas. Most of the area closest to Forest Park, south of Park Lane South is zoned with low-density, single-family detached districts (R1-2 and R2). Two areas are zoned with a medium-density residential district that allows tower developments of 13 to 17 stories (R7-1): the first is found along 118th Street from Metropolitan Avenue down to 84th Avenue and the second is found along Austin Street near the Long Island Railroad (LIRR) station. The remainder of the residentially zoned portions of the Kew Gardens area are zoned R5 (general residence district) with pockets of R3-1 (one- or two-family detached and semi-detached homes).

The Richmond Hill area between 101st Street, Myrtle Avenue, and Jamaica Avenue, is zoned R3-1 and is developed with detached one- and two-family homes. South of Jamaica Avenue and between the two LIRR rail lines in Richmond Hill East, there is an area zoned M1-1 that is developed with transportation and light industrial uses directly adjacent to the rail and with one- and two-family homes on the interior blocks.

Commercial activity is concentrated along Queens Boulevard, on Lefferts Boulevard near the LIRR station, on Metropolitan Avenue at 118th Street, in the southeast corner where Hillside and Metropolitan avenues intersect, and along Jamaica Avenue.

#### Sub-area Descriptions and Zoning

The proposed rezoning has four objectives:

1. Prevent out-of-character development in areas developed primarily with one- and two-family residences;
2. Reinforce the built conditions in areas developed with multi-family buildings;
3. Match zoning to reflect area uses; and
4. Direct residential and mixed-use growth to areas that can most support it.

Specific proposed zoning district changes are discussed below by objective and neighborhood.

**The proposed zoning will prevent out-of-character development in areas developed primarily with one- and two-family residences:**

Kew Gardens

- The area along Kew Gardens Road near Union Turnpike currently zoned R5 would be changed to an R2 district to better reflect the existing detached houses on large lots along Kew Gardens Road, and a C4-4 district to better reflect the commercial uses and high-density apartment buildings on Queens Boulevard. The existing R5 district allows all housing types and has a maximum floor area ratio of 1.25, whereas the proposed R2 district allows only one-family detached houses with a maximum floor area ratio of 0.5 and the C4-4 district allows commercial uses with a maximum floor area ratio of 3.4 and residential uses with a maximum floor area ratio of 3.44.
- The existing R2 district that lies south of Park Lane South and north of Metropolitan Avenue would be expanded to take in portions of several blocks of existing R5 and R7-1 districts. These lots are developed with single-family, detached houses and the R2 district better matches this housing type.
- In the center of Kew Gardens, an area bounded by 82nd Avenue, Austin Street, Cuthbert Road and Grenfell Street would be changed to an R4-1 district. These blocks are developed with a mix of detached and semi-detached buildings, as well as commercial and mixed-use buildings that serve the Kew Gardens LIRR stop and the Kew Gardens neighborhood. The proposed R4-1 district has a maximum FAR of 0.9 and allows one- and two-family detached and semi-detached housing types. The R4-1 district has a maximum building height of 35 feet. This proposed zone would replace existing R2 and R7-1 zoning districts.
- The R3-1 districts on both sides of Metropolitan Avenue east of Lefferts Boulevard, which allow detached and semi-detached housing types, would be changed to R4A districts. The R4A zoning would preserve the current one- and two-family detached character currently found in the area as



R4A districts permit only one- and two-family detached residences.

- An area south of Kew Gardens Road and north of Hillside Avenue and an area south of Metropolitan Avenue and north of Jamaica Avenue would be changed to R4-1 districts. The blocks in these areas have been developed predominately with detached and semi-detached one- and two-family residences on narrow lots. To ensure that new developments will continue to be compatible with the scale of existing buildings, the R4-1 district is proposed for these blocks in place of the existing R4 and R5 zoning districts, which permit all housing types.
- Directly south of Maple Grove Cemetery and west of the Van Wyck Expressway, several blocks would be changed from an R5 district to an R4A district. The maximum FAR allowed in this sub-area would decrease from 1.25 to 0.9 and only one- and two-family detached housing will be allowed. This area is predominantly developed with detached residences.

#### Richmond Hill

- The 23 blocks south of 85th Avenue and east of 104th Street would be changed to a contextual R3X district and the 11 blocks south of Park Lane South and east of 102nd Street would be changed to an R4A district to keep future development in context with the current built environment. The proposed R3X allows the same maximum FAR of 0.6 as the current R3-1 district, but it allows only one- and two-family detached residences, which would help the area maintain its current characteristic of large houses placed on large lots. The proposed R4A district has a higher maximum FAR of 0.9, but brings more of the residences into compliance because the R4A district has a minimum lot width of 30 feet while the existing R3-1 district has a minimum lot width of 40 feet.

**Zoning changes would be made to reinforce the current built conditions in multi-family residence districts:**

#### Kew Gardens

- The Lefferts Boulevard corridor from the LIRR tracks south to Hillside Avenue and the south side of Metropolitan Avenue east of Lefferts Boulevard would be changed to an R6B district. The proposed R6B district is contextual and the maximum allowable FAR of 2.0, as well as the maximum building height of 50 feet, would keep future development consistent with the current built conditions and over three-quarters of the existing buildings will now have a complying FAR. The R6B district would replace the existing R5 and R7-1 districts.
- Two areas developed primarily with six- and seven-story apartment buildings would be changed from R7-1 to R7A districts. The first area is located south of Metropolitan Avenue and north of 85th Avenue and the other area is located east of Cuthbert Road, north of 125th Street and west of Talbot Street. The proposed contextual R7A district would be more compatible with the older apartment buildings located in the sub-area as the Quality Housing Program would be mandatory and the allowable FAR would increase to 4.0, while the maximum height would be limited to 80 feet.

#### Richmond Hill

- To better match the existing development in the downtown Richmond Hill area at Hillside and Myrtle avenues, a contextual R6B district north and west of Hillside Avenue and a contextual R6A district south and east of Hillside Avenue are proposed. The R6A district has a maximum floor area ratio of 3.0 and a maximum building height of 70 feet. These districts will replace the existing R5 and R3-1 districts.
- The blocks west of 102nd Street, north of Jamaica Avenue and south of 85th Road would be changed to an R4 district. The proposed R4 district would increase residential FAR from 0.6 in the current R3-1 district to 0.9 (or 1.35 FAR if R4 infill housing regulations are used). As most of the current housing stock is attached or semi-detached, the R4 district is being proposed and 99 percent of the residences will now comply to the allowable FAR.

**The proposed zoning will better match zoning districts to current use:**

#### Western Richmond Hill

- To better fit the current uses found in the area, the single-block M1-1 district south of Forest Park and west of 101st Street would be changed to an R6A district. All of the buildings on this block house residential and community facility uses and would become conforming. Also, the existing C8-1 district on Jamaica Avenue west of 102nd Street would be expanded to include light industrial uses in the adjacent R3-1 district while excluding non-industrial uses.

#### Eastern Richmond Hill

- Approximately eight blocks located in an M1-1 district south of Jamaica Avenue would be changed to an R5 district since this area is developed primarily with a mix of attached, detached, semi-detached, and multi-unit residences. Approximately 95 percent of the buildings in this area are currently residential and the proposed R5 district will bring them into conformance. The R5 district has a maximum floor area ratio of 1.25. The shopping center north of Hillside Avenue east of 126th Street that is presently zoned M1-1 would also be changed to an R5 district, but with a C1-3 commercial overlay to reflect its local retail character.

### **Commercial and residential growth will be directed to areas that can most support it:**

#### Richmond Hill

- The proposed zone for the Jamaica Avenue corridor from 102nd Street to 130th Street is an R6A zone with a C2-4 commercial overlay. The proposed R6A District would increase allowable FAR to 3.0 in all areas and allow a maximum height of 70 feet for all buildings. The R6A zoning with the C2-4 commercial overlay would encourage new, higher density residential developments and mixed-use buildings along Jamaica Avenue that would better reinforce its traditional development patterns than the existing R3-1, R5, and M1-1 districts with C1-2 and C2-2 commercial overlays.

#### Kew Gardens

- Fourteen full and partial blocks located east of the LIRR tracks from Hillside to Jamaica Avenues, including portions of blocks between the Van Wyck Expressway and 134th Street and Jamaica Avenue and 89th Avenue, would be changed to an R6 district. Developed with commercial buildings and auto-related retail and service buildings, the allowable FAR of the sub-area will increase to 2.43. The proposed R6 zoning district with a C2-3 commercial overlay would reflect the commercial uses of the area while also providing opportunities for growth by allowing higher density residential and mixed-use buildings. The R6 zoning district would replace the current M1-1, C8-1, R4 and R5 districts.

Both the Jamaica Avenue corridor and the Metropolitan Avenue, Hillside Avenue and Kew Gardens Road area are well served by public transportation. The elevated J/Z subway runs along Jamaica Avenue and the E subway train has a stop at the Van Wyck Expressway and Jamaica Avenue. Numerous bus lines serve the area as well.

### **Commercial Overlay Changes**

Most of the existing commercial overlays in the study area would be decreased in depth from 150 feet to 100 feet to keep commercial uses from encroaching on mid-block residential uses. Along Jamaica Avenue the commercial overlays will be changed from C1-2 and C2-2 overlays to C2-4 overlays.

Commercial overlays on the Metropolitan Avenue and Lefferts Boulevard corridors would be changed from C1-2 to C1-3. The area immediately surrounding the Hillside Avenue, Metropolitan Avenue and Kew Gardens Road triangle will have a change in commercial overlays from a C2-2 to a C2-3. All of the commercial overlays reduce the parking requirement as these three portions of the study area are well served by the MTA subway system and the LIRR.

### **ENVIRONMENTAL REVIEW**

This application (C 050153 ZMQ ) was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et seq. and the City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 05DCP029Q.

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 November 1, 2004.

### **UNIFORM LAND USE REVIEW**

This application (C 050153 ZMQ) was certified as complete by the Department of City Planning on November 1, 2004, and was duly referred to Community Board 9 and the Borough President, in accordance with Article 3 of the Uniform Land Use Review Procedure (ULURP) rules.

### **Community Board Public Hearing**

Community Board 9 held a public hearing on this application on November 23, 2004, and on that day, by a vote of 24 to 0 with 0 abstentions, adopted a resolution recommending approval of the application.

### **Borough President Recommendation**

This application was considered by the Borough President on December 9, 2004, who issued a recommendation on December 17, 2004 approving the application.

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

On December 22, 2004 (Supplemental Calendar Cal. No. 1), the City Planning Commission scheduled January 5, 2005, for a public hearing on this application (C 050153 ZMQ). The hearing was duly held on January 5, 2005 (Calendar No. 15). There were five speakers in favor of the application and three speakers in opposition.

A Community Board 9 representative spoke in favor of the rezoning and stressed the strong community support for the project, noting that it was unanimously approved at the November 23, 2004 CB 9 meeting.

Also, the representative stated the community's concern that its schools and streets are overcrowded and that homes are being torn down and replaced by apartments. A Kew Gardens Homeowner Association representative distributed a book on the history of Kew Gardens to all Commissioners. He stated he supports the rezoning in order to maintain the quality of life and appeal of the built environment in the

neighborhood. A representative from the Kew Gardens Improvement Association stated that this ULURP application was the first application in many years to receive a unanimous, favorable vote in Community Board 9. The representative stated that the rezoning would help Kew Gardens remain a vibrant and growing community with new long-term housing opportunities. A neighborhood resident stated he agreed with the previous speakers. Finally, the Kew Gardens Civic Association president stated that Kew Gardens is an attractive place to live because of its mix of housing types and people and that he believes this rezoning is a stepping stone in preserving New York City as a whole.

The attorney for the owners of a property located within the rezoning area at 83-30 Austin Street stated support for the overall proposed rezoning, but the proposed boundaries between the new R4-1 and R7A districts should be adjusted for this site. She explained the property is leased by the United States Postal Service with a term through mid-2006, and the owners would like to consider a residential development of the site that would be precluded if it were to be rezoned as proposed from an R7-1 district with a C1-2 commercial overlay to an R4-1 district with a C1-3 commercial overlay. She noted that seven-story apartment buildings are adjacent to one side of the site and directly across the street.

The architect retained by the owners of the property at 83-30 Austin Street asked that the Commission look at the impact of rezoning the site on which he believed would not have commercial uses for the site if the post office were to leave. The architect believed that the highest and best use for the site would be a 7-story apartment building with 24 units with below grade parking and that this type of building cannot be erected under the proposed zoning. Finally, the owner of the 83-30 Austin Street property agrees with the community on the need to rezone the area but believes the property would be better suited to the area as multi-family residential as that is what surrounds the property. The owner stated that the consequences of rezoning the site will negatively affect the community.

There were no other speakers and the hearing was closed.

## **CONSIDERATION**

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

The Commission believes that this rezoning action represents a comprehensive zoning strategy for the neighborhoods of Kew Gardens and Richmond Hill and will reinforce established built contexts and prevent out-of-character development, recognize existing residential development in locations where such development is currently prohibited and foster higher density residential and mixed-use development in appropriate locations near transit.

The Commission acknowledges that there are currently residential uses in manufacturing zones in the study area, and that rezoning these areas where residential uses predominate will bring the residential uses into conformance and will not negatively affect current or future manufacturing or residential development.

The Commission notes that the Jamaica Avenue corridor as well as the area directly adjacent to the intersections of Hillside Avenue, Metropolitan Avenue and Kew Gardens Road area are both well served by public transportation and will be able to best support the residential and commercial growth needed by the Kew Gardens and Richmond Hill communities.

The proposed zone for the Jamaica Avenue corridor from 102nd Street to 130th Street is an R6A zone with a C2-4 commercial overlay. The R6A zoning would encourage new, higher density residential developments and mixed-use buildings along Jamaica Avenue that would better reinforce its traditional development patterns than the existing R3-1, R5, and M1-1 districts with C1-2 and C2-2 commercial overlays.

Fourteen full and partial blocks located east of the LIRR tracks from Hillside to Jamaica Avenues, including portions of blocks between the Van Wyck Expressway and 134th Street and Jamaica Avenue and 89th Avenue, would be changed from existing R4, R5 and M1-1 districts to an R6 district. The proposed R6 zoning district with a C2-3 commercial overlay would reflect the commercial uses of the area while also providing opportunities for growth by allowing higher density residential and mixed-use buildings.

Finally, the Commission believes that the proposed commercial overlay changes reflect existing commercial development and will facilitate commercial redevelopment in this area.

Regarding the testimony of the property owner at 83-30 Austin Street, the Commission notes that the proposed R4-1 district with a C1-3 commercial overlay accurately reflects its current use and is consistent with this objective for this portion of the rezoning area. The Commission believes it is not appropriate to consider the property owner's request at this time. The proposed extension of the R7A to include the subject property is outside the scope of the current application. While ULURP has provisions to deal with such instances, the Commission believes that allowing the property owner's proposal to go through a full and separate ULURP review would be the best way to deal with the request.

### **RESOLUTION**

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

**RESOLVED**, by the City Planning Commission, pursuant to Sections 197-c and 200 of the New York City Charter, that based on the environmental determination and the consideration described in this report, the Zoning Resolution of the City of New York, effective as of December 15, 1961, and as subsequently amended, is further amended by changing the Zoning Map, Section No. 14b and 14d:

- 1. eliminating from within an existing R3-1 District a C1-2 District bounded by:**
  - a.** a line midway between Cuthbert Road and Beverly Road, a line 150 feet southeasterly of Lefferts Boulevard, Beverly Road, and a line perpendicular to the northeasterly street line of Beverly Road distant 115 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Beverly Road and the southeasterly street line of Lefferts Boulevard, and
  - b.** Myrtle Avenue, Jamaica Avenue, Lefferts Boulevard, a line 150 feet southeasterly of Jamaica Avenue, 116<sup>th</sup> Street, a line 200 feet southeasterly of Jamaica Avenue, 115<sup>th</sup> Street, a line 150 feet southeasterly of Jamaica Avenue, 113<sup>th</sup> Street and its northwesterly centerline prolongation, a line 150 feet northwesterly of Jamaica Avenue, 116<sup>th</sup> Street, a line 150 feet southeasterly of Myrtle Avenue, and 115<sup>th</sup> Street;
- 2. eliminating from within an existing R3-1 District a C2-2 District bounded by a line 100 feet northerly of Jamaica Avenue, 104<sup>th</sup> Street, a line 150 feet northwesterly of Jamaica Avenue, 113<sup>th</sup> Street and its northwesterly centerline prolongation, a line 150**



feet southeasterly of Jamaica Avenue, 107<sup>th</sup> Street, 88<sup>th</sup> Avenue, a line 150 feet southwesterly of 107<sup>th</sup> Street, a line 100 feet southerly of Jamaica Avenue, and 102<sup>nd</sup> Street;

**3. eliminating from within an existing R4 District a C2-2 District bounded by:**

- a. Hillside Avenue, 136<sup>th</sup> Street, and Kew Gardens Road; and
- b. Hillside Avenue, a line perpendicular to the northeasterly street line of Metropolitan Avenue distant 400 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Metropolitan Avenue and the easterly street line of 131<sup>st</sup> Street, Metropolitan Avenue, Jamaica Avenue, a line 100 feet northeasterly of 134<sup>th</sup> Street, a line 150 feet southeasterly of Jamaica Avenue, 133<sup>rd</sup> Street, Jamaica Avenue, 132<sup>nd</sup> Street, Metropolitan Avenue, 131<sup>st</sup> Street, a line perpendicular to the southwesterly street line of 131<sup>st</sup> Street distant 150 feet southeasterly (as measured along the street line) from the point of intersection of the southwesterly street line of 131<sup>st</sup> Street and the southwesterly street line of Metropolitan Avenue, and 130<sup>th</sup> Street;

**4. eliminating from within an existing R5 District a C1-2 District bounded by:**

- a. Metropolitan Avenue, a line 250 feet southeasterly of Lefferts Boulevard, a line 100 feet southwesterly of Metropolitan Avenue, and Lefferts Boulevard;
- b. a line 150 feet northwesterly of Jamaica Avenue, a line 100 feet northeasterly of 127<sup>th</sup> Street, Jamaica Avenue, and 123<sup>rd</sup> Street;
- c. 118<sup>th</sup> Street, Babbage Street, and a line perpendicular to the northeasterly street line of Babbage Street distant 100 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Babbage Street and the northeasterly street line of 117<sup>th</sup> Street; and
- d. Bessemer Street, Hillside Avenue, Myrtle Avenue, 116<sup>th</sup> Street, a line perpendicular to the northeasterly street line of 116<sup>th</sup> Street distant 100 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 116<sup>th</sup> Street and the northeasterly street line of Myrtle Avenue, and a line 100 feet northeasterly of 116<sup>th</sup> Street,

**5. eliminating from within an existing R5 District a C2-2 District bounded by:**

- a. Metropolitan Avenue, a line perpendicular to the southwesterly street line of Metropolitan Avenue distant 250 feet southeasterly (as measured along the street line) from the point of intersection of the southwesterly street line of Metropolitan Avenue and the northeasterly street line of 124<sup>th</sup> Street; a line 100

feet southwesterly of Metropolitan Avenue, and 124<sup>th</sup> Street;

- b. a line 150 feet northerly of Metropolitan Avenue, a line 150 feet northerly of Hillside Avenue, the southwesterly service road of the Van Wyck Expressway, Hillside Avenue, Metropolitan Avenue, and 129<sup>th</sup> Street; and
- c. Hillside Avenue, a line midway between 120<sup>th</sup> Street and Lefferts Boulevard, a line 150 feet northwesterly of Jamaica Avenue, 123<sup>rd</sup> Street, Jamaica Avenue, Myrtle Avenue, Hillside Avenue, Babbage Street, and Lefferts Boulevard;

**6. eliminating from within an existing R7-1 District a C1-2 District bounded by:**

- a. Austin Street, a line 275 feet southeasterly of Lefferts Boulevard, the centerline of the Long Island Rail Road right-of-way (Main Line), a line 150 feet southeasterly of Lefferts Boulevard, a line midway between Cuthbert Road and Beverly Road, a line perpendicular to the northeasterly street line of Beverly Road distant 115 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Beverly Road and the southeasterly street line of Lefferts Boulevard, Beverly Road, a line 150 feet northwesterly of Lefferts Boulevard, a line 100 feet southwesterly of Grenfell Street, a line midway between Audley Street and 83<sup>rd</sup> Avenue, Grenfell Street, and a line 150 feet northwesterly of Lefferts Boulevard;
- b. a line 150 feet northeasterly of Metropolitan Avenue, 83<sup>rd</sup> Avenue, a line 100 feet northeasterly of Metropolitan Avenue, a line 250 feet southeasterly of 83<sup>rd</sup> Avenue, Metropolitan Avenue, 118<sup>th</sup> Street, a line perpendicular to the southwesterly street line of 118<sup>th</sup> Street distant 200 feet southeasterly (as measured along the street line) from the point of intersection of the southwesterly street line of 118<sup>th</sup> Street and the southwesterly street line of Metropolitan Avenue, a line 150 feet southwesterly of 118<sup>th</sup> Street, a line 150 feet southwesterly of Metropolitan Avenue, and Audley Street; and
- c. Metropolitan Avenue, Lefferts Boulevard, a line 100 feet southwesterly of Metropolitan Avenue, and a line 100 feet northwesterly of Lefferts Boulevard,

**7. changing from an R5 District to an R2 District property bounded by:**

- a. Beverly Road, Lefferts Boulevard, a line 100 feet northeasterly of Metropolitan Avenue, a line 150 feet northwesterly of Lefferts Boulevard;
- b. 84<sup>th</sup> Avenue, a line midway between 118<sup>th</sup> Street and Lefferts Boulevard, a line 200 feet southeasterly of 84<sup>th</sup> Avenue, and 118<sup>th</sup> Street;
- c. 80<sup>th</sup> Road, a line 50 feet southwesterly of Kew Gardens Road, 81<sup>st</sup> Avenue, Kew

Gardens Road, 82<sup>nd</sup> Avenue, and a line 100 feet southwesterly of Kew Gardens Road;

- d. 82<sup>nd</sup> Avenue, a line 150 feet northeasterly of Kew Gardens Road, 82<sup>nd</sup> Road, and Kew Gardens Road;
  - e. a line midway between 117<sup>th</sup> Street and 118<sup>th</sup> Street, a line perpendicular to the northeasterly street line of 116<sup>th</sup> Street distant 150 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 116<sup>th</sup> Street and the northeasterly street line of Myrtle Avenue, and a line perpendicular to the northeasterly street line of Babbage Street distant 100 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Babbage Street and the northeasterly street line of 117<sup>th</sup> Street; and
  - f. the southwesterly boundary line of the Long Island Rail Road right-of-way (Montauk Division), a line perpendicular to the northeasterly street line of 116<sup>th</sup> Street distant 150 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 116<sup>th</sup> Street and the northeasterly street line of Myrtle Avenue, and a line 100 feet northeasterly of 116<sup>th</sup> Street;
8. **changing from an R7-1 District to an R2 District property bounded by** Grenfell Street, Lefferts Boulevard, Beverly Road, a line 150 feet northwesterly of Lefferts Boulevard, a line 100 feet southwesterly of Grenfell Street, and Audley Street;
9. **changing from a C8-1 District to an R3-1 District property bounded by** a line 100 feet southeasterly of Jamaica Avenue, 102<sup>nd</sup> Street, a line 150 feet southeasterly of Jamaica Avenue, and a line 100 feet southwesterly of 102<sup>nd</sup> Street;
10. **changing from an R3-1 District to an R3X District property bounded by** Myrtle Avenue, a line midway between 115<sup>th</sup> Street and 116<sup>th</sup> Street, a line 100 feet northwesterly and northerly of Jamaica Avenue, a line 100 feet southwesterly of 104<sup>th</sup> Street, 85<sup>th</sup> Avenue, and 109<sup>th</sup> Street;
11. **changing from an R3-1 District to an R4 District property bounded by** 85<sup>th</sup> Road, a line 100 feet northeasterly of 102<sup>nd</sup> Street, 86<sup>th</sup> Road, a line 100 feet southwesterly of 104<sup>th</sup> Street, a line 100 feet northerly of Jamaica Avenue, 101<sup>st</sup> Street, a line perpendicular to the southwesterly street line of 101<sup>st</sup> Street distant 240 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 101<sup>st</sup> Street and the northwesterly street line of Jamaica Avenue, the northeasterly boundary line of the Long Island Rail Road right-of-way (Rockaway Beach Division), the southwesterly prolongation of the northwesterly street line of 85<sup>th</sup> Drive, and 101<sup>st</sup> Street;

12. **changing from an R2 District to an R4-1 District property bounded by** the southwesterly boundary line of the Long Island Rail Road right-of-way (Rockaway Beach Division), Audley Street and its northeasterly centerline prolongation, Grenfell Street, and 82<sup>nd</sup> Avenue;
13. **changing from an R3-1 District to an R4-1 District property bounded by** a line 100 feet southwesterly of Metropolitan Avenue, a line 100 feet southwesterly of 125<sup>th</sup> Street, a line midway between 122<sup>nd</sup> Street and 123<sup>rd</sup> Street, and a line 100 feet southeasterly of Brevoort Street;
14. **changing from an R4 District to an R4-1 District property bounded by** a line perpendicular to the northeasterly street line of 131<sup>st</sup> Street distant 330 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 131<sup>st</sup> Street and the northwesterly street line of Jamaica Avenue, 132<sup>nd</sup> Street, a line 100 feet northwesterly of Jamaica Avenue, 131<sup>st</sup> Street, a line 150 feet northwesterly of Jamaica Avenue, the northeasterly boundary line of the Long Island Rail Road right-of-way (Main Line), a line 220 feet southeasterly of Hillside Avenue, a line 100 feet southwesterly of 130<sup>th</sup> Street, a line perpendicular to the southwesterly street line of 130<sup>th</sup> Street distant 370 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 130<sup>th</sup> Street and the northwesterly street line of Jamaica Avenue, and 130<sup>th</sup> Street;
15. **changing from an R5 District to an R4-1 District property bounded by:**
  - a. Kew Gardens Road, a southeasterly boundary line of Maple Grove Cemetery and its southwesterly and northeasterly prolongations, 135<sup>th</sup> Street and its northwesterly centerline prolongation, a line 100 feet northerly of Hillside Avenue, 129<sup>th</sup> Street, a line perpendicular to the westerly street line of 129<sup>th</sup> Street distant 240 feet northerly (as measured along the street line) from the point of intersection of the westerly street line of 129<sup>th</sup> Street and the northeasterly street line of Metropolitan Avenue, a line midway between 127<sup>th</sup> Street and 129<sup>th</sup> Street, a line perpendicular to the easterly street line of 127<sup>th</sup> Street distant 210 feet northerly (as measured along the street line) from the point of intersection of the easterly street line of 127<sup>th</sup> Street and the northeasterly street line of Metropolitan Avenue, 127<sup>th</sup> Street, a line 100 feet northeasterly of Metropolitan Avenue, and 126<sup>th</sup> Street and its southerly centerline prolongation at Austin Street; and
  - b. 85<sup>th</sup> Avenue, 124<sup>th</sup> Street, Hillside Avenue, 122<sup>nd</sup> Street, a line 100 feet northwesterly of Jamaica Avenue, Lefferts Boulevard, a line 100 feet northwesterly of Hillside Avenue, a line midway between 120<sup>th</sup> Street and Lefferts Boulevard, a line 220 feet northwesterly of Hillside Avenue, 120<sup>th</sup> Street, Hillside Avenue, and a line 100 feet southwesterly of 121<sup>st</sup> street;

- 16. changing from an R7-1 District to an R4-1 District property bounded by** Austin Street, a line 275 feet southeasterly of Lefferts Boulevard, the southwesterly boundary line of the Long Island Rail Road right-of-way (Main Line), the northeasterly centerline prolongation of Brevoort Street; Cuthbert Road, Lefferts Boulevard, Grenfell Street, Audley Street and its northeasterly centerline prolongation, the southwesterly boundary line of the Long Island Rail Road right-of-way (Main Line), and 82<sup>nd</sup> Avenue;
- 17. changing from an M1-1 District to an R4-1 District property bounded by:**
- a. a line perpendicular to the southwesterly street line of 130<sup>th</sup> Street distant 370 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 130<sup>th</sup> Street and the northwesterly street line of Jamaica Avenue, a line 100 feet southwesterly of 130<sup>th</sup> Street, a line 220 feet southeasterly of Hillside Avenue, and the northeasterly boundary line of the Long Island Rail Road right-of-way (Main Line); and
  - b. a line 150 feet northwesterly of Jamaica Avenue, 131<sup>st</sup> Street, a line 125 feet northwesterly of Jamaica Avenue, and the northeasterly boundary line of the Long Island Rail Road right-of-way (Main Line);
- 18. changing from an R3-1 District to an R4A District property bounded by:**
- a. the southwesterly boundary line of the Long Island Rail Road right-of-way (Main Line), Metropolitan Avenue, Brevoort Street, a line midway between Abingdon Road and Metropolitan Avenue, a line perpendicular to the northeasterly street line of Abingdon Road distant 150 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Abingdon Road and the southeasterly street line of Lefferts Boulevard, Beverly Road, a line perpendicular to the northeasterly street line of Beverly Road distant 115 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Beverly Road and the southeasterly street line of Lefferts Boulevard, a line midway between Cuthbert Road and Beverly Road, a line perpendicular to the northeasterly street line of Beverly Road distant 270 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of Beverly Road and the northwesterly street line of Brevoort Street, Beverly Road, Brevoort Street;
  - b. a line 100 feet southwesterly of Metropolitan Avenue, a line 100 feet southeasterly of Brevoort Street, a line midway between 122<sup>nd</sup> Street and 123<sup>rd</sup> Street, 85<sup>th</sup> Avenue, a line 100 feet southwesterly of 121<sup>st</sup> Street, a line 250 feet northwesterly of 85<sup>th</sup> Avenue, a line midway between 120<sup>th</sup> Street and Lefferts Boulevard, a line 150 feet southeasterly of 84<sup>th</sup> Avenue, 120<sup>th</sup> Street, 84<sup>th</sup> Avenue, and a line perpendicular to and passing through a point on the first named course distant 100 feet northwesterly (as measured along the first named course) of

Brevoort Street; and

- c. Park Lane South, Myrtle Avenue, 109<sup>th</sup> Street, 85<sup>th</sup> Avenue, a line 100 feet southwesterly of 104<sup>th</sup> Street, 86<sup>th</sup> Road, a line 100 feet northeasterly of 102<sup>nd</sup> Street, 85<sup>th</sup> Road and its southwesterly centerline prolongation, and 101<sup>st</sup> Street (southwesterly portion);

**19. changing from an R5 District to an R4A District property bounded by:**

- a. the southwesterly service road of the Van Wyck Expressway, a line 100 feet northerly of Hillside Avenue, 135<sup>th</sup> Street, and the northeasterly prolongation of a southeasterly boundary line of Maple grove Cemetery;
- b. a line 100 feet southwesterly of Metropolitan Avenue, a line perpendicular to and passing through a point on the first name course distant 100 feet northwesterly (as measured along the first named course) of Brevoort Street, 84<sup>th</sup> Avenue, and a line 180 feet northwesterly of Brevoort Street; and
- c. 84<sup>th</sup> Avenue, 120<sup>th</sup> Street, a line 150 feet southeasterly of 84<sup>th</sup> Avenue, a line midway between 120<sup>th</sup> Street and Lefferts Boulevard, a line 250 feet northwesterly of 85<sup>th</sup> Avenue, and Lefferts Boulevard;

**20. changing from a C8-1 District to an R4A District property bounded by a line 100 feet northeasterly of Metropolitan Avenue, 127<sup>th</sup> Street, Metropolitan Avenue, and the southwesterly boundary line of the Long Island Rail Road right-of-way (Main Line);**

**21. changing from an M1-1 District to an R5 District property bounded by:**

- a. Metropolitan Avenue, the southerly centerline prolongation of 127<sup>th</sup> Street, the northeasterly boundary line of the Long Island Rail Road right-of-way (Main Line), a line 100 feet northwesterly of Jamaica Avenue, a line 100 feet northeasterly of 127<sup>th</sup> Street, the southwesterly boundary line of the Long Island Rail Road right-of-way (Main Line), Hillside Avenue, and 126<sup>th</sup> Street; and
- b. a line 100 feet southeasterly of Jamaica Avenue, a line midway between 129<sup>th</sup> Street and 130<sup>th</sup> Street, a line 300 feet southeasterly of 89<sup>th</sup> Avenue, 126<sup>th</sup> Street, 89<sup>th</sup> Avenue, 123<sup>rd</sup> Street, a line 480 feet southeasterly of Jamaica Avenue, and a line midway between 121<sup>st</sup> Street and 123<sup>rd</sup> Street;

**22. changing from an R4 District to an R6 District property bounded by Hillside Avenue, Van Wyck Expressway, Jamaica Avenue, 132<sup>nd</sup> Street, a line perpendicular to the northeasterly street line of 131<sup>st</sup> Street distant 330 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 131<sup>st</sup> Street and the northwesterly street line of Jamaica Avenue, 130<sup>th</sup> Street, a line**

perpendicular to the southwesterly street line of 130<sup>th</sup> Street distant 370 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 130<sup>th</sup> Street and the northwesterly street line of Jamaica Avenue, a line 100 feet southwesterly of 130<sup>th</sup> Street, a line 100 feet southeasterly of Hillside Avenue, and 130<sup>th</sup> Street;

**23. changing from an R5 District to an R6 District property bounded by:**

- a. a line perpendicular to the easterly street line of 127<sup>th</sup> Street distant 210 feet northerly (as measured along the street line) from the point of intersection of the easterly street line of 127<sup>th</sup> Street and the northeasterly street line of Metropolitan Avenue, a line midway between 127<sup>th</sup> Street and 129<sup>th</sup> Street, a line perpendicular to the westerly street line of 129<sup>th</sup> Street distant 240 feet northerly (as measured along the street line) from the point of intersection of the westerly street line of 129<sup>th</sup> Street and the northeasterly street line of Metropolitan Avenue, 129<sup>th</sup> Street, a line 100 feet northeasterly of Metropolitan Avenue, and 127<sup>th</sup> Street;
- b. a line 100 feet northeasterly of Metropolitan Avenue, a line 100 feet northerly of Hillside Avenue, Van Wyck Expressway, Hillside Avenue, Metropolitan Avenue, and 129<sup>th</sup> Street; and
- c. Jamaica Avenue, the service road of the Van Wyck Expressway, 89<sup>th</sup> Avenue, a line 150 feet northeasterly of 134<sup>th</sup> Street, a line 100 feet northwesterly of 89<sup>th</sup> Avenue, and a line 100 feet northeasterly of 134<sup>th</sup> Street;

**24. changing from a C8-1 District to an R6 District property bounded by** a line 100 feet northeasterly of Metropolitan Avenue, 129<sup>th</sup> Street, Metropolitan Avenue, and 127<sup>th</sup> Street;

**25. changing from an M1-1 District to an R6 District property bounded by:**

- a. Metropolitan Avenue, Hillside Avenue, 130<sup>th</sup> Street, a line 100 feet southeasterly of Hillside Avenue, a line 100 feet southwesterly of 130<sup>th</sup> Street, a line perpendicular to the southwesterly street line of 130<sup>th</sup> Street distant 370 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 130<sup>th</sup> Street and the northwesterly street line of Jamaica Avenue, the northeasterly boundary line of the Long Island Rail Road right-of-way (Main Line), and the southerly centerline prolongation of 127<sup>th</sup> Street; and
- b. a line 100 feet northwesterly of Jamaica Avenue, 132<sup>nd</sup> Street, Jamaica Avenue, and 131<sup>st</sup> Street;

**26. changing from an R3-1 District to an R6A District property bounded by** a line 100

feet northerly and northwesterly of Jamaica Avenue, 117<sup>th</sup> Street, Myrtle Avenue, Jamaica Avenue, Lefferts Boulevard, a line 100 feet southeasterly and southerly of Jamaica Avenue, and 102<sup>nd</sup> Street;

27. **changing from an R5 District to an R6A District property bounded by** a line 100 feet northerly of Jamaica Avenue, a line 100 feet northeasterly of 127<sup>th</sup> Street, Jamaica Avenue, Myrtle Avenue, Hillside Avenue, and the northeasterly boundary line of the Long Island Rail Road right-of-way (Montauk Division);
28. **changing from an C8-1 District to an R6A District property bounded by** a line 100 feet northwesterly of Jamaica Avenue, 102<sup>nd</sup> Street, a line 100 feet southeasterly of Jamaica Avenue, a line 100 feet southwest of 102<sup>nd</sup> Street, Jamaica Avenue, and 101<sup>st</sup> Street;
29. **changing from an M1-1 District to an R6A District property bounded by:**
  - a. a line 100 feet northwesterly of Jamaica Avenue, the northeasterly boundary line of the Long Island Rail Road right-of-way (Main Line), Jamaica Avenue, a line midway between 129<sup>th</sup> Street and 130<sup>th</sup> Street, a line 100 feet southeasterly of Jamaica Avenue, 121<sup>st</sup> Street, Jamaica Avenue, and a line 100 feet northeasterly of 127<sup>th</sup> Street;
  - b. Jamaica Avenue, the northeasterly boundary line of the Long Island Road right-of-way (Montauk Division), a line 100 feet southeasterly of Jamaica Avenue, and Lefferts Boulevard; and
  - c. Park Lane South, 101<sup>st</sup> Street (southwesterly portion), 85<sup>th</sup> Road, 101<sup>st</sup> Street, the southwest prolongation of the northwesterly street line of 85<sup>th</sup> Drive, and the northeasterly boundary line of the Long Island Rail Road right-of-way (Rockaway Beach Division);
30. **changing from an R2 District to an R6B District property bounded by:**
  - a. 85<sup>th</sup> Avenue, 118<sup>th</sup> Street, a line perpendicular to the northeasterly street line of Babbage Street distant 100 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Babbage Street and the northeasterly street line of 117<sup>th</sup> Street, and a line midway between 117<sup>th</sup> Street and 118<sup>th</sup> Street; and
  - b. a line perpendicular to the northeasterly street line of 116<sup>th</sup> Street distant 150 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 116<sup>th</sup> Street and the northeasterly street line of Myrtle Avenue, a line 100 feet northeasterly of 116<sup>th</sup> Street, a line perpendicular to the northeasterly street line of 116<sup>th</sup> Street distant 100 feet northwesterly (as



measured along the street line) from the point of intersection of the northeasterly street line of 116<sup>th</sup> Street and the northeasterly street line of Myrtle Avenue, and 116<sup>th</sup> Street;

**31. changing from an R3-1 District to an R6B District property bounded by:**

- a. a line 250 feet northwesterly of 85<sup>th</sup> Avenue, a line 100 feet southwesterly of 121<sup>st</sup> Street, 85<sup>th</sup> Avenue, and a line midway between 120<sup>th</sup> Street and Lefferts Boulevard; and
- b. Myrtle Avenue, 117<sup>th</sup> Street, a line 100 feet northwesterly of Jamaica Avenue, and a line midway between 115<sup>th</sup> Street and 116<sup>th</sup> Street;

**32. changing from an R5 District to an R6B District property bounded by:**

- a. Beverly Road, a line perpendicular to the northeasterly street line of Abingdon Road distant 150 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Abingdon Road and the southeasterly street line of Lefferts Boulevard, a line midway between Abingdon Road and Metropolitan Avenue, Brevoort Street, Metropolitan Avenue, 85<sup>th</sup> Avenue, a line 100 feet southwesterly of 125<sup>th</sup> Street, a line 100 feet southwesterly of Metropolitan Avenue, a line 180 feet northwesterly of Brevoort Street, 84<sup>th</sup> Avenue, and Lefferts Boulevard; and
- b. 84<sup>th</sup> Avenue, Lefferts Boulevard, a line 250 feet northwesterly of 85<sup>th</sup> Avenue, a line midway between 120<sup>th</sup> Street and Lefferts Boulevard, 85<sup>th</sup> Avenue, a line 100 feet southwesterly of 121<sup>st</sup> Street, Hillside Avenue, 120<sup>th</sup> Street, a line 220 feet northwesterly of Hillside Avenue, a line midway between 120<sup>th</sup> Street and Lefferts Boulevard, a line 100 feet northwesterly of Hillside Avenue, Lefferts Boulevard, a line 100 feet northwesterly of Jamaica Avenue, the northeasterly boundary line of the Long Island Rail Road right-of-way (Montauk Division), Hillside Avenue, Myrtle Avenue, 116<sup>th</sup> Street, a line perpendicular to the northeasterly street line of 116<sup>th</sup> Street distant 100 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 116<sup>th</sup> Street and the northeasterly street line of Myrtle Avenue, a line 100 feet northeasterly of 116<sup>th</sup> Street, a line perpendicular to the northeasterly street line of 116<sup>th</sup> Street distant 150 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 116<sup>th</sup> Street and the northeasterly street line of Myrtle Avenue, a line midway between 117<sup>th</sup> Street and 118<sup>th</sup> Street, a line perpendicular to the northeasterly street line of Babbage Street distant 100 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Babbage Street and the northeasterly street line of 117<sup>th</sup> Street, 118<sup>th</sup> Street, a line 200 feet southeasterly of 84<sup>th</sup> Avenue, and a line midway between 118<sup>th</sup> Street and

Lefferts Boulevard;

- 33. changing from an R7-1 District to an R6B District property bounded by** Cuthbert Road, Brevoort Street, Beverly Road, a line perpendicular to the northeasterly street line of Beverly Road distant 210 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of Beverly Road and the northwesterly street line of Brevoort Street, a line midway between Cuthbert Road and Beverly Road, a line perpendicular to the northeasterly street line of Beverly Road distant 115 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Beverly Road and the southeasterly street line of Lefferts Boulevard, Beverly Road, and Lefferts Boulevard;
- 34. changing from an R7-1 District to an R7A District property bounded by:**
- a.** Talbot Street and its northwesterly centerline prolongation, 125<sup>th</sup> Street and its southerly centerline prolongation, the southwesterly boundary line of the Long Island Rail Road right-of-way (Main Line), a line 275 feet southeasterly of Lefferts Boulevard, Austin Street, Mowbray Drive, a line 100 feet northeasterly of Austin Street, and a line midway between Mowbray Drive and Lefferts Boulevard; and
  - b.** a line 100 feet northeasterly of Metropolitan Avenue, Audley Street, a line 150 feet northeasterly of Metropolitan Avenue, 83<sup>rd</sup> Avenue, a line 100 feet northeasterly of Metropolitan Avenue, Lefferts Boulevard, 84<sup>th</sup> Avenue, a line midway between 115<sup>th</sup> Street and 116<sup>th</sup> Street, a line perpendicular the southwesterly street line of 116<sup>th</sup> Street distant 230 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 116<sup>th</sup> Street and the northwesterly street line of 84<sup>th</sup> Avenue, 116<sup>th</sup> Street, a line 120 feet northerly of Grosvenor Road, and Park Lane South;
- 35. changing from an R5 District to a C4-4 District property bounded by:**
- a.** Kew Gardens Road, 81<sup>st</sup> Avenue, a line 50 feet southwesterly of Kew Gardens Road, and 80<sup>th</sup> Road; and
  - b.** a line 150 feet southwesterly of Queens Boulevard, a line 150 feet northeasterly of Kew Gardens Road, 82<sup>nd</sup> Avenue, Kew Gardens Road, and a line perpendicular the northeasterly street line of Kew Gardens Road distant 350 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Kew Gardens Road and the southeasterly street line of 80<sup>th</sup> Road;
- 36. changing from an R3-1 District to a C8-1 District property bounded by** a line 240 feet northwesterly of Jamaica Avenue, 101<sup>st</sup> Street, a line 100 feet northwesterly of

Jamaica Avenue, and the northeasterly boundary line of the Long Island Rail Road right-of-way (Rockaway Beach Division);

- 37. establishing within a proposed R2 District a C1-3 District bounded by** Grenfell Street, Lefferts Boulevard, a line 100 feet northeasterly of Metropolitan Avenue, a line 100 feet northwesterly of Lefferts Boulevard, a line 100 feet southwesterly of Grenfell Street, and a line midway between Audley Street and 83<sup>rd</sup> Avenue;
- 38. establishing within a proposed R4-1 District a C1-3 District bounded by** Austin Street, a line 275 feet southeasterly of Lefferts Boulevard, the northeasterly boundary line of the Long Island Rail Road right-of-way (Mail Line), a line 100 feet southeasterly of Lefferts Boulevard, Cuthbert Road, Lefferts Boulevard, Grenfell Street, and a line 150 feet northwesterly of Lefferts Boulevard;
- 39. establishing within a proposed R5 District a C1-3 District bounded** Metropolitan Avenue, the southwesterly boundary line of the Long Island Rail Road right-of-way (Mail Line), Hillside Avenue, and 126<sup>th</sup> Street;
- 40. establishing within a proposed R6B District a C1-3 District bounded by:**
  - a.** Cuthbert Road, a line perpendicular to the northeasterly street line of Beverly Road distant 115 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Beverly Road and the southeasterly street line of Lefferts Boulevard, Beverly Road, and Lefferts Boulevard;
  - b.** a line midway between Abingdon Road and Metropolitan Avenue, a line perpendicular to the northeasterly street line of Abingdon Road distant 125 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Abingdon Road and the southeasterly street line of Lefferts Boulevard, Metropolitan Avenue, a line 250 feet southeasterly of Lefferts Boulevard, a line 100 feet southwesterly of Metropolitan Avenue, and Lefferts Boulevard; and
  - c.** Metropolitan Avenue, a line perpendicular to the southwesterly street line of Metropolitan Avenue distant 250 feet southeasterly (as measured along the street line) from the point of intersection of the southwesterly street line of Metropolitan Avenue and the northeasterly street line of 124<sup>th</sup> Street; a line 100 feet southwesterly of Metropolitan Avenue, and 124<sup>th</sup> Street;
- 41. establishing within a proposed R7A District a C1-3 District bounded by:**
  - a.** a line 150 feet northeasterly of Metropolitan Avenue, 83<sup>rd</sup> Avenue, a line 100 feet northeasterly of Metropolitan Avenue, a line 250 feet southeasterly of 83<sup>rd</sup>

Avenue, Metropolitan Avenue, 118<sup>th</sup> Street, a line perpendicular to the southwesterly street line of 118<sup>th</sup> Street distant 200 feet southeasterly (as measured along the street line) from the point of intersection of the southwesterly street line of 118<sup>th</sup> Street and the southwesterly street line of Metropolitan Avenue, a line 200 feet southwesterly of 118<sup>th</sup> Street, a line 100 feet southwesterly of Metropolitan Avenue, 116<sup>th</sup> Street, and Audley Street; and

- b. a line 100 feet northeasterly of Metropolitan Avenue, Lefferts Boulevard, a line 100 feet southwesterly of Metropolitan Avenue, and a line 150 feet northwesterly of Lefferts Boulevard;
42. **establishing within an existing R4 District a C2-3 District bounded by** Jamaica Avenue, a line 100 feet northeasterly of 134<sup>th</sup> Street, a line 150 feet southeasterly of Jamaica Avenue, and 133<sup>rd</sup> Street;
43. **establishing within a proposed R5 District a C2-3 District bounded by** the northeasterly boundary line of the Long Island Rail Road right-of-way (Main Line), a line 100 feet northwesterly of Jamaica Avenue, and a line 100 feet northeasterly of 127<sup>th</sup> Street;
44. **establishing within a proposed R6 District a C2-3 District bounded** a line 100 feet northeasterly of Metropolitan Avenue, a line 100 feet northerly of Hillside Avenue, the southwesterly service road of the Van Wyck Expressway, Hillside Avenue, 136<sup>th</sup> Street, Kew Gardens Road, Hillside Avenue, a line perpendicular to the northeasterly street line of Metropolitan Avenue distant 300 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Metropolitan Avenue and the easterly street line of 131<sup>st</sup> Street, Metropolitan Avenue, a line 150 feet northwesterly of Van Wyck Expressway, Kew Gardens Road, the southwesterly service road of the Van Wyck Expressway, 89<sup>th</sup> Avenue, a line 150 feet northeasterly of 134<sup>th</sup> Street, a line 100 feet northwesterly of 89<sup>th</sup> Avenue, a line 100 feet northeasterly of 134<sup>th</sup> Street, Jamaica Avenue, 131<sup>st</sup> Street, a line 100 feet northwesterly of Jamaica Avenue, 132<sup>nd</sup> Street, Metropolitan Avenue, 131<sup>st</sup> Street, a line perpendicular to the northeasterly street line of 131<sup>st</sup> Street distant 330 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 131<sup>st</sup> Street and the northwesterly street line of Jamaica Avenue, 130<sup>th</sup> Street, a line 100 feet southeasterly of Hillside Avenue, the northeasterly boundary line of the Long Island Rail Road right-of-way (Main Line), Hillside Avenue, Metropolitan Avenue, and 127<sup>th</sup> Street;
45. **establishing within a proposed R6A District a C2-3 District bounded by** the northeasterly boundary line of the Long Island Rail Road right-of-way (Main Line), Jamaica Avenue, a line 100 feet northeasterly of 127<sup>th</sup> Street, and a line 100 feet northwesterly of Jamaica Avenue;
46. **establishing within an existing R3-1 District a C2-4 District bounded by:**

- a. a line 100 feet southeasterly of Jamaica Avenue, Lefferts Boulevard, a line 150 feet southeasterly of Jamaica Avenue, and 118<sup>th</sup> Street; and
  - b. a line 100 feet southeasterly of Jamaica Avenue, 116<sup>th</sup> Street, a line 200 feet southeasterly of Jamaica Avenue, and 115<sup>th</sup> Street;
- 47. establishing within a proposed R3X District a C2-4 District bounded by** Myrtle Avenue, a line midway between 115<sup>th</sup> Street and 116<sup>th</sup> Street, a line 100 feet southerly of Myrtle Avenue, and 115<sup>th</sup> Street;
- 48. establishing within a proposed R4-1 District a C2-4 District bounded by** Hillside Avenue, a line midway between 120<sup>th</sup> Street and Lefferts Boulevard, a line 100 feet northwesterly of Jamaica Avenue, and Lefferts Boulevard;
- 49. establishing within a proposed R6A District a C2-4 District bounded by** a line 100 feet northerly and northwesterly of Jamaica Avenue, 117<sup>th</sup> Street, Hillside Avenue, the northeasterly boundary line of the Long Island Rail Road right-of-way (Montauk Division), a line 100 feet northwesterly of Jamaica Avenue, a line 100 feet northeasterly of 127<sup>th</sup> Street, Jamaica Avenue, 129<sup>th</sup> Street, a line 100 feet southeasterly of Jamaica Avenue, 121<sup>st</sup> Street, Jamaica Avenue, the northeasterly boundary line of the Long Island Rail Road right-of-way (Montauk Division), a line 100 feet southeasterly and southerly of Jamaica Avenue, a line 100 feet southwestly of 102<sup>nd</sup> Street, Jamaica Avenue, and 101<sup>st</sup> Street; and
- 50. establishing within a proposed R6B District a C2-4 District bounded by:**
- a. 118<sup>th</sup> Street, Babbage Street, a line midway between 117<sup>th</sup> Street and 118<sup>th</sup> Street, and a line perpendicular to the northeasterly street line of Babbage Street distant 100 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Babbage Street and the northeasterly street line of 117<sup>th</sup> Street; and
  - b. Bessemer Street, Hillside Avenue, 117<sup>th</sup> Street, a line 100 feet northwesterly of Jamaica Avenue, a line midway between 115<sup>th</sup> Street and 116<sup>th</sup> Street, Myrtle Avenue, 116<sup>th</sup> Street, and a line perpendicular to the northeasterly street line of 116<sup>th</sup> Street distant 150 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of 116<sup>th</sup> Street and the northeasterly street line of Myrtle Avenue;

as shown on a diagram (for illustrative purposes only) dated November 1, 2004, and which includes the CEQR Designation E-140, Community District 9, Borough of Queens.

The above resolution (C 050153 ZMQ), duly adopted by the City Planning Commission on February 2,

2005 (**Calendar No. 23**), is filed with the Office of the Speaker, City Council, and the Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

**AMANDA M. BURDEN, AICP, CHAIR  
ANGELA M. BATTAGLIA, IRWIN G. CANTOR, P.E., ANGELA R. CAVALUZZI, R.A.,  
ALFRED C. CERULLO, III, RICHARD W. EADDY, JANE D. GOL, LISA A. GOMEZ,  
CHRISTOPHER KUI, JOHN MEROLO, KAREN A. PHILLIPS, DOLLY WILLIAMS,  
COMMISSIONERS**