



## CITY PLANNING COMMISSION

---

March 14, 2005/Calendar No. 9

C 050149 ZMQ

---

**IN THE MATTER OF** an application submitted by the Department of City Planning pursuant to Sections 197-c and 201 of the New York City Charter **for an amendment of the Zoning Map, Section Nos. 10c, 10d, 11a and 11b:**

---

1. eliminating from an existing R2 District a C1-2 District bounded by:
  - a) a line 150 feet northerly of Horace Harding Expressway, 211<sup>th</sup> Street, a line 100 feet northerly of Horace Harding Expressway, and 210<sup>th</sup> Street; and
  - b) a line 150 feet northerly of Horace Harding Expressway, 217<sup>th</sup> Street, a line 100 feet northerly of Horace Harding Expressway, and 215<sup>th</sup> Street;
2. eliminating from an existing R3-2 District a C1-2 District bounded by:
  - a) a line 150 feet northerly of 35<sup>th</sup> Avenue, the westerly service road of Clearview Expressway, a line 100 feet northerly of 35<sup>th</sup> Avenue, and 205<sup>th</sup> Street; and
  - b) a line 150 feet northerly of 48<sup>th</sup> Avenue, a line 150 feet westerly of Bell Boulevard, 47<sup>th</sup> Avenue, a line 100 feet westerly of Bell Boulevard, a line 100 feet northerly of 48<sup>th</sup> Avenue, 212<sup>th</sup> Street, 48<sup>th</sup> Avenue, 212<sup>th</sup> Street, a line 100 feet southerly of 48<sup>th</sup> Avenue, Bell boulevard, a line 150 feet southerly of 48<sup>th</sup> Avenue, 211<sup>th</sup> Street, 48<sup>th</sup> Avenue, and 211<sup>th</sup> Street;
3. changing from an R2 District to an R1-2 District property bounded by:
  - a) 24<sup>th</sup> Avenue and its northeasterly centerline prolongation, Cross Island Parkway, 28<sup>th</sup> Avenue, and Bell Boulevard;
  - b) a line 100 feet northerly of 29<sup>th</sup> Avenue, 216<sup>th</sup> Street, a line 130 feet northerly of 31<sup>st</sup> Road, a line 150 feet easterly of 216<sup>th</sup> Street, 31<sup>st</sup> Road, a line 250 feet easterly of 216<sup>th</sup> Street, 32<sup>nd</sup> Avenue, 215<sup>th</sup> place, 33<sup>rd</sup> Road, 214<sup>th</sup> Place, 33<sup>rd</sup> Avenue, 214<sup>th</sup> Street, a line 100 feet northerly of 33<sup>rd</sup> Avenue, Bell Boulevard, the easterly prolongation of the center line of 32<sup>nd</sup> Avenue, 214<sup>th</sup> Street, 29<sup>th</sup> Avenue, and Bell Boulevard; and
  - c) 35<sup>th</sup> Avenue and its easterly centerline prolongation, Cross Island Parkway, a line 100 feet northerly of 41<sup>st</sup> Avenue (straight portion) and its easterly prolongation, 223<sup>rd</sup> Street, 38<sup>th</sup> Avenue, 222<sup>nd</sup> Street, 37<sup>th</sup> Avenue, and 221<sup>st</sup> Street and its northerly centerline prolongation;
4. changing from an R2 District to an R2A District property bounded by:

- a) 26<sup>th</sup> Avenue, Bell Boulevard, 28<sup>th</sup> Avenue, Cross Island Parkway, 35<sup>th</sup> Avenue and its easterly centerline prolongation, 221<sup>st</sup> Street and its northerly centerline prolongation, 37<sup>th</sup> Avenue, 222<sup>nd</sup> Street, 38<sup>th</sup> Avenue, 223<sup>rd</sup> Street, a line 100 feet northerly of 41<sup>st</sup> Avenue (straight portion) and its easterly prolongation, Cross Island Parkway, the northerly boundary line of Long Island Rail Road (LIRR) right-of-way, 221<sup>st</sup> Street, 41<sup>st</sup> Avenue and its easterly centerline prolongation, 217<sup>th</sup> Street, Corbett Road, 35<sup>th</sup> Avenue, 214<sup>th</sup> Place, 34<sup>th</sup> Road and its westerly centerline prolongation, a line 100 feet westerly of Bell Boulevard and its southerly prolongation, a line midway between Bell Boulevard and 213<sup>th</sup> Street and its northerly prolongation, 36<sup>th</sup> Avenue, 213<sup>th</sup> Street, 38<sup>th</sup> Avenue, a line midway between 212<sup>th</sup> and 213<sup>th</sup> Streets, 39<sup>th</sup> Avenue, 208<sup>th</sup> Street, the center line of LIRR right-of-way, Francis Lewis Boulevard, 38<sup>th</sup> Avenue, 203<sup>rd</sup> Street, 36<sup>th</sup> Avenue, and the westerly service road of Clearview Expressway; except within the area as described in 3 b);
  - b) a line 100 feet southerly of Northern Boulevard, a line 100 feet easterly of 220<sup>th</sup> Place, 46<sup>th</sup> Avenue, the westerly, northerly and easterly boundary of Alley Park, 46<sup>th</sup> Avenue, Springfield Boulevard, 47<sup>th</sup> Avenue, a line midway between 217<sup>th</sup> and 218<sup>th</sup> Streets, 46<sup>th</sup> Avenue, and 218<sup>th</sup> Street; and
  - c) 47<sup>th</sup> Road, Springfield Boulevard, the southerly, westerly and northerly boundary of Alley Park, Springfield Boulevard, the southerly service road of Horace Harding Expressway, Oceania Street, the northerly service road of Horace Harding Expressway, a line midway between 207<sup>th</sup> and 208<sup>th</sup> Streets, 58<sup>th</sup> Avenue, 208<sup>th</sup> Street, 56<sup>th</sup> Avenue, 207<sup>th</sup> Street, 53<sup>rd</sup> Avenue, a line midway between 207<sup>th</sup> and 208<sup>th</sup> Streets, 48<sup>th</sup> Avenue, Oceania Street, a line 100 feet southerly of 48<sup>th</sup> Avenue, 211<sup>th</sup> Street, a line 150 feet southerly of 48<sup>th</sup> Avenue, Bell Boulevard, 48<sup>th</sup> Avenue, and 217<sup>th</sup> Street;
5. changing from an R3-1 District to an R3X District property bounded by:
- a) 35<sup>th</sup> Avenue, 214<sup>th</sup> Place, 39<sup>th</sup> Avenue, Corp. Stone Street, 36<sup>th</sup> Avenue, and a line 150 feet easterly of Bell Boulevard (straight portion);
  - b) the northerly boundary line of LIRR right-of-way, 217<sup>th</sup> Street and its northerly centerline prolongation, a line 100 feet southerly of 43<sup>rd</sup> Avenue, 215<sup>th</sup> Place, 43<sup>rd</sup> Avenue, a line midway between 215<sup>th</sup> Street and 215<sup>th</sup> Place, 42<sup>nd</sup> Avenue, and 216<sup>th</sup> Street and its northerly centerline prolongation; and
6. changing from an R3-1 District to an R3A District property bounded by 45<sup>th</sup> Road, a line 150 feet westerly of Bell Boulevard, 46<sup>th</sup> Road, and 211<sup>th</sup> Street;
7. changing from an R3-2 District to an R2A District property bounded by:
- a) 34<sup>th</sup> Avenue, 205<sup>th</sup> Street, a line 100 feet southerly of 34<sup>th</sup> Avenue, the westerly service road of Clearview Expressway, a line 100 feet northwesterly of 35<sup>th</sup>

Avenue, 201<sup>st</sup> Street, 35<sup>th</sup> Avenue, a line midway between 200<sup>th</sup> and 201<sup>st</sup> Streets, a line 100 feet southerly of 34<sup>th</sup> Avenue, and 202<sup>nd</sup> Street;

- b) a line 100 feet southerly of 36<sup>th</sup> Avenue, 203<sup>rd</sup> Street, 38<sup>th</sup> Avenue, Francis Lewis Boulevard, a line 100 feet northerly of 38<sup>th</sup> Avenue and its westerly prolongation, and a line midway between 202<sup>nd</sup> and 203<sup>rd</sup> Streets;
  - c) 39<sup>th</sup> Avenue, Corp. Kennedy Street, a line 100 feet northerly of 41<sup>st</sup> Avenue, and 209<sup>th</sup> Street;
  - d) the center line of LIRR right-of way, a line midway between 208<sup>th</sup> and 209<sup>th</sup> Streets and its northerly prolongation, a line 100 feet northerly of 42<sup>nd</sup> Avenue, and a line midway between 201<sup>st</sup> and 202<sup>nd</sup> Streets and its northerly prolongation;
  - e) a line 100 feet southerly of 42<sup>nd</sup> Avenue, Corp. Kennedy Street, a line 100 feet northerly of Northern Boulevard, Clearview Expressway, a line 100 feet southerly of 43<sup>rd</sup> Avenue, 205<sup>th</sup> Street, 43<sup>rd</sup> Avenue, 203<sup>rd</sup> Street, a line 100 feet northerly of 43<sup>rd</sup> Avenue, and a line midway between 202<sup>nd</sup> and 203<sup>rd</sup> Streets;
  - f) Corbett Road, 217<sup>th</sup> Street, 39<sup>th</sup> Avenue, and 216<sup>th</sup> Street;
  - g) 41<sup>st</sup> Avenue and its center line prolongation, 221<sup>st</sup> Street, the northerly boundary line of LIRR right-of-way, Cross Island Parkway, the southerly boundary line of LIRR right-of-way, 223<sup>rd</sup> Street, 43<sup>rd</sup> Avenue, and 217<sup>th</sup> Street and its northerly centerline prolongation; and
  - h) a line 100 feet southerly of 48<sup>th</sup> Avenue, Bell Boulevard, a line 150 feet southerly of 48<sup>th</sup> Avenue, and 211<sup>th</sup> Street;
8. changing from an R3-2 District to an R3A District property bounded by:
- a) a line 100 feet southerly of 34<sup>th</sup> Avenue, a line midway between 200<sup>th</sup> and 201<sup>st</sup> Streets, 35<sup>th</sup> Avenue, and Jordan Street;
  - b) a line 75 feet southeasterly of 35<sup>th</sup> Avenue, 203<sup>rd</sup> Street, a line 75 feet southerly of 35<sup>th</sup> Avenue, a line midway between 204<sup>th</sup> and 205<sup>th</sup> Streets, 36<sup>th</sup> Avenue, 203<sup>rd</sup> Street, a line 100 feet southerly of 36<sup>th</sup> Avenue, a line midway between 202<sup>nd</sup> and 203<sup>rd</sup> Streets, a line 100 feet northerly of 38<sup>th</sup> Avenue, a line midway between 200<sup>th</sup> and 201<sup>st</sup> Streets, a line 100 feet northerly of 36<sup>th</sup> Avenue, and 201<sup>st</sup> Street; and
  - c) 45<sup>th</sup> Drive, 211<sup>th</sup> Street, 47<sup>th</sup> Avenue, and Oceania Street;
9. changing from an R3-2 District to an R3X District property bounded by:
- a) 35<sup>th</sup> Avenue, Corbett Drive, 216<sup>th</sup> Street, 39<sup>th</sup> Avenue, 217<sup>th</sup> Street and its

southerly centerline prolongation, the northerly boundary line of the LIRR right-of-way, the southerly prolongation of the center line of 215<sup>th</sup> Street, 41<sup>st</sup> Avenue, a line 100 feet easterly of the southerly prolongation of the easterly street line of 214<sup>th</sup> Place, the easterly prolongation of the center line of 41<sup>st</sup> Avenue, and 214<sup>th</sup> Place;

- b) 43<sup>rd</sup> Avenue, a line midway between 222<sup>nd</sup> and 223<sup>rd</sup> Streets, a line 100 feet northerly of Northern Boulevard, and 217<sup>th</sup> Street; and
  - c) 45<sup>th</sup> Avenue, a line 100 feet easterly of 202<sup>nd</sup> Street, a line 100 feet southerly of 45<sup>th</sup> Avenue, a line 100 feet southerly of Northern Boulevard, 204<sup>th</sup> Street, 47<sup>th</sup> Avenue, 202<sup>nd</sup> Street, Rocky Hill Road, 47<sup>th</sup> Avenue, and Francis Lewis Boulevard;
10. changing from an R3-2 District to an R3-1 District property bounded by:
- a) a line 100 feet southerly of Northern Boulevard, Clearview Expressway, 45<sup>th</sup> Road, 211<sup>th</sup> Street, 45<sup>th</sup> Drive, Oceania Street, 48<sup>th</sup> Avenue, Rocky Hill Road, 202<sup>nd</sup> Street, 47<sup>th</sup> Avenue, and 204<sup>th</sup> Street; and
  - b) 47<sup>th</sup> Avenue, a line 100 feet westerly of 213<sup>th</sup> Street, a line 100 feet northerly of 48<sup>th</sup> Avenue, and a line 100 feet easterly of 210<sup>th</sup> Street;
11. changing from an R3-2 District to an R4B District property bounded by 47<sup>th</sup> Avenue, a line 100 feet easterly of 210<sup>th</sup> Street, a line 100 feet northerly of 48<sup>th</sup> Avenue, a line 100 feet westerly of 213<sup>th</sup> Street, 47<sup>th</sup> Avenue, Bell Boulevard, a line 100 feet southerly of 48<sup>th</sup> Avenue, Oceania Street, 48<sup>th</sup> Avenue, and Oceania Street;
12. changing from an R3-2 District to an R4-1 District property bounded by 34<sup>th</sup> Avenue, the westerly service road of Clearview Expressway, a line 100 feet southerly of 34<sup>th</sup> Avenue, and 205<sup>th</sup> Street;
13. changing from an R4 District to an R3X District property bounded by 34<sup>th</sup> Road, 214<sup>th</sup> Place, 35<sup>th</sup> Avenue, and a line 100 feet westerly of 214<sup>th</sup> Place;
14. changing from an R4 District to an R4B District property bounded by a line 100 feet southerly of Northern Boulevard, a line midway between 215<sup>th</sup> Place and 216<sup>th</sup> Street, 46<sup>th</sup> Avenue, 215<sup>th</sup> Place, a line 100 feet southerly of 46<sup>th</sup> Avenue, a line midway between 215<sup>th</sup> Street and 215<sup>th</sup> Place, 48<sup>th</sup> Avenue, Bell Boulevard, 47<sup>th</sup> Avenue, a line 150 feet westerly of Bell Boulevard, 45<sup>th</sup> Road, and a line 100 feet easterly of Bell Boulevard; and
15. changing from an R4A District to an R2A District property bounded by 39<sup>th</sup> Avenue, 210<sup>th</sup> Street, a line 100 feet northerly of 41<sup>st</sup> Avenue, and Corp. Kennedy Street;

as shown in a diagram (for illustrative purposes only) dated November 1, 2004, Community District 11, Borough of Queens.

---

The application for an amendment to the Zoning Map, was filed by the Department of City Planning November 1, 2004, to address issues of out-of-character residential development in the Bayside area of Queens Community District 11.

**Related Action**

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

N 050148 (A) ZRY - Zoning text amendments establishing a new R2A zoning designation

**BACKGROUND**

The Department of City Planning proposes amendments to the Zoning Map and Zoning Resolution in order to prevent new residential buildings that are out-of-character with traditional low-density development patterns of Bayside. Generally the area proposed for zoning changes is bounded by 24<sup>th</sup> and 26<sup>th</sup> avenues to the north, Francis Lewis Boulevard and the Clearview Expressway to the west, the Cross Island Parkway and Little Neck Bay to the east and the Long Island Expressway to the south. The rezoning area contains nearly 350 blocks, and is made up of several neighborhoods, the largest of which is Bayside. In addition to Bayside, the area includes portions of Auburndale, West Bayside, Bayside Hills, and Clear Spring.

The communities of Bayside generally occupy the northern area of Community District 11, bordering Little Neck Bay. While development dates to the middle of the 1800s, most housing and commercial structures throughout the rezoning area's core were built after the extension of the Long Island Rail Road in the late 1800s, with the greatest amount of construction taking place in the 1930s and after World War II. Today the rezoning area is still largely characterized by one- and two-family detached and semi-detached houses, although multi-family and attached

houses can be found in areas near 48<sup>th</sup> Avenue and Bell Boulevard. A strong local commercial core is located at the intersection of Bell and Northern boulevards.

The Bayside rezoning area generally consists of two types of residential zoning: single-family and general residence districts. The majority of the study area is zoned R2, allowing for one-family detached homes. The R2 district was established in Bayside in 1961 when the current Zoning Resolution was adopted. While low-density R2 zones are generally located around the edges of the rezoning area, a mix of general residence districts - R3 and R4 zones - are located toward the area's core. These zoning districts permit higher density development and allow a range of building types, including detached, semi-detached, or attached buildings.

Commercial districts within the rezoning area include C1-2, C2-2 and C2-3 commercial overlays along Northern, Bell and Francis Lewis boulevards; one blockfront on 35<sup>th</sup> Avenue; six blockfronts along 48<sup>th</sup> Avenue; and along three blockfronts facing the Long Island Expressway.

The Department is proposing Zoning Map amendments for a 346-block area in Bayside. A mix of one- and two-family districts - R3-1, R3A, R3X, R4-1 and R4B - would replace existing R3-1, R3-2 and R4 districts. These changes are described in further detail below. A series of city-wide text amendments to the Zoning Resolution is proposed to establish a new R2A zoning district designation, which would allow uses permitted by the existing R2 designation but with revised floor area allowances, height and setback regulations and yard provisions. The proposal includes the establishment of this new district, R2A, and rezoning to R2A parts of the study area currently

zoned R2, R3-2 and R4. In addition portions of an existing R2 district would be rezoned to R1-2 and certain commercial overlay districts would be reduced or eliminated.

Under the area's current zoning designations, recent developments are increasingly replacing low-density detached homes in two ways: in R2 districts older homes are replaced by significantly taller and bulkier one-family buildings; in R3-1, R3-2 and R4 districts one- or two-family detached structures are replaced with attached buildings and multiple dwellings. To address the concerns in existing R2 areas, the Department proposes to establish and implement a new zoning district in these areas, R2A. The new district would maintain much of the existing R2 regulatory framework in terms of allowed uses, housing type, and occupancy. However, it would introduce new, tighter building envelope controls limit and floor area allowances to ensure that future developments would more closely fit the predominant scale and profile of the surrounding context. To address the concerns in existing R3-1, R3-2, and R4 districts, a mix of one- and two-family districts, generally restricted to detached building types is proposed. The contextual rezonings would maintain much of the existing low-density context and ensure that future development would more closely reflect this character.

### **Proposed Zoning Map Amendments (C 050149 ZMQ)**

The proposed Zoning Map amendments seek to achieve the following four objectives:

1. Prevent out-of-character multi-family and attached developments in areas developed primarily with one- and two-family detached residences;
2. Retain low-density character and limit subdivision into smaller building lots;
3. Ensure that new single-family houses match the established scale of traditional development patterns; and
4. Reduce depth of commercial overlays in order to prevent commercial uses from encroaching onto residential side streets.

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

- R3A districts are proposed for the area between Bell Boulevard and Oceania, between Northern Boulevard and 47<sup>th</sup> Avenue as well as an area just east of Francis Lewis Boulevard, and north of 38<sup>th</sup> Avenue. The existing zoning is R3-1 and R3-2. The proposed zoning better reflects the density and building types of the area. R3A zoning limits residential development to one- and two-family detached houses; new semi-detached and attached multi-family buildings would be prohibited. The proposed R3A zone has smaller minimum lot size and lot width requirements than required for detached buildings in R3-1 or R3-2 districts, which mandate a minimum 3,800 square feet of lot area and a 40-foot minimum lot width. The minimum lot area and lot width in the R3A district would be 2,375 square feet and 25 feet for new developments, which more closely matches the area's smaller lot sizes. Front yard requirements would include a minimum depth of ten feet, as well as a provision stipulating a minimum front yard of at least as deep as one of the adjacent front yards. Minimum side yards would be eight feet. The maximum FAR would remain 0.5, with an attic allowance of

0.1. Building height and setback requirements would remain the same as under the existing zoning.

- An R3X district is proposed for several areas, including an area of approximately ten blocks between Northern Boulevard and 47<sup>th</sup> Avenue along 202<sup>nd</sup> Street, an area of seven blocks just north of Northern Boulevard between 223<sup>rd</sup> and 217<sup>th</sup> streets and an area south of Crocheron Park, east of Bell Boulevard and generally north of 43<sup>rd</sup> Avenue. The areas are currently zoned R3-1, R3-2, and R4, yet are predominantly developed with detached one- and two-family houses. In R3X districts, residential development would be limited to detached one- and two-family dwellings; new semi-detached and attached multi-family buildings would be prohibited. The minimum lot size and lot width requirements would be 3,325 square feet and 35 feet for new development. The maximum FAR would be 0.5, with an attic allowance of 0.1, a reduction from the higher 0.9 FAR allowed under a R4 zoning designation, but the same as the existing R3-1 and R3-2 zones. Front yard requirements would include a minimum depth of ten feet, as well as a provision stipulating a minimum front yard of at least as deep as one of the adjacent front yards. Two side yards would be required, at least two feet each, creating a total of ten feet. The maximum building height would be 35 feet.
- An R3-1 district is proposed for a 20-block area currently zoned R3-2 located along the Clearview Expressway between Rocky Hill Road and Northern Boulevard. Within this area predominant development consists of one- and two- family detached and semi-detached houses. Under the proposed R3-1 zoning district, residential development would be limited to one- and two-family detached and semi-detached houses; new attached and multi-family buildings would be prohibited. The minimum lot size and lot width requirements would be

the same: 3,800 square feet and 40 feet for detached houses and 1,700 square feet and 18 feet for semi-detached houses. The maximum FAR would remain 0.5, with an attic allowance of 0.1. As under the existing zoning, the proposed zoning would require a minimum of 15 feet in the front yard, and minimum side yards of five feet for detached homes, and eight feet for semi-detached homes. Maximum building height regulations would remain the same as mandated by the current R3-2 designation.

- The existing R4-1 district east of the Clearview Expressway and north of 34<sup>th</sup> Avenue is proposed to be extended to include one blockfront within an existing R3-2 zone south of 34<sup>th</sup> Avenue. The proposed zoning better reflects the density and one and two-family detached development on this blockfront. The R4-1 would limit residential development to one- and two-family detached and semi-detached houses. The minimum lot size and lot width requirements would be 2,375 square feet and 25 feet for new development. The maximum FAR would increase to 0.75, with an attic allowance of 0.15. The minimum front yard would be 10 feet in depth, and minimum side yards would be eight feet for detached homes, and four feet minimum for semi-detached homes. Height and setback requirements would generally remain the same, except the maximum perimeter wall height would increase from 21 feet to 25 feet.
- An R4B district is proposed to replace a ten-block area currently zoned R3-2 and R4 generally astride Bell Boulevard between Northern Boulevard and 48<sup>th</sup> Avenue. R4B districts are predominantly row house districts and the proposed R4B reflects the

predominant building type in this area. The minimum lot size and lot width requirements would be 2,375 square feet and 25 feet for detached residences. For semi-attached and attached residences, the minimum lot size and lot width requirements would be 1,700 square feet and 18 feet, the same as under the existing zoning. The maximum allowable FAR would be 0.9. A minimum front yard of five feet is required with a provision requiring a “line-up” with adjoining buildings. Minimum side yards would be eight feet for detached buildings, and four feet minimum for semi-detached or attached buildings. The R4B district has a maximum building height of 24 feet, and yard curb cuts would be restricted to side lots.

**The proposed zoning retains low-density character and limits subdivision into smaller building lots**

In three areas of Bayside currently zoned R2, an R1-2 district is proposed to better reflect the larger lot size typically found in these locations: north of 28<sup>th</sup> Avenue, and east of Bell Boulevard; the area generally located between 29<sup>th</sup> and 33<sup>rd</sup> avenues west of 216<sup>th</sup> Street and east of Bell Boulevard; and a third area consisting of five blocks south of Crocheron Park and west of the Cross Island Parkway and Little Neck Bay. The most substantive change between the R2 and R1-2 districts is the increase in minimum lot size requirements in R1-2; this change corresponds to the prevailing lot characteristics in the area. The proposed R1-2 zone would require a minimum lot width of 60 feet and a minimum total lot area of 5,700 square feet, whereas the R2 district requires a minimum lot width of 40 feet and a minimum total lot area of 3,800 square feet. The R1-2 requires a 20 foot front yard, and minimum side yards of eight and twelve feet, an increase from a 15-foot front yard and side yards of eight and five feet under the existing R2. Under both the existing R2 and the proposed R1-2 districts residential development is limited to one-family detached houses with a maximum FAR of 0.5.

**Ensure that new single-family houses match the established scale of traditional development patterns.**

The most prevalent zoning change proposed for the area is the designation of the new R2A district. The R2A district is a contextual zone for detached, single-family areas that will ensure that new development reflects the existing scale of the neighborhood. Nearly 240 blocks in Bayside are proposed to be rezoned to R2A. Almost two hundred blocks are proposed to change from R2 to the new R2A. Generally those blocks are located between 207<sup>th</sup> Street and Springfield Boulevard, south of 48<sup>th</sup> Avenue to the Long Island Expressway, and in throughout the entire northern portion of the study area. Just over 40 blocks currently zoned R3-2 are also proposed to be rezoned to R2A. These R3-2 blocks are mostly located between 42<sup>nd</sup> Avenue and Northern Boulevard, east of Francis Lewis Boulevard. One block east of Corporal Kennedy between 39<sup>th</sup> and 41<sup>st</sup> avenues is slated to change from R4A to R2A.

In the new R2A zoning districts most requirements governing lot size and lot width, maximum allowable FAR, housing type and configuration, and front and side yards would remain the same as in the current R2 district. The R2A includes significant modifications to existing floor area regulations and height and setback parameters.

**Reduce depth of commercial overlays in order to prevent commercial uses from encroaching onto residential side streets.**

The Department is proposing to change or remove the C1-2, C2-2 and C2-3 districts along portions of Northern, Bell and Francis Lewis boulevards, the Long Island Expressway, 35<sup>th</sup> and 48<sup>th</sup> avenues. These commercial overlays are generally zoned to a depth of 150 feet. The Department proposes to eliminate commercial overlays on two blockfronts along 48<sup>th</sup> Avenue

which do not contain commercial uses and to reduce the depths of other overlays to 100 feet to avoid commercial intrusion into the residentially developed side streets.

### **Proposed Zoning Text Amendments (N 050148(A) ZRY)**

The Department is proposing the creation of a new zoning district (R2A) that would be a single-family contextual zone, similar to the existing R2 designation but with regulations designed to guide development to more closely reflect established single-family housing development patterns. In Bayside, these homes are typically one and two-story buildings with lot coverage of not more than 30% and perimeter wall heights less than 21 feet. The R2A zone will control the size of new homes with a tighter building envelope, and remove many of the existing R2 floor area exemptions. Uses in the proposed R2A district would be governed by the R2 district use regulations.

On December 22, 2004, in response to issues raised during the public review, the Department filed a modified zoning text amendment application N 050148(A) ZRY. The modified application included the following changes to the proposed R2A provisions:

- Reducing the maximum allowable floor area that may be exempted for the provision of accessory parking from 500 square feet to 300 square feet;
- Reducing the maximum lot coverage requirement from 35 percent to 30 percent, and including as lot coverage any separate accessory parking structure which would otherwise be exempt;
- Removing the proposed floor area exemption for floor space beneath a pitched roof that had been proposed at a maximum amount of up to 20 percent of allowable floor area; and

- Requiring the siting of a detached accessory parking structure to be five feet off of rear and side lot line boundaries.

There are many regulations that would remain the same in the R2A as under the existing R2. The R2A, just like the R2, would permit only one-family detached homes. The R2A minimum lot requirements for a width of at least 40 feet and a minimum area of at least 3,800 square feet would remain the same as the R2 minimum lot requirements. Similarly, the R2A district would require a minimum front yard of fifteen feet and side yard minimums of five and eight feet as in R2. Both the R2 and the R2A have a maximum FAR of 0.5.

The R2A district however eliminates many of the floor area exemptions granted under R2 provisions, and establishes tighter building envelope controls. The existing R2 regulations permit exemption from counting as floor area, space in lower-floor locations if such space meets certain criteria, such as if it contains a garage. The R2A would remove that exemption, and other exemptions allowed for mechanical space and elevator or stair bulkheads. Building perimeter wall height would be limited to 21 feet from the base plane of the lot and maximum building height would be 35 feet. Current building height in R2 districts is controlled by the sky exposure plane, which has no maximum building height. The R2A would require that building coverage be no more than 30 percent of the zoning lot. The only floor area exemption permitted under the R2A would be for space used for accessory parking. Using guidelines adapted from the recent Lower-Density Growth Management initiative, the R2A regulations would allow the exemption of 300 square feet for a garage within the residential building or as a separate structure on the same lot. If this parking structure is a separate structure, it would also count towards lot coverage. A required five-foot offset from lot lines would be required for any new accessory

detached accessory parking structure. Parking requirements would be unchanged, with one off-street parking space mandated for each dwelling.

The collective purpose of the proposed actions is to reinforce neighborhood contexts, prevent out-of-scale development, and maintain the low-density character of the Bayside area.

### **ENVIRONMENTAL REVIEW**

This application (C 050149 ZMQ), in conjunction with the application for the related action (N 050148 ZRY), 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 CEQR number is 05DCP030 Q. The lead agency is the City Planning Commission. After a study of the potential environmental impacts of the proposed action, a Negative Declaration was issued on November 1, 2004.

A technical memorandum, dated February 14, 2005, was prepared in connection with the submission of the related action N 050184 (A) ZRY. The technical memorandum concluded that the revisions incorporated in the action were minor in nature and that the Negative Declaration issued on November 1, 2004 remained valid. An additional technical memorandum, dated March 14, 2005, was prepared in connection with the modifications to the related action discussed later in this report. The technical memorandum concluded that the modifications were minor in nature and the Negative Declaration issued on November 1, 2004 remained valid.

## **UNIFORM LAND USE REVIEW**

This application (C 050149 ZMQ) was certified as complete by the Department of City Planning on November 1, 2004, and was duly referred to Community Board 11 and the Queens Borough President, in accordance with Article 3 of the Uniform Land Use Review Procedure (ULURP) rules, along with the related non-ULURP text change application (N 050148 ZRY), which was sent to the affected community board and borough president for information and review.

On December 22, 2004 the modified text change application (N 050148 (A) ZRY) was duly referred to Community Board 11 and Queens Borough President for information and review.

### **Community Board Public Hearing**

Community Board 11 held a public hearing on this application (C 050149 ZMQ) on January 3, 2005 and on that date, by a vote of 24 to 7 with 2 abstentions, adopted a resolution recommending approval of this application with the following condition:

- ...to approve the proposed map changes with the exclusion of the R1-2 zones for further review in order to refine the boundaries based on a poll of the affected residents...

On January 3, 2005, Queens Community Board 11 held a public hearing on the proposed text amendment N 050148 (A) ZRY, and by a vote of 24 to 8 with 1 abstention, adopted a resolution recommending approval of this application with the following condition:

- The exterior height of the building be increased to 23 feet. This would allow for 8 – 9 feet interior ceilings, permit basement windows above grade, and enhance an architect's esthetic possibilities.
- Provisions be made to permit a gable roof. This would allow for some deviation from the HIP design that R2A would force, and
- That the City Planning agree to further meet with the AIA and make reasonable good faith efforts to further fine tune the proposal, consistent and in the spirit of the wishes of the community.

### **Borough President Recommendation**

This application (C 050149 ZMQ) was considered by the Borough President who issued a recommendation on February 8, 2005, approving the application with the following conditions:

- The Department of City Planning has stated that there is a high level of compliance in the three areas proposed for the R1-2 district. However, concerns have been raised regarding the level of compliance in those areas. Before this rezoning is approved, the levels of compliance should be reviewed and verified to assure that the analysis is correct and that an inordinate number of properties are not made non-compliant.

The Borough President recommended approval for N 050148 (A) ZRY with the following conditions:

- A modification to allow a gabled roofs [sic] should be considered. This would provide an option that may be desirable and give designers choices and result in new housing with some variety of styles.
- Consideration should be given to allowing a 23 feet perimeter wall [sic] It has been stated this would allow appropriate ceiling to floor heights on the upper floors and would allow for basement windows.
- Other modifications were proposed at the meeting with DCP, CB 11, and the Queens Chapter of the AIA and Engineers Society. This meeting was held subsequent to the Borough President's Land Use Public Hearing. The proposed modifications would allow further exemptions from floor area, lot coverage and lot line requirements. These should be given further consideration.

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

On February 2, 2005 (Calendar No. 5) the City Planning Commission scheduled February 16, 2005 for a public hearing on this application (C 050149 ZMQ). The hearing was duly held on February 16, 2005 (Calendar No. 15) in conjunction with the public hearing on the original (N 050148 ZRY) and modified text change applications (N 050148 (A) ZRY). There were seven speakers in favor of the applications, two speakers in favor of the applications with modifications, and two speakers in opposition.

The Council Member from the 19<sup>th</sup> District spoke in favor the proposal, stating that there was broad support in the rezoning area for the proposed R2A zone. The Council Member explained that the R2A zone will create a very tight building envelope in order to preserve the existing scale of the neighborhood. A representative from Community Board 11 read from the board's resolution on the proposal, summarizing the vote totals as well as the conditions of approval.

Two Bayside residents, a Vice President of the Queens Civic Congress, an urban planner and the President of the Historic Districts Council spoke in support of the proposal, arguing it would stop development that threatens the character and scale of low-density neighborhoods. One of the residents voiced opposition to any further modifications to the R2A text amendment, and another resident praised R2A as the only way to stop out of scale homes and eliminate building loopholes.

A Bayside resident spoke in opposition to a specific change to the Zoning Map regarding one blockfront proposed to be rezoned from R4 to R3X. The resident was concerned that the R3X zoning requirement of a maximum of two-family occupancy would render his building non-conforming since it contains three families.

The president of the Queens Chapter of the American Institute of Architects (AIA) and another member spoke in favor of the applications with modifications. The president of the Queens AIA said the R2A proposal should incorporate modifications to allow a gabled roof for design variety and a higher perimeter wall height to allow for cellar ventilation. He and his colleague felt that the R2A proposal would severely limit many homes from expanding. The legal representative of the Queens AIA spoke in opposition saying the R2A proposal went too far.

There were no other speakers and the hearing was closed.

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

This application, in conjunction with the applications for the related actions, was reviewed by the Department of City Planning for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), as amended, approved by the New York City Council on October 13, 1999 and by the New York State Department of State on May 28, 2002, pursuant to The New York State Waterfront Revitalization and Coastal Resources Act of 1981 (New York State Executive Law, Section 910 et seq.). The designated WRP number is 04-108.

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

### **CONSIDERATION**

The Commission believes that this amendment of the Zoning Map, in conjunction with the amendments to the Zoning Resolution, as modified herein, is appropriate.

The Commission believes that this rezoning action represents a comprehensive zoning strategy for the Bayside area of Community District 11 and will foster more compatible development in areas with one- and two-family detached residences, retain low-density character, limit subdivision of property, and prevent developments that are out-of-character with traditional patterns.

The Commission believes that the rezoning of primarily low-density areas consisting of detached or semi-detached buildings will help preserve the character of the neighborhood and a sense of

place. The current mismatch between the built character of many parts of Bayside and the housing type and density permitted by the existing zoning creates an incentive to replace detached housing occupied by one- or two-families with semi-detached or attached houses containing substantially more dwelling units. Changing all or parts of existing R4, R3-2, R3-1 and R2 zones to a mix of lower density or contextual districts including R1-2, the new R2A, R3A, R3X, R3-1, R4-1 and R4B, will better reflect the area's detached character and existing density of one- and two-family dwellings.

In particular, the Commission notes that the R3A zoning will better reflect the prevalence of comparatively narrow lots in these areas. The Commission also notes that the proposed R3-1 zoning for the area south of Northern Boulevard and along either side of the Clearview Expressway will ensure that new developments will more closely reflect the area's predominant detached and semi-detached character and limit new housing to one- and two- family occupancy.

The Commission believes the proposed R4B district is appropriate to replace the existing R3-2 and R4 districts. The R4B designation will maintain the existing built environment and ensure that and new development is compatible to the scale of existing rowhouse buildings.

The Commission believes that rezoning parts of Bayside from R2 to R1-2 appropriately reflects the larger lot sizes in these areas and will reduce the amount of subdivision which could substantially alter the very low-density character of these areas. In response to the recommendation of Community Board 11, the Commission therefore, believes the proposed boundaries of the R1-2 to be appropriately configured to incorporate areas with a preponderance of complying larger lots.

In addition to rezoning to lower-density and contextual zoning districts, the Commission understands that a new contextual zoning tool is also needed for areas developed with detached, single-family houses. The Commission believes the creation of the new R2A zoning district reflects the character of this area in Bayside. The new R2A district could also be utilized in other neighborhoods of the city. It would recognize the particular height and bulk characteristics of these areas by imposing limitations on floor area exemptions and tighter restrictions on lot coverage and building perimeter walls and total height. The Commission believes that these new rules will better protect the existing character of the area, provide more design certainty and ensure that enlargements and new construction will more closely match the existing context.

In response to concerns raised by representatives of the Queens AIA, the Commission has reviewed the additional analysis provided by the Department relating to compliance of existing buildings with the proposed regulations and the continued ability for homes with unused floor area to expand. The Commission believes that the R2A proposal strikes a balance that protects neighborhood character and quality of life, while still allowing existing homes to be enlarged. The Commission also believes that raising the perimeter wall height from 21 feet to 23 feet as requested by Community Board 11 and the Queens AIA would not improve compliance levels for existing buildings and would only increase the potential for new buildings to be out-of-scale with neighboring houses.

The Commission is, however, further modifying herein the R2A text proposed in the modified application (N 050148 (A) ZRY). In response to concerns raised by Community Board 11, the Queens Borough President, and the Queens AIA about allowing a range of roof designs, the

Commission believes it is appropriate to permit a variety of roof treatments, including those of a gabled style. The Commission, therefore, eliminates the provisions which would mandate only a hip roof. In their place, the Commission is applying the height and setback controls of R3 districts. These height and setback controls will maintain a maximum 21-foot perimeter wall height and a 35-foot building height maximum. The Commission notes that these R3 envelope controls were introduced in 1989, and they have been used successfully to promote contextual development in low-density communities throughout the city, including R3A and R3X areas in Queens.

In response to concerns from the Queens AIA, the Commission concurs that the required five-foot offset for detached garage structures is impractical on the typical 40-foot wide lots required by the R2A district. The Commission is therefore modifying the proposed zoning text to eliminate this requirement for interior lots and to allow it only on corner lots with a minimum width of 45 feet. The Commission believes that establishing this offset requirement for corner lots is consistent with similar requirements for corner lots in low density areas such as R1-2 zones.

In response to the testimony that rezoning a block front from R4 to R3X would render an existing three-family residence non-conforming, the Commission has reviewed in detail the existing development on this blockfront and notes that 75 percent of the structures are detached. The Commission, therefore, believes the R3X zoning as proposed will better protect the character of this blockfront and notes that existing three-family occupancies will be grandfathered as pre-existing non-conforming uses.

Finally, the Commission believes that the proposed commercial overlay changes better reflect existing commercial development, and will prevent the expansion of potentially incompatible commercial uses onto residential side streets.

## **RESOLUTION**

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

**RESOLVED**, that the City Planning Commission, in its capacity as the City Coastal Commission, has reviewed the waterfront aspects of the this application and finds that the proposed action is consistent with WRP policies; and be it further

**RESOLVED**, by the City Planning Commission, pursuant to Sections 197-c and 201 of the New York City Charter **for an amendment of the Zoning Map, Section Nos. 10c, 10d, 11a and 11b:**

1. eliminating from an existing R2 District a C1-2 District bounded by:
  - a) a line 150 feet northerly of Horace Harding Expressway, 211<sup>th</sup> Street, a line 100 feet northerly of Horace Harding Expressway, and 210<sup>th</sup> Street; and
  - b) a line 150 feet northerly of Horace Harding Expressway, 217<sup>th</sup> Street, a line 100 feet northerly of Horace Harding Expressway, and 215<sup>th</sup> Street;
2. eliminating from an existing R3-2 District a C1-2 District bounded by:
  - a) a line 150 feet northerly of 35<sup>th</sup> Avenue, the westerly service road of Clearview Expressway, a line 100 feet northerly of 35<sup>th</sup> Avenue, and 205<sup>th</sup> Street; and
  - b) a line 150 feet northerly of 48<sup>th</sup> Avenue, a line 150 feet westerly of Bell Boulevard, 47<sup>th</sup> Avenue, a line 100 feet westerly of Bell Boulevard, a line 100 feet northerly of 48<sup>th</sup> Avenue, 212<sup>th</sup> Street, 48<sup>th</sup> Avenue, 212<sup>th</sup> Street, a line 100 feet southerly of 48<sup>th</sup> Avenue, Bell boulevard, a line 150 feet southerly of 48<sup>th</sup> Avenue, 211<sup>th</sup> Street, 48<sup>th</sup> Avenue, and 211<sup>th</sup> Street;
3. changing from an R2 District to an R1-2 District property bounded by:
  - a) 24<sup>th</sup> Avenue and its northeasterly centerline prolongation, Cross Island Parkway, 28<sup>th</sup> Avenue, and Bell Boulevard;

- b) a line 100 feet northerly of 29<sup>th</sup> Avenue, 216<sup>th</sup> Street, a line 130 feet northerly of 31<sup>st</sup> Road, a line 150 feet easterly of 216<sup>th</sup> Street, 31<sup>st</sup> Road, a line 250 feet easterly of 216<sup>th</sup> Street, 32<sup>nd</sup> Avenue, 215<sup>th</sup> place, 33<sup>rd</sup> Road, 214<sup>th</sup> Place, 33<sup>rd</sup> Avenue, 214<sup>th</sup> Street, a line 100 feet northerly of 33<sup>rd</sup> Avenue, Bell Boulevard, the easterly prolongation of the center line of 32<sup>nd</sup> Avenue, 214<sup>th</sup> Street, 29<sup>th</sup> Avenue, and Bell Boulevard; and
  - c) 35<sup>th</sup> Avenue and its easterly centerline prolongation, Cross Island Parkway, a line 100 feet northerly of 41<sup>st</sup> Avenue (straight portion) and its easterly prolongation, 223<sup>rd</sup> Street, 38<sup>th</sup> Avenue, 222<sup>nd</sup> Street, 37<sup>th</sup> Avenue, and 221<sup>st</sup> Street and its northerly centerline prolongation;
4. changing from an R2 District to an R2A District property bounded by:
- a) 26<sup>th</sup> Avenue, Bell Boulevard, 28<sup>th</sup> Avenue, Cross Island Parkway, 35<sup>th</sup> Avenue and its easterly centerline prolongation, 221<sup>st</sup> Street and its northerly centerline prolongation, 37<sup>th</sup> Avenue, 222<sup>nd</sup> Street, 38<sup>th</sup> Avenue, 223<sup>rd</sup> Street, a line 100 feet northerly of 41<sup>st</sup> Avenue (straight portion) and its easterly prolongation, Cross Island Parkway, the northerly boundary line of Long Island Rail Road (LIRR) right-of-way, 221<sup>st</sup> Street, 41<sup>st</sup> Avenue and its easterly centerline prolongation, 217<sup>th</sup> Street, Corbett Road, 35<sup>th</sup> Avenue, 214<sup>th</sup> Place, 34<sup>th</sup> Road and its westerly centerline prolongation, a line 100 feet westerly of Bell Boulevard and its southerly prolongation, a line midway between Bell Boulevard and 213<sup>th</sup> Street and its northerly prolongation, 36<sup>th</sup> Avenue, 213<sup>th</sup> Street, 38<sup>th</sup> Avenue, a line midway between 212<sup>th</sup> and 213<sup>th</sup> Streets, 39<sup>th</sup> Avenue, 208<sup>th</sup> Street, the center line of LIRR right-of-way, Francis Lewis Boulevard, 38<sup>th</sup> Avenue, 203<sup>rd</sup> Street, 36<sup>th</sup> Avenue, and the westerly service road of Clearview Expressway; except within the area as described in 3 b);
  - b) a line 100 feet southerly of Northern Boulevard, a line 100 feet easterly of 220<sup>th</sup> Place, 46<sup>th</sup> Avenue, the westerly, northerly and easterly boundary of Alley Park, 46<sup>th</sup> Avenue, Springfield Boulevard, 47<sup>th</sup> Avenue, a line midway between 217<sup>th</sup> and 218<sup>th</sup> Streets, 46<sup>th</sup> Avenue, and 218<sup>th</sup> Street; and
  - c) 47<sup>th</sup> Road, Springfield Boulevard, the southerly, westerly and northerly boundary of Alley Park, Springfield Boulevard, the southerly service road of Horace Harding Expressway, Oceania Street, the northerly service road of Horace Harding Expressway, a line midway between 207<sup>th</sup> and 208<sup>th</sup> Streets, 58<sup>th</sup> Avenue, 208<sup>th</sup> Street, 56<sup>th</sup> Avenue, 207<sup>th</sup> Street, 53<sup>rd</sup> Avenue, a line midway between 207<sup>th</sup> and 208<sup>th</sup> Streets, 48<sup>th</sup> Avenue, Oceania Street, a line 100 feet southerly of 48<sup>th</sup> Avenue, 211<sup>th</sup> Street, a line 150 feet southerly of 48<sup>th</sup> Avenue, Bell Boulevard, 48<sup>th</sup> Avenue, and 217<sup>th</sup> Street;
5. changing from an R3-1 District to an R3X District property bounded by:

- a) 35<sup>th</sup> Avenue, 214<sup>th</sup> Place, 39<sup>th</sup> Avenue, Corp. Stone Street, 36<sup>th</sup> Avenue, and a line 150 feet easterly of Bell Boulevard (straight portion);
  - b) the northerly boundary line of LIRR right-of-way, 217<sup>th</sup> Street and its northerly centerline prolongation, a line 100 feet southerly of 43<sup>rd</sup> Avenue, 215<sup>th</sup> Place, 43<sup>rd</sup> Avenue, a line midway between 215<sup>th</sup> Street and 215<sup>th</sup> Place, 42<sup>nd</sup> Avenue, and 216<sup>th</sup> Street and its northerly centerline prolongation; and
6. changing from an R3-1 District to an R3A District property bounded by 45<sup>th</sup> Road, a line 150 feet westerly of Bell Boulevard, 46<sup>th</sup> Road, and 211<sup>th</sup> Street;
7. changing from an R3-2 District to an R2A District property bounded by:
- a) 34<sup>th</sup> Avenue, 205<sup>th</sup> Street, a line 100 feet southerly of 34<sup>th</sup> Avenue, the westerly service road of Clearview Expressway, a line 100 feet northwesterly of 35<sup>th</sup> Avenue, 201<sup>st</sup> Street, 35<sup>th</sup> Avenue, a line midway between 200<sup>th</sup> and 201<sup>st</sup> Streets, a line 100 feet southerly of 34<sup>th</sup> Avenue, and 202<sup>nd</sup> Street;
  - b) a line 100 feet southerly of 36<sup>th</sup> Avenue, 203<sup>rd</sup> Street, 38<sup>th</sup> Avenue, Francis Lewis Boulevard, a line 100 feet northerly of 38<sup>th</sup> Avenue and its westerly prolongation, and a line midway between 202<sup>nd</sup> and 203<sup>rd</sup> Streets;
  - c) 39<sup>th</sup> Avenue, Corp. Kennedy Street, a line 100 feet northerly of 41<sup>st</sup> Avenue, and 209<sup>th</sup> Street;
  - d) the center line of LIRR right-of way, a line midway between 208<sup>th</sup> and 209<sup>th</sup> Streets and its northerly prolongation, a line 100 feet northerly of 42<sup>nd</sup> Avenue, and a line midway between 201<sup>st</sup> and 202<sup>nd</sup> Streets and its northerly prolongation;
  - e) a line 100 feet southerly of 42<sup>nd</sup> Avenue, Corp. Kennedy Street, a line 100 feet northerly of Northern Boulevard, Clearview Expressway, a line 100 feet southerly of 43<sup>rd</sup> Avenue, 205<sup>th</sup> Street, 43<sup>rd</sup> Avenue, 203<sup>rd</sup> Street, a line 100 feet northerly of 43<sup>rd</sup> Avenue, and a line midway between 202<sup>nd</sup> and 203<sup>rd</sup> Streets;
  - f) Corbett Road, 217<sup>th</sup> Street, 39<sup>th</sup> Avenue, and 216<sup>th</sup> Street;
  - g) 41<sup>st</sup> Avenue and its center line prolongation, 221<sup>st</sup> Street, the northerly boundary line of LIRR right-of-way, Cross Island Parkway, the southerly boundary line of LIRR right-of-way, 223<sup>rd</sup> Street, 43<sup>rd</sup> Avenue, and 217<sup>th</sup> Street and its northerly centerline prolongation; and
  - h) a line 100 feet southerly of 48<sup>th</sup> Avenue, Bell Boulevard, a line 150 feet southerly of 48<sup>th</sup> Avenue, and 211<sup>th</sup> Street;
8. changing from an R3-2 District to an R3A District property bounded by:

- a) a line 100 feet southerly of 34<sup>th</sup> Avenue, a line midway between 200<sup>th</sup> and 201<sup>st</sup> Streets, 35<sup>th</sup> Avenue, and Jordan Street;
  - b) a line 75 feet southeasterly of 35<sup>th</sup> Avenue, 203<sup>rd</sup> Street, a line 75 feet southerly of 35<sup>th</sup> Avenue, a line midway between 204<sup>th</sup> and 205<sup>th</sup> Streets, 36<sup>th</sup> Avenue, 203<sup>rd</sup> Street, a line 100 feet southerly of 36<sup>th</sup> Avenue, a line midway between 202<sup>nd</sup> and 203<sup>rd</sup> Streets, a line 100 feet northerly of 38<sup>th</sup> Avenue, a line midway between 200<sup>th</sup> and 201<sup>st</sup> Streets, a line 100 feet northerly of 36<sup>th</sup> Avenue, and 201<sup>st</sup> Street; and
  - c) 45<sup>th</sup> Drive, 211<sup>th</sup> Street, 47<sup>th</sup> Avenue, and Oceania Street;
9. changing from an R3-2 District to an R3X District property bounded by:
- a) 35<sup>th</sup> Avenue, Corbett Drive, 216<sup>th</sup> Street, 39<sup>th</sup> Avenue, 217<sup>th</sup> Street and its southerly centerline prolongation, the northerly boundary line of the LIRR right-of-way, the southerly prolongation of the center line of 215<sup>th</sup> Street, 41<sup>st</sup> Avenue, a line 100 feet easterly of the southerly prolongation of the easterly street line of 214<sup>th</sup> Place, the easterly prolongation of the center line of 41<sup>st</sup> Avenue, and 214<sup>th</sup> Place;
  - b) 43<sup>rd</sup> Avenue, a line midway between 222<sup>nd</sup> and 223<sup>rd</sup> Streets, a line 100 feet northerly of Northern Boulevard, and 217<sup>th</sup> Street; and
  - c) 45<sup>th</sup> Avenue, a line 100 feet easterly of 202<sup>nd</sup> Street, a line 100 feet southerly of 45<sup>th</sup> Avenue, a line 100 feet southerly of Northern Boulevard, 204<sup>th</sup> Street, 47<sup>th</sup> Avenue, 202<sup>nd</sup> Street, Rocky Hill Road, 47<sup>th</sup> Avenue, and Francis Lewis Boulevard;
10. changing from an R3-2 District to an R3-1 District property bounded by:
- a) a line 100 feet southerly of Northern Boulevard, Clearview Expressway, 45<sup>th</sup> Road, 211<sup>th</sup> Street, 45<sup>th</sup> Drive, Oceania Street, 48<sup>th</sup> Avenue, Rocky Hill Road, 202<sup>nd</sup> Street, 47<sup>th</sup> Avenue, and 204<sup>th</sup> Street; and
  - b) 47<sup>th</sup> Avenue, a line 100 feet westerly of 213<sup>th</sup> Street, a line 100 feet northerly of 48<sup>th</sup> Avenue, and a line 100 feet easterly of 210<sup>th</sup> Street;
11. changing from an R3-2 District to an R4B District property bounded by 47<sup>th</sup> Avenue, a line 100 feet easterly of 210<sup>th</sup> Street, a line 100 feet northerly of 48<sup>th</sup> Avenue, a line 100 feet westerly of 213<sup>th</sup> Street, 47<sup>th</sup> Avenue, Bell Boulevard, a line 100 feet southerly of 48<sup>th</sup> Avenue, Oceania Street, 48<sup>th</sup> Avenue, and Oceania Street;
12. changing from an R3-2 District to an R4-1 District property bounded by 34<sup>th</sup> Avenue, the westerly service road of Clearview Expressway, a line 100 feet southerly of 34<sup>th</sup> Avenue, and 205<sup>th</sup> Street;

13. changing from an R4 District to an R3X District property bounded by 34<sup>th</sup> Road, 214<sup>th</sup> Place, 35<sup>th</sup> Avenue, and a line 100 feet westerly of 214<sup>th</sup> Place;
14. changing from an R4 District to an R4B District property bounded by a line 100 feet southerly of Northern Boulevard, a line midway between 215<sup>th</sup> Place and 216<sup>th</sup> Street, 46<sup>th</sup> Avenue, 215<sup>th</sup> Place, a line 100 feet southerly of 46<sup>th</sup> Avenue, a line midway between 215<sup>th</sup> Street and 215<sup>th</sup> Place, 48<sup>th</sup> Avenue, Bell Boulevard, 47<sup>th</sup> Avenue, a line 150 feet westerly of Bell Boulevard, 45<sup>th</sup> Road, and a line 100 feet easterly of Bell Boulevard; and
15. changing from an R4A District to an R2A District property bounded by 39<sup>th</sup> Avenue, 210<sup>th</sup> Street, a line 100 feet northerly of 41<sup>st</sup> Avenue, and Corp. Kennedy Street;

as shown on a diagram (for illustrative purposes only) dated November 1, 2004, Community District 11, Borough of Queens is approved.

The above resolution (C 050149 ZMQ), duly adopted by the City Planning Commission on March 14, 2005 (Calendar No. 9), is filed with the Office of the Speaker, City Council and the Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

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

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

**ANGELA M. BATTAGLIA, IRWIN G. CANTOR, P.E., ANGELA R. CAVALUZZI, R.A., ALFRED C. CERULLO, III, RICHARD W. EADDY, LISA A. GOMEZ, CHRISTOPHER KUI, JOHN MEROLO, KAREN A. PHILLIPS, DOLLY WILLIAMS**, Commissioners