



## CITY PLANNING COMMISSION

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May 25, 2005/Calendar No.16

C 050296 ZMK

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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. 22d and 28c:**

- 1. eliminating from an existing R5 District a C1-3 District bounded by:**
  - a. 63<sup>rd</sup> Street, a line 100 feet northwesterly of Bay Parkway, 65<sup>th</sup> Street, and a line 150 feet northwesterly of Bay Parkway;
  - b. Highlawn Avenue, West 8<sup>th</sup> Street, a line 150 feet northerly of Highlawn Avenue, a line midway between West 7<sup>th</sup> Street and West 8<sup>th</sup> Street, Highlawn Avenue, West 6<sup>th</sup> Street, a line 150 feet southerly of Highlawn Avenue, and West 9<sup>th</sup> Street;
  - c. Avenue S, West 9<sup>th</sup> Street, a line 150 feet northerly of Avenue S, and West 8<sup>th</sup> Street;
  - d. Avenue S, West 6<sup>th</sup> Street, a line 150 feet southerly of Avenue S, and West 7<sup>th</sup> Street;
  - e. Avenue S, a line midway between West 13<sup>th</sup> Street and Stillwell Avenue, a line 100 feet northerly of Avenue T, and Stillwell Avenue;
  - f. Avenue T, West 8<sup>th</sup> Street, a line 150 feet southerly of Avenue T, and West 10<sup>th</sup> Street; and
  - g. Avenue U, West 9<sup>th</sup> Street, a line 150 feet northerly of Avenue U, Lake Street, a line 100 feet northerly of Avenue U, and McDonald Avenue;
  
- 2. eliminating from an existing R6 District a C1-3 District bounded by:**
  - a. 63<sup>rd</sup> Street, Bay Parkway, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, a line 400 feet southeasterly of 23<sup>rd</sup> Avenue, 65<sup>th</sup> Street, West 5<sup>th</sup> Street, a line 150 feet southwesterly of 65<sup>th</sup> Street, Bay Parkway, 65<sup>th</sup> Street, and a line 100 feet northwesterly of Bay Parkway;
  - b. Avenue O, West 8<sup>th</sup> Street, a line 150 feet northerly of Avenue O, West 7<sup>th</sup> Street, Avenue O, West 6<sup>th</sup> Street, a line 150 feet southerly of Avenue O, and West 11<sup>th</sup> Street; and
  - c. Kings Highway, West 12<sup>th</sup> Street, a line 150 feet northerly of Kings Highway, a line 150 feet northerly of Quentin Road, West 9<sup>th</sup> Street, Quentin Road, West 6<sup>th</sup> Street, a line 150 feet northerly of Kings Highway, West 4<sup>th</sup> Street, a line 100 feet southerly of Kings Highway, a line 100 feet southerly of Quentin Road, and West 11<sup>th</sup> Street;
  
- 3. eliminating from an existing R5 District a C2-2 District bounded by Kings Highway, Stillwell Avenue, a line 100 feet northerly of Kings Highway, West 12<sup>th</sup> Street, Kings Highway, West 11<sup>th</sup> Street, Quentin Road, West 13<sup>th</sup> Street, a line 80 feet northerly of Quentin Road, Stillwell Avenue, a line 100 feet southerly of Kings**

Highway, 78<sup>th</sup> Street, and a line 100 feet southeasterly of Bay Parkway;

4. **eliminating from an existing R6 District a C2-2 District bounded by** Kings Highway, a line 200 feet westerly of Stillwell Avenue, a line 100 feet northerly of Kings Highway, and Stillwell Avenue;
5. **eliminating from an existing R5 District a C2-3 District bounded by** West 13<sup>th</sup> Street, a line 150 feet northerly of Avenue U, West 9<sup>th</sup> Street, and a line 100 feet northerly of Avenue U;
6. **eliminating from an existing R6 District a C2-3 District bounded by** a line midway between Dahill Road and West 1<sup>st</sup> Street, a line 150 feet northerly of Kings Highway, a line midway between McDonald Avenue and Dahill Road, and a line 100 feet northerly of Kings Highway,
7. **changing from an R5 District to an R4-1 District property bounded by:**
  - a. Quentin Road, West 11<sup>th</sup> Street, a line 100 feet southerly of Quentin Road, a line midway between West 10<sup>th</sup> Street and West 11<sup>th</sup> Street, a line 100 feet southerly of Highlawn Avenue, a line midway between West 11<sup>th</sup> Street and West 12<sup>th</sup> Street, a line 100 feet northerly of Avenue S, and a line midway between West 12<sup>th</sup> Street and West 13<sup>th</sup> Street;
  - b. a line 100 feet southerly of Highlawn Avenue, a line midway between West 8<sup>th</sup> Street and West 9<sup>th</sup> Street, a line 100 feet northerly of Avenue S, and a line midway between West 10<sup>th</sup> Street and West 11<sup>th</sup> Street;
  - c. a line 100 feet southerly of Kings Highway, a line midway between Lake Street and Van Sicklen Street, Avenue S, West 3<sup>rd</sup> Street, Avenue T, a line midway between Lake Street and Van Sicklen Street, a line perpendicular to the easterly street line of Van Sicklen Street distant 360 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of Van Sicklen Street and the southerly street line of Avenue T, Van Sicklen Street, a line 100 feet northerly of Avenue U, a line midway between West 6<sup>th</sup> Street and West 7<sup>th</sup> Street, a line 100 feet southerly of Avenue T, a line midway between West 4<sup>th</sup> Street and West 5<sup>th</sup> Street, Avenue S, West 5<sup>th</sup> Street, a line 100 feet northerly of Avenue S, West 7<sup>th</sup> Street, a line 100 feet southerly of Highlawn Avenue, a line midway between West 4<sup>th</sup> Street and West 5<sup>th</sup> Street, Highlawn Avenue, and a line midway between West 6<sup>h</sup> Street and West 7<sup>th</sup> Street;
  - d. a line 100 feet southerly of Avenue S, West 9<sup>th</sup> Street, a line 100

feet northerly of Avenue T, and a line midway between West 12<sup>th</sup> Street and West 13<sup>th</sup> Street;

- e. a line 100 feet southerly of Avenue S, a line midway between West 5<sup>th</sup> Street and West 6<sup>th</sup> Street, a line 100 feet northerly of Avenue T, and West 7<sup>th</sup> Street; and
- f. a line 100 feet southerly of Avenue T, a line midway between West 7<sup>th</sup> Street and West 8<sup>th</sup> Street, a line 100 feet northerly of Avenue U, West 13<sup>th</sup> Street, a line 325 feet southerly of Avenue T, and a line midway between West 12<sup>th</sup> Street and West 13<sup>th</sup> Street;

**8. changing from an R6 District to an R4-1 District property bounded by:**

- a. a line 100 feet southeasterly of Bay Parkway, 61<sup>st</sup> Street, Dahill Road, 24<sup>th</sup> Avenue, a line midway between McDonald Avenue and Dahill Road, a line 180 feet northerly of Avenue O, Dahill Road, 63<sup>rd</sup> Street, a line perpendicular to the southwesterly street line of 63<sup>rd</sup> Street distant 125 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 63<sup>rd</sup> Street and the westerly street line of Dahill Road, a line midway between 63<sup>rd</sup> Street and 64<sup>th</sup> Street, a line 100 feet westerly of Dahill Road, 65<sup>th</sup> Street, Avenue P, a line midway between McDonald Avenue and Dahill Road, a line 100 feet northerly of Kings Highway, West 6<sup>th</sup> Street, a line 100 feet southerly of Quentin Road, West 1<sup>st</sup> Street, a line 400 feet southerly of Quentin Road, a line midway between Dahill Road and West 1<sup>st</sup> Street, Avenue P, West 2<sup>nd</sup> Street, a line 100 feet southwesterly of 65<sup>th</sup> Street, West 1<sup>st</sup> Street, 65<sup>th</sup> Street, a line 100 feet southeasterly of 24<sup>th</sup> Avenue, a line midway between 62<sup>nd</sup> Street and 63<sup>rd</sup> Street, 24<sup>th</sup> Avenue, 65<sup>th</sup> Street, a line 340 feet southeasterly of 23<sup>rd</sup> Avenue, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, 23<sup>rd</sup> Avenue, 64<sup>th</sup> Street, a line 120 feet northwesterly of 23<sup>rd</sup> Avenue, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, a line 220 feet southeasterly of Bay Parkway, and a line midway between 63<sup>rd</sup> Street and 64<sup>th</sup> Street;
- b. a line 100 feet southerly of Avenue O, a line midway between West 7<sup>th</sup> Street and West 8<sup>th</sup> Street, a line 100 feet northerly of Avenue P, West 12<sup>th</sup> Street, a line perpendicular to the easterly street line of West 12<sup>th</sup> Street distant 100 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of West 12<sup>th</sup> Street and the southeasterly street line of Bay Parkway, and a line midway between West 10<sup>th</sup> Street and West 11<sup>th</sup> Street;
- c. a line 100 feet southerly of Avenue O, West 4<sup>th</sup> Street, Avenue O, a

line 100 feet southwesterly of 65<sup>th</sup> Street, West 3<sup>rd</sup> Street, a line 100 feet northerly of Avenue P, and a line midway between West 6<sup>th</sup> Street and West 7<sup>th</sup> Street;

- d. a line 100 feet southerly of Avenue P, a line midway between West 10<sup>th</sup> Street and West 11<sup>th</sup> Street, a line 100 feet northerly of Kings Highway, and Stillwell Avenue;
- e. a line 100 feet southerly of Avenue P, West 8<sup>th</sup> Street, Avenue P, West 7<sup>th</sup> Street, a line 100 feet southerly of Avenue P, West 6<sup>th</sup> Street, a line 100 feet northerly of Quentin Road, and a line midway between West 9<sup>th</sup> Street and West 10<sup>th</sup> Street;
- f. a line 100 feet southerly of Avenue P, West 3<sup>rd</sup> Street, a line 100 feet northerly of Quentin Road, and a line midway between West 4<sup>th</sup> Street and West 5<sup>th</sup> Street; and
- g. a line 100 feet southerly of Avenue P, a line midway between West 1<sup>st</sup> Street and West 2<sup>nd</sup> Street, a line 100 feet northerly of Quentin Road, and a line midway between West 2<sup>nd</sup> Street and West 3<sup>rd</sup> Street;

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

- a. a line 100 feet southerly of Highlawn Avenue, a line midway between West 10<sup>th</sup> Street and West 11<sup>th</sup> Street, a line 100 feet northerly of Avenue S, and a line midway between West 11<sup>th</sup> Street and West 12<sup>th</sup> Street;
- b. a line 100 feet southerly of Avenue S, a line midway between West 12<sup>th</sup> Street and West 13<sup>th</sup> Street, Avenue T, and West 13<sup>th</sup> Street;
- c. Avenue S, a line midway between Lake Street and Van Sicklen Street, Avenue T, and West 3<sup>rd</sup> Street; and
- d. Avenue T, a line midway between McDonald Avenue and Lake Street, a line 100 feet northerly of Avenue U, and Lake Street;

**10. changing from an R6 District to an R4A District property bounded by:**

- a. a line 100 feet southwesterly of 65<sup>th</sup> Street, Avenue O, a line midway between West 4<sup>th</sup> Street and West 5<sup>th</sup> Street, a line 100 feet northerly of Avenue O, a line midway between West 5<sup>th</sup> Street and West 6<sup>th</sup> Street, a line 350 feet northerly of Avenue O, and West 5<sup>th</sup> Street;
- b. a line 100 feet southwesterly of 65<sup>th</sup> Street, West 2<sup>nd</sup> Street, a line 100 feet northerly of Avenue P, and West 3<sup>rd</sup> Street; and
- c. Avenue P, West 1<sup>st</sup> Street, a line 100 feet southerly of Avenue P, a line midway between West 2<sup>nd</sup> Street and West 3<sup>rd</sup> Street, a line 340 feet southerly of Avenue P, West 3<sup>rd</sup> Street, a line 100 feet southerly of Avenue P, and a line midway between West 4<sup>th</sup> Street

and West 5<sup>th</sup> Street;

11. **changing from an R5 District to an R5B District property bounded** Quentin Road, a line midway between West 12<sup>th</sup> Street and West 13<sup>th</sup> Street, a line 100 feet northerly of Avenue S, a line midway between West 8<sup>th</sup> Street and West 9<sup>th</sup> Street, a line 100 feet southerly of Highlawn Avenue, a line midway between West 10<sup>th</sup> Street and West 11<sup>th</sup> Street, a line 100 feet southerly of Quentin Road, a line 100 feet southerly of Kings Highway, a line midway between West 6<sup>th</sup> Street and West 7<sup>th</sup> Street, Highlawn Avenue, a line midway between West 4<sup>th</sup> Street and West 5<sup>th</sup> Street, a line 100 feet southerly of Highlawn Avenue, West 7<sup>th</sup> Street, a line 100 feet northerly of Avenue S, West 5<sup>th</sup> Street, Avenue S, a line midway between West 4<sup>th</sup> Street and West 5<sup>th</sup> Street, a line 100 feet southerly of Avenue T, a line midway between West 6<sup>th</sup> Street and West 7<sup>th</sup> Street, a line 100 feet northerly of Avenue U, Van Sicklen Street, a line perpendicular to the easterly street line of Van Sicklen Street distant 360 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of Van Sicklen Street and the southerly street line of Avenue T, a line midway between Lake Street and Van Sicklen Street, a line 100 feet southerly of Kings Highway, a line midway between McDonald Avenue and Lake Street, Avenue T, Lake Street, a line 100 feet northerly of Avenue U, McDonald Avenue, Avenue U, West 13<sup>th</sup> Street, a line 100 feet northerly of Avenue U, a line midway between West 7<sup>th</sup> Street and West 8<sup>th</sup> Street, a line 100 feet southerly of Avenue T, a line midway between West 12<sup>th</sup> street and West 13<sup>th</sup> Street, a line 325 feet southerly of Avenue T, West 13<sup>th</sup> Street, a line 100 feet northeasterly of 86<sup>th</sup> Street, and Stillwell Avenue, **and excluding property bounded by:**
  - a. a line 100 feet southerly of Avenue S, West 9<sup>th</sup> Street, a line 100 feet northerly of Avenue T, a line midway between West 12<sup>th</sup> Street and West 13<sup>th</sup> Street, Avenue T, and West 13<sup>th</sup> Street,
  - b. a line 100 feet southerly of Avenue S, a line midway between West 5<sup>th</sup> street and West 6<sup>th</sup> Street, a line 100 feet northerly of Avenue T, and West 7<sup>th</sup> Street;
12. **changing from an R6 District to an R5B District property bounded by:**
  - a. a line 150 feet southeasterly of Bay Parkway, a line perpendicular to the easterly street line of West 7<sup>th</sup> Street distant 250 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of West 7<sup>th</sup> Street and the southeasterly street line of Bay Parkway, a line 100 feet southwesterly of 65<sup>th</sup> Street, West 5<sup>th</sup> street, a line 350 feet northerly of Avenue O, a line midway between West 5<sup>th</sup> Street and West 6<sup>th</sup> Street, a line 100 feet northerly of Avenue O, a line

midway between West 4<sup>th</sup> street and West 5<sup>th</sup> Street, Avenue O, West 4<sup>th</sup> Street, a line 100 feet southerly of Avenue O, a line midway between West 6<sup>th</sup> street and West 7<sup>th</sup> Street, a line 100 feet northerly of Avenue P, a line midway between West 7<sup>th</sup> Street and West 8<sup>th</sup> Street, a line 100 feet southerly of Avenue O, a line midway between West 10<sup>th</sup> Street and West 11<sup>th</sup> Street, a line perpendicular to the easterly street line of West 12<sup>th</sup> Street distant 100 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of West 12<sup>th</sup> Street and the southeasterly street line of Bay Parkway, West 11<sup>th</sup> Street, and Avenue O;

- b.** 63<sup>rd</sup> Street, Dahill Road, a line 180 feet northerly of Avenue O, a line midway between Dahill Road and McDonald Avenue, a line perpendicular to the westerly street line of McDonald Avenue distant 250 feet northerly (as measured along the street line) from the point of intersection of the westerly street line of McDonald Avenue and the northeasterly street line of 65<sup>th</sup> Street, Dahill Road, 65<sup>th</sup> Street, a line 100 feet westerly of Dahill Road, a line midway between 63<sup>rd</sup> Street and 64<sup>th</sup> Street, and a line perpendicular to the southwesterly street line of 63<sup>rd</sup> Street distant 125 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 63<sup>rd</sup> Street and the westerly street line of Dahill Road;
- c.** a line 100 feet southerly of Avenue P, a line midway between West 9<sup>th</sup> Street and West 10<sup>th</sup> Street, a line 100 feet northerly of Quentin Road, a line 100 feet northerly of Kings Highway, and a line midway between West 10<sup>th</sup> Street and West 11<sup>th</sup> Street;
- d.** a line 100 feet northerly of Avenue P, West 4<sup>th</sup> Street, Avenue P, a line midway between West 4<sup>th</sup> Street and West 5<sup>th</sup> Street, a line 100 feet northerly of Quentin Road, and West 6<sup>th</sup> Street; and
- e.** a line 100 feet northerly of Quentin Road, West 3<sup>rd</sup> Street, a line 340 feet southerly of Avenue P, a line midway between West 2<sup>nd</sup> Street and West 3<sup>rd</sup> Street, a line 100 feet northerly of Quentin Road, a line midway between West 1<sup>st</sup> Street and West 2<sup>nd</sup> Street, a line 100 feet southerly of Avenue P, West 1<sup>st</sup> Street, Avenue P, a line midway between Dahill Road and West 1<sup>st</sup> Street, a line 400 feet southerly of Quentin Road, West 1<sup>st</sup> Street, a line 100 feet southerly of Quentin Road, a line midway between West 2<sup>nd</sup> Street and West 3<sup>rd</sup> Street, Quentin Road, and West 4<sup>th</sup> Street;

**13. changing from an R6 District to an R6A District property bounded by:**

- a.** a line 100 feet northwesterly of Bay Parkway, 61<sup>st</sup> Street, a line 100

feet southeasterly of Bay Parkway, a line midway between 63<sup>rd</sup> Street and 64<sup>th</sup> Street, a line 220 feet southeasterly of Bay Parkway, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, a line 120 feet northwesterly of 23<sup>rd</sup> Avenue, 64<sup>th</sup> Street, 23<sup>rd</sup> Avenue, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, a line 340 feet southeasterly of 23<sup>rd</sup> Avenue, 65<sup>th</sup> Street, 24<sup>th</sup> Avenue, a line midway between 62<sup>nd</sup> Street and 63<sup>rd</sup> Street, a line 100 feet southeasterly of 24<sup>th</sup> Avenue, 65<sup>th</sup> Street, West 1<sup>st</sup> Street, a line 100 feet southwesterly of 65<sup>th</sup> Street, a line perpendicular to the easterly street line of West 7<sup>th</sup> Street distant 250 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of West 7<sup>th</sup> Street and the southeasterly street line of Bay Parkway, a line 150 feet southeasterly of Bay Parkway, a line 150 feet southwesterly of 65<sup>th</sup> Street, Bay Parkway, and 65<sup>th</sup> Street; and

**b.** a line 100 feet northerly of Avenue P, West 2<sup>nd</sup> Street, Avenue P, and West 4<sup>th</sup> Street;

- 14. changing from a C4-3 District to an R6A District property bounded by** a line 150 feet southwesterly of 65<sup>th</sup> Street, a line 150 feet southeasterly of Bay Parkway, and West 7<sup>th</sup> Street;
- 15. changing from an R5 District to an R6B District property bounded by** Kings Highway, West 11<sup>th</sup> Street, Quentin Avenue, 78<sup>th</sup> Street, and a line 100 feet southeasterly of Bay Parkway;
- 16. changing from an R5 District to an R7A District property bounded by** a line 100 feet northerly of Kings Highway, West 12<sup>th</sup> Street, Kings Highway, and Stillwell Avenue;
- 17. changing from an R6 District to an R7A District property bounded by:**
- a.** Bay Parkway, Avenue O, West 11<sup>th</sup> Street, a line perpendicular to the easterly street line of West 12<sup>th</sup> Street distant 100 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of West 12<sup>th</sup> Street and the southeasterly street line of Bay Parkway, West 12<sup>th</sup> Street, a line 100 feet northerly of Avenue P, West 6<sup>th</sup> Street, a line 100 feet southerly of Avenue P, West 7<sup>th</sup> Street, Avenue P, West 8<sup>th</sup> Street, a line 100 feet southerly of Avenue P, Stillwell Avenue, and Kings Highway; and
- b.** a line 100 feet northerly of Kings Highway, a line 100 feet northerly of Quentin Road, West 4<sup>th</sup> Street, Quentin Road, a line midway between West 2<sup>nd</sup> Street and West 3<sup>rd</sup> Street, a line 100 feet southerly of Quentin Road, West 6<sup>th</sup> Street, a line 100 feet northerly of Kings Highway, McDonald

Avenue, a line 100 feet southerly of Kings Highway, a line 100 feet southerly of Quentin Road, West 11<sup>th</sup> Street, Kings Highway, and West 12<sup>th</sup> Street;

18. **changing from a C4-3 District to a C4-2A District property bounded by** a line 150 feet northwesterly of Bay Parkway, 65<sup>th</sup> Street, Bay Parkway, a line 150 feet southwesterly of 65<sup>th</sup> Street, West 7<sup>th</sup> Street, a line 150 feet southeasterly of Bay Parkway, Avenue O, Bay Parkway, and Bay Ridge Avenue;
  19. **establishing within a proposed R4-1 District a C2-3 District bounded by:**
    - a. a line 340 feet southeasterly of 23<sup>rd</sup> Avenue, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, 24<sup>th</sup> Avenue, and 65<sup>th</sup> Street; and
    - b. a line 100 feet northerly of Highlawn Avenue, West 6<sup>th</sup> Street, Highlawn Avenue, and a line midway between West 6<sup>th</sup> Street and West 7<sup>th</sup> Street;
  20. **establishing within a proposed R5B District a C2-3 District bounded by:**
    - a. a line 100 feet northerly of Avenue O, West 6<sup>th</sup> Street, a line 100 feet southerly of Avenue O, West 11<sup>th</sup> Street, Avenue O, and West 8<sup>th</sup> Street;
    - b. a line 100 feet northerly of Highlawn Avenue, a line midway between West 8<sup>th</sup> Street and West 9<sup>th</sup> Street, Highlawn Avenue, West 7<sup>th</sup> Street, a line 100 feet northerly of Highlawn Avenue, a line midway between West 6<sup>th</sup> Street and West 7<sup>th</sup> Street, Highlawn Avenue, West 6<sup>th</sup> Street, a line 100 feet southerly of Highlawn Avenue, West 10<sup>th</sup> Street, Highlawn Avenue, and West 9<sup>th</sup> Street;
    - c. a line 100 feet northerly of Avenue S, West 9<sup>th</sup> Street, Avenue S, and West 10<sup>th</sup> Street;
    - d. Avenue S, a line midway between West 13<sup>th</sup> Street and Stillwell Avenue, a line 100 feet northerly of Avenue T, and Stillwell Avenue;
    - e. Avenue S, West 6<sup>th</sup> Street, a line 100 feet southerly of Avenue S, and West 8<sup>th</sup> Street;
    - f. Avenue T, West 7<sup>th</sup> Street, a line 100 feet northerly of Avenue T, West 5<sup>th</sup> Street, Avenue T, West 6<sup>th</sup> Street, a line 100 feet southerly of Avenue T, and West 10<sup>th</sup> Street; and
    - g. a line 100 feet northerly of Avenue U, McDonald Avenue, Avenue U, and West 9<sup>th</sup> Street;
  21. **establishing within a proposed R6A District a C2-3 District bounded by:**
    - a. a line 100 feet northwesterly of Bay Parkway, 63<sup>rd</sup> Street, Bay Parkway, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, a line 340 feet southeasterly of 23<sup>rd</sup> Avenue, 65<sup>th</sup> Street, West 5<sup>th</sup> Street, a line 100 feet southwesterly of 65<sup>th</sup> Street, Bay Parkway, and 65<sup>th</sup> Street; and
    - b. a 24<sup>th</sup> Avenue, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, a line 100
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feet southeasterly of 24<sup>th</sup> Avenue, and 65<sup>th</sup> Street;

22. **establishing within a proposed R6B District a C2-3 District bounded by** Kings Highway, West 11<sup>th</sup> Street, Quentin Road, West 13<sup>th</sup> Street, a line 80 feet northerly of Quentin Road, Stillwell Avenue, a line 100 feet southerly of Kings Highway, 78<sup>th</sup> Street, and a line 100 feet southeasterly of Bay Parkway;
23. **establishing within a proposed R7A District a C2-3 District bounded by** a line 100 feet northerly of Kings Highway, a line 100 feet northerly of Quentin Road, West 8<sup>th</sup> Street, Quentin Road, West 6<sup>th</sup> Street, a line 100 feet northerly of Kings Highway, a line midway between Dahill Road and West 1<sup>st</sup> Street, Kings Highway, Kings Place, a line 100 feet southerly of Kings Highway, a line 100 feet southerly of Quentin Road, West 11<sup>th</sup> Street, Kings Highway, and a line 200 feet westerly of Stillwell Avenue;

Borough of Brooklyn, Community District 11, as shown on a diagram (for illustrative purposes only) dated February 14, 2005, and subject to the conditions of CEQR Declaration E-145.

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The application for an amendment of the Zoning Map (C 050296 ZMK) was filed by the Department of City Planning on February 8, 2005, to address inappropriately-scaled development in the Bensonhurst neighborhood of Brooklyn, Community District 11. The proposed rezoning area encompasses 120 blocks bounded by 61<sup>st</sup> Street to the north, McDonald Avenue on the east, Avenue U on the south, Stillwell Avenue on the west and Bay Parkway on the northwest.

## **BACKGROUND**

With increasing frequency, single-family homes on large lots, on streets within Bensonhurst where such homes predominate, have been demolished and redeveloped with five- to seven-story, multi-family residences. These new buildings are out of scale with their low-rise context and have raised community concern about the erosion of the character of the neighborhood. Community

Board 11 and elected officials requested that the Department study the zoning of the neighborhood and propose zoning changes that would better protect the low-density character of Bensonhurst.

Bensonhurst was developed primarily during the 1920s after the BMT subway company acquired the former Sea Beach and West End Railway. The area is comprised of two- and three-story residences and corridors of six-story apartment houses on parts of Quentin Road, Avenue P, Kings Highway and 65<sup>th</sup> Street. Commercial activity is concentrated on Bay Parkway, 65<sup>th</sup> Street, Kings Highway and Avenue U, and parts of Highlawn Avenue and Avenues O, S and T.

The area is well-served by subway, with the N-train running through the center of the study area in a cut between West 8<sup>th</sup> and West 7<sup>th</sup> Streets, the elevated F-train on the eastern edge along McDonald Avenue, and a D-train station on 86<sup>th</sup> Street in the southeastern corner. There are bus lines on Bay Parkway, Stillwell Avenue, 60<sup>th</sup> Street, Kings Highway and Avenue U.

While the area was mainly built up by World War II, small-scale construction continued into the 1980s – mostly groups of three or four row houses with ground-floor garages. However, the pace and scale of new development accelerated recently with the construction five- to seven-story apartment buildings on neighborhood mid-blocks and on other, predominantly low-rise wide streets such as 65<sup>th</sup> Street and West 6<sup>th</sup> Street that are out-of-scale with their surrounding built context.

## **Existing Zoning**

Two residential zoning districts predominate in the rezoning area. The area north of Kings Highway is zoned R6, a medium-density residential district which permits tower-construction on large lots under the standard 1961 “height-factor” regulations with no height limit and a maximum Floor Area Ratio (FAR) of 2.43 for residential uses. The optional Quality Housing program permits an FAR of 2.2 on narrow streets and 3.0 on wide streets but limits building heights to 55 feet and 70 feet, respectively. Community facility uses, such as hospitals, schools, churches and medical offices, are also permitted up to an FAR of 4.8. Many of the out-of-scale buildings constructed recently in the neighborhood include both residential and community facility uses and are much bulkier and take up more of the lot than surrounding buildings.

The area South of Kings Highway is zoned R5 which has a 40-foot height limit and a maximum residential FAR of 1.25 that can increase to 1.65 on “predominantly built-up blocks. This higher FAR encourages infill-construction, but buildings are limited to a height of 33 feet and must have an 18-foot front yard. All housing types, single- and multi-family housing, are permitted in the R5 and R6 districts.

A portion of Bay Parkway, between 65<sup>th</sup> Street and Avenue O, is within a C4-3 commercial district, a commercial district that allows commercial, community facility and residential uses with no height limit (R6 equivalent). Commercial uses are allowed up to an FAR of 3.4 and residential uses are allowed up to an FAR of 2.43, using standard “height factor” regulations, and up to an

FAR of 2.2 on narrow streets and 3.0 on wide streets, with building height limits of 55 feet and 70 feet, respectively, using the Quality Housing Program. Community facility uses are allowed up to an FAR of 4.8.

C1 and C2 commercial overlays are mapped in residential zoning districts on a number of the large east-west streets and avenues, such as Kings Highway, 65<sup>th</sup> Street and Avenues O and U. These districts allow local retail and service uses typically needed in residential neighborhoods up to an FAR of 1.0 in R5 and below, or up to an FAR of 2.0 in R6 districts. C1 districts typically include grocery stores, restaurants and barber shops; C2 districts allow a slightly broader range of service uses including small appliance repair and upholstery shops.

### **Proposed Zoning**

The proposed zoning would preserve the existing neighborhood scale and character with lower-density and contextual zoning districts within the neighborhood midblocks and on wide streets with a predominantly low-rise character, while encouraging new residential development on selected wide streets with an apartment house character and good access to mass transit – Kings Highway and parts of Quentin Road, Avenue P, Bay Parkway and 65<sup>th</sup> Street.

The proposed zoning districts are:

- R4A – a residential district which permits only one- and two-family detached houses up to

an FAR of 0.9 and requires side yards and one parking space for each dwelling unit. The R4A district regulations permit a perimeter wall of up to 21 feet and a maximum building height of 35 feet. R4A is proposed for seven small areas, scattered throughout the rezoning area where detached houses, often on relatively large lots, predominate.

- R4-1 – a residential district which permits detached and semi-detached one- and two-family houses up to an FAR of 0.9 and requires two side yards totaling 8 feet and one parking space for each dwelling unit, permit a perimeter wall height of up to 21 feet and a maximum building height of 35 feet. R4-1 is proposed for areas where the predominant building-type is semi-detached (such as the area bounded by 61<sup>st</sup> and 64<sup>th</sup> Streets, 24<sup>th</sup> Avenue and Bay Parkway).
- R5B – a residential district which permits all residential building types up to an FAR of 1.35, requires two side yards totaling at least 8 feet for detached and semi-detached buildings, and one parking space for each dwelling unit, or one for 66 percent of the units if group parking is provided. R5B has a maximum streetwall height of 30 feet and a maximum building height of 33 feet. R5B is proposed for areas where row houses predominate (e.g. West 8<sup>th</sup> Street from Kings Highway to Avenue S) and where there are is a mix of housing types.
- R6B – a residential district which permits all housing types up to an FAR of 2.0 with a 50-foot height limit and requires parking for each dwelling unit, or half the units if group parking is provided. R6B is proposed for the triangle formed by Kings Highway, Quentin

Road and 78<sup>th</sup> Street as a transitional buffer between the proposed R7A apartment house district on the Kings Highway corridor and the low-rise blocks south of Quentin Road.

- R6A – a contextual multi-family residential district with a maximum FAR of 3.0. R6A mandates use of the Quality Housing regulations and parking for half of the units; it has a 70-foot height limit after a mandatory setback at 60 feet. R6A is proposed along a part of 65<sup>th</sup> Street and along Bay Parkway north of 65<sup>th</sup> Street where the corridor itself has fewer six-story apartment buildings than other apartment house corridors in the area, with a mixture of very high density 1920s buildings and somewhat lower density three- and four-story buildings.
- R7A – a contextual multi-family residential district with a maximum FAR of 4.0. R7A mandates use of the Quality Housing regulations and parking for half of the units; it has a maximum building height of 80 feet after a mandatory setback at 65 feet. R7A is proposed along Avenue P west of West 6<sup>th</sup> Street, Quentin Road west of West 3<sup>rd</sup> Street and along Kings Highway from Bay Parkway to McDonald Avenue. On Avenue P and Quentin Road there is a uniform character of six-story apartment buildings built in the 1920s which exceed the permitted 4.0 FAR of this district but are consistent with the height limit. Kings Highway is an eighty-foot wide street predominantly commercial in character, with a mix of one- to three-story commercial and mixed use buildings and six-story apartment buildings near Stillwell Avenue. R7A would allow new apartment house construction on this corridor similar in character to the existing development near Stillwell Avenue.

- C4-2A – a contextual zoning district which permits residential, commercial and community facility uses with a maximum FAR of 3.0 for all uses with a maximum building height of 70 feet is proposed for Bay Parkway between 65<sup>th</sup> Street and Avenue O, a highly-active retail strip.
- Commercial Overlays - The proposal would change the existing C1-2, C1-3 and C2-2 commercial overlays to C2-3 to broaden the range of permitted uses and make parking requirements consistent. The depth of the overlays would be standardized at 100 feet, reducing the existing 150 foot depth to preclude commercial intrusions into the residential mid-blocks. New commercial overlays are proposed where there are existing appropriate commercial uses.

## **ENVIRONMENTAL REVIEW**

This application (C 050296 ZMK) 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 05DCP055K. 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 February 14, 2005.

To avoid the potential for impacts related to hazardous materials the proposed rezoning includes

(E) designations. The (E) designations would be placed on two of the projected and two of the potential development sites. These sites are comprised of the following parcels:

Block 6618, Lot 27  
Block 6253, Lot 29  
Block 6618, Lot 48  
Block 6618, Lot 52

On the sites receiving (E) designation for hazardous materials, the contamination can be classified as petroleum based, non-petroleum based, or both. The NYCDEP has developed protocols for both petroleum and non-petroleum based (E) designated sites that are required to be followed in order to address possible contamination. The placement of the (E) designation on the zoning map would eliminate the potential for significant adverse impacts from hazardous materials and would ensure that appropriate testing and remediation, if needed, would be undertaken. The text of the (E) designation is as follows:

**(E) Designation for Petroleum Based Contamination**

Leakage of underground storage tanks containing petroleum products requires specific protocol and may contain parts of the near surface and subsurface protocols. To determine if contamination exists on the petroleum (E) designated sites, and to determine and perform any appropriate remediation, the following tasks must be undertaken by the fee owners of the lot restricted by this (E) designation prior to any demolition or excavation on the lot prior to development:

**Task 1**

The fee owner(s) of the lot restricted by this (E) designation must submit to the New York City Department of Environmental Protection (NYCDEP) for review and approval, a soil, soil gas, and ground water testing protocol, including a description of methods, and a site map with all sampling locations clearly and precisely represented.

No sampling program should begin until written approval of a protocol is received from the NYCDEP. The number and location of sample sites should be selected to adequately characterize the site, the specific source of suspected contamination, and the condition of the remainder of the site. The characterization should be complete enough to determine



what remediation strategy (if any) is necessary after review of the sampling data. Guidelines and criteria for choosing sampling sites and performing sampling will be provided by the NYCDEP upon request.

#### Task 2

A written report with findings and a summary of the data must be presented to the NYCDEP after completion of the testing phase and laboratory analysis for the review and approval. After receiving such test results, a determination will be provided by the NYCDEP if the results indicate that remediation is necessary. Written notice shall be given by the NYCDEP if it determines that no remediation is necessary.

#### (E) Designation for Non-Petroleum Based Contamination

The non-petroleum based contamination protocol has been developed to address potential contamination from all other hazardous materials sources. The procedures in the non-petroleum based protocol are the same as the petroleum based protocol with the exception of the parameters for which the soil and ground water should be tested. These parameters will vary from site to site depending upon the type of non-petroleum contamination expected to be encountered.

In general, the following steps will be required for the non-petroleum (E) designated sites:

The owner of the property will be required to prepare a scope of work for any sampling and testing needed to determine if contaminations exists and to what extent remediation may be required. The scope of work will include all relevant supporting documentation including site plans and testing locations. This scope of work will be submitted to the NYCDEP for review and approval prior to implementation. It will be reviewed to ensure that an adequate number of samples will be collected and that appropriate parameters are selected for laboratory analysis. For all non-petroleum (E) designated sites, the three generic NYCDEP soil and ground water sampling protocols should be followed. These protocols are based on the following three types of releases to soil and ground water that may occur: release of a solid hazardous material to the ground surface; release of a liquid hazardous material to the ground surface; and the release of a hazardous material to the sub-surface (i.e. storage tank or piping). The type of release will define the areas of soil to be sampled (surface, near-surface, or subsurface) and will determine the need for the ground water sampling.

Upon receipt of written approval from the NYCDEP of the scope of work, the sampling program will be implemented. No site investigation work will be initiated without at Site Health and Safety Plan also approved by the NYCDEP.

With the placement of the aforementioned (E) designations for hazardous materials, no impacts

related to hazardous materials are expected.

## **UNIFORM LAND USE REVIEW**

This application (C 050296 ZMK) was certified as complete by the Department of City Planning on February 14, 2005, and was duly referred to Community Board 11 and the Borough President, in accordance with Article 3 of the Uniform Land Use Review Procedure (ULURP) rules.

### **Community Board Public Hearing**

Community Board 11 held a public hearing on this application on March 9, 2005, and on March 10, 2005, by a vote of 36 to 0 with no abstentions, adopted a resolution recommending approval of the application.

### **Borough President Recommendation**

This application was considered by the Borough President, who issued a recommendation to approve the application on April 11, 2005

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

On April 13, 2005 (Calendar No. 1), the City Planning Commission scheduled April 27, 2005, for a public hearing on this application (C 050296 ZMK). The hearing was duly held on April 27, 2005 (Calendar No. 30). There were eight speakers in favor of the application and three speakers in opposition.

The speakers in favor included the New York State Assemblymember representing the 47<sup>th</sup> Assembly District, a representative of the City Councilmember representing the 47<sup>th</sup> City Council District, the District Manager of Community Board 11, and neighborhood residents. Speakers in opposition included two developers and a neighborhood resident.

The speakers in favor emphasized the rapid pace of change and development in the neighborhood and the impact teardowns and out-of-scale buildings are having on the predominantly low-rise character of Bensonhurst. Several expressed a concern with the lack of parking in the area, and some argued that all new construction should be required to provide an off-street parking space for each unit. Some speakers in favor stated that they believe the R7A district proposed for Kings Highway would allow buildings too tall in relation to the adjacent low-rise midblocks and too dense given current congestion as evidenced by double parking. Two speakers in favor also expressed concern that the R5B district proposed for Lake Street in the southeast quadrant of the rezoning area is higher density than the existing character of the street. One speaker in favor stated that he supports maintaining a low-rise, detached character on Avenue P.

A developer spoke in opposition to the rezoning stating that he had purchased a number of single-family detached homes on West 4<sup>th</sup> and West 5<sup>th</sup> Streets between 65<sup>th</sup> Street and Avenue O, currently zoned R6, where an R4A zoning district is proposed. Several of these homes are being demolished and the speaker stated that he wished to acquire the remainder of the homes on the blocks and construct a residential building under the existing R6 zoning.

The other speaker in opposition was a resident on Avenue P within an area proposed for R4A who argued that Avenue P was a wide east/west thoroughfare with excellent access to public transit that should be treated as an apartment-house corridor. He noted that there was an R6A zoning district proposed across the street from his property and that there are apartment houses on all three corners opposite his house.

There were no other speakers and the hearing was closed.

## **CONSIDERATION**

The Commission believes that this amendment of the Zoning Map (C 050296 ZMK) is appropriate as modified herein. The proposed amendments to the zoning map would preserve the low-rise midblocks of Bensonhurst while maintaining the potential for apartment building construction where appropriate. The proposed lower- and medium-density contextual zoning districts impose height limits on new construction and would result in new construction that is more consistent with the predominant built character of the area. The building forms and higher density permitted by the existing R5 and R6 zoning districts have resulted in the replacement of sound, detached, semi-detached and attached, two- and three-story homes with out-of-scale, six-story apartment buildings.

For certain wide east/west streets, that have good mass transit access, new apartment house

construction would be appropriate. The proposed R6A and R7A zoning districts have height limits that would result in buildings consistent with the existing character. In addition, all development, including community facilities or mixed buildings would have maximum FAR of 3.0 in the R6A district and 4.0 in the R7A district.

On the narrow side streets the proposed R4A, R4-1 and R5B districts would preserve the low-rise character of those streets and the R4A and R4-1 districts would limit new development to one- and two-family homes.

The zoning of the northern portion of Bay Parkway would be changed from a C4-3 with no height limit and a maximum commercial FAR of 3.44, to a C4-2A with a height limit of 70 feet and a maximum FAR of 3.0 for any use. This change would also result in new construction that is consistent with the existing built form. In addition the proposal would change all existing C1 overlays to C2 to permit a modestly wider range of commercial uses, limit the depth of the overlays to 100 feet to prevent the encroachment of new commercial uses on residential side-streets, and map new C2-3 commercial overlays where there are existing commercial uses.

In response to the concerns raised during the public review regarding the proposed R7A zoning for Kings Highway, the Commission notes that this is a eighty-foot wide street with convenient bus and subway service. The existing character of Kings Highway is predominantly commercial, with numerous single-story commercial buildings. There are some six-story apartment buildings

along Kings Highway near Stillwell Avenue. Streets such as Kings Highway are appropriate for apartment building development and the proposed R7A district would allow new apartment house construction on this corridor that would be similar in context to the existing development near Stillwell Avenue. The proposed commercial overlays would allow retail stores on the ground floors and would reinforce the local retail character of the street.

Concerns were also raised during the public review that the zoning districts proposed for the eastern part of Avenue P are too restrictive. The Commission notes that Avenue P east of West 6<sup>th</sup> Street, though a wide street, has a mixed character including four- to six-story apartment houses, three-story row houses and two blockfronts of two-story, detached homes. The proposed zoning generally reflects this mixed-character. Therefore, the Commission believes that the currently proposed mix of R4A, R4-1, R5B and R6A designations for eastern Avenue P are appropriate for this part of Avenue P.

Concern about adequate off-street parking was raised during the public review. The Commission acknowledges that this is an issue but it is beyond the scope of this application.

Regarding the testimony at the public hearing about the proposed rezoning from R6 to R4A for West 4<sup>th</sup> and West 5<sup>th</sup> Streets south of 65<sup>th</sup> Street the Commission notes that six of the detached homes on these blocks are being demolished for a proposed development based on the existing R6 zoning. While this will change the character of these two blocks, the Commission recognizes

remaining buildings are of a low density character. While R6A development may be appropriate for 65<sup>th</sup> Street, it is not appropriate for these mid-blocks. Recognizing that buildings are being demolished, the Commission believes that three-story row houses, as permitted in an R5B district, would be an appropriate at this location. The R5B also has a height limit of 33 feet which is consistent with remaining homes. Therefore, the Commission modifies this proposal to change the proposed designation from R4A to R5B.

The Commission believes that the proposed lower density and contextual zoning districts would preserve the scale and character of this part of Bensonhurst while providing for appropriate future development along apartment house corridors with good access to transit.

## **RESOLUTION**

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

**RESOLVED**, by the City Planning Commission, pursuant to Sections 197-c and 200 of the New York City Charter, that based on the environmental determination and the consideration described in this report, the Zoning Resolution of the City of New York, effective as of December 15, 1961, and as subsequently amended, is further amended by changing the Zoning Map, Section Nos. 22d, 28c,

1. eliminating from an existing R5 District a C1-3 District bounded by:

- a. 63<sup>rd</sup> Street, a line 100 feet northwesterly of Bay Parkway, 65<sup>th</sup> Street, and a line 150 feet northwesterly of Bay Parkway;
  - b. Highlawn Avenue, West 8<sup>th</sup> Street, a line 150 feet northerly of Highlawn Avenue, a line midway between West 7<sup>th</sup> Street and West 8<sup>th</sup> Street, Highlawn Avenue, West 6<sup>th</sup> Street, a line 150 feet southerly of Highlawn Avenue, and West 9<sup>th</sup> Street;
  - c. Avenue S, West 9<sup>th</sup> Street, a line 150 feet northerly of Avenue S, and West 8<sup>th</sup> Street;
  - d. Avenue S, West 6<sup>th</sup> Street, a line 150 feet southerly of Avenue S, and West 7<sup>th</sup> Street;
  - e. Avenue S, a line midway between West 13<sup>th</sup> Street and Stillwell Avenue, a line 100 feet northerly of Avenue T, and Stillwell Avenue;
  - f. Avenue T, West 8<sup>th</sup> Street, a line 150 feet southerly of Avenue T, and West 10<sup>th</sup> Street; and
  - g. Avenue U, West 9<sup>th</sup> Street, a line 150 feet northerly of Avenue U, Lake Street, a line 100 feet northerly of Avenue U, and McDonald Avenue;
2. eliminating from an existing R6 District a C1-3 District bounded by:
- a. 63<sup>rd</sup> Street, Bay Parkway, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, a line 400 feet southeasterly of 23<sup>rd</sup> Avenue, 65<sup>th</sup> Street, West 5<sup>th</sup> Street, a line 150 feet southwesterly of 65<sup>th</sup> Street, Bay Parkway, 65<sup>th</sup> Street, and a line 100 feet northwesterly of Bay Parkway;
  - b. Avenue O, West 8<sup>th</sup> Street, a line 150 feet northerly of Avenue O, West 7<sup>th</sup> Street, Avenue O, West 6<sup>th</sup> Street, a line 150 feet southerly of Avenue O, and West 11<sup>th</sup> Street; and
  - c. Kings Highway, West 12<sup>th</sup> Street, a line 150 feet northerly of Kings Highway, a line 150 feet northerly of Quentin Road, West 9<sup>th</sup> Street, Quentin Road, West 6<sup>th</sup> Street, a line 150 feet northerly of Kings Highway, West 4<sup>th</sup> Street, a line 100 feet southerly of Kings Highway, a line 100 feet southerly of Quentin Road, and West 11<sup>th</sup> Street;
3. eliminating from an existing R5 District a C2-2 District bounded by Kings Highway, Stillwell Avenue, a line 100 feet northerly of Kings Highway, West 12<sup>th</sup>



Street, Kings Highway, West 11<sup>th</sup> Street, Quentin Road, West 13<sup>th</sup> Street, a line 80 feet northerly of Quentin Road, Stillwell Avenue, a line 100 feet southerly of Kings Highway, 78<sup>TH</sup> Street, and a line 100 feet southeasterly of Bay Parkway;

4. eliminating from an existing R6 District a C2-2 District bounded by Kings Highway, a line 200 feet westerly of Stillwell Avenue, a line 100 feet northerly of Kings Highway, and Stillwell Avenue;
5. eliminating from an existing R5 District a C2-3 District bounded by West 13<sup>th</sup> Street, a line 150 feet northerly of Avenue U, West 9<sup>th</sup> Street, and a line 100 feet northerly of Avenue U;
6. eliminating from an existing R6 District a C2-3 District bounded by a line midway between Dahill Road and West 1<sup>st</sup> Street, a line 150 feet northerly of Kings Highway, a line midway between McDonald Avenue and Dahill Road, and a line 100 feet northerly of Kings Highway,
7. changing from an R5 District to an R4-1 District property bounded by:
  - a. Quentin Road, West 11<sup>th</sup> Street, a line 100 feet southerly of Quentin Road, a line midway between West 10<sup>th</sup> Street and West 11<sup>th</sup> Street, a line 100 feet southerly of Highlawn Avenue, a line midway between West 11<sup>th</sup> Street and West 12<sup>th</sup> Street, a line 100 feet northerly of Avenue S, and a line midway between West 12<sup>th</sup> Street and West 13<sup>th</sup> Street;
  - b. a line 100 feet southerly of Highlawn Avenue, a line midway between West 8<sup>th</sup> Street and West 9<sup>th</sup> Street, a line 100 feet northerly of Avenue S, and a line midway between West 10<sup>th</sup> Street and West 11<sup>th</sup> Street;
  - c. a line 100 feet southerly of Kings Highway, a line midway between Lake Street and Van Sicklen Street, Avenue S, West 3<sup>rd</sup> Street, Avenue T, a line midway between Lake Street and Van Sicklen Street, a line perpendicular to the easterly street line of Van Sicklen Street distant 360 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of Van Sicklen Street and the southerly street line of Avenue T, Van Sicklen Street, a line 100 feet northerly of Avenue U, a line midway between West 6<sup>th</sup> Street and West 7<sup>th</sup> Street, a line 100 feet southerly of Avenue T, a line midway between West 4<sup>th</sup> Street and West 5<sup>th</sup> Street, Avenue S, West 5<sup>th</sup> Street, a line 100 feet northerly of Avenue S, West 7<sup>th</sup> Street, a line 100 feet southerly of Highlawn Avenue, a line midway between West 4<sup>th</sup> Street and West 5<sup>th</sup> Street,

Highlawn Avenue, and a line midway between West 6<sup>h</sup> Street and West 7<sup>th</sup> Street;

- d. a line 100 feet southerly of Avenue S, West 9<sup>th</sup> Street, a line 100 feet northerly of Avenue T, and a line midway between West 12<sup>th</sup> Street and West 13<sup>th</sup> Street;
  - e. a line 100 feet southerly of Avenue S, a line midway between West 5<sup>th</sup> Street and West 6<sup>th</sup> Street, a line 100 feet northerly of Avenue T, and West 7<sup>th</sup> Street; and
  - f. a line 100 feet southerly of Avenue T, a line midway between West 7<sup>th</sup> Street and West 8<sup>th</sup> Street, a line 100 feet northerly of Avenue U, West 13<sup>th</sup> Street, a line 325 feet southerly of Avenue T, and a line midway between West 12<sup>th</sup> Street and West 13<sup>th</sup> Street;
8. changing from an R6 District to an R4-1 District property bounded by:
- a. a line 100 feet southeasterly of Bay Parkway, 61<sup>st</sup> Street, Dahill Road, 24<sup>th</sup> Avenue, a line midway between McDonald Avenue and Dahill Road, a line 180 feet northerly of Avenue O, Dahill Road, 63<sup>rd</sup> Street, a line perpendicular to the southwesterly street line of 63<sup>rd</sup> Street distant 125 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 63<sup>rd</sup> Street and the westerly street line of Dahill Road, a line midway between 63<sup>rd</sup> Street and 64<sup>th</sup> Street, a line 100 feet westerly of Dahill Road, 65<sup>th</sup> Street, Avenue P, a line midway between McDonald Avenue and Dahill Road, a line 100 feet northerly of Kings Highway, West 6<sup>th</sup> Street, a line 100 feet southerly of Quentin Road, West 1<sup>st</sup> Street, a line 400 feet southerly of Quentin Road, a line midway between Dahill Road and West 1<sup>st</sup> Street, Avenue P, West 2<sup>nd</sup> Street, a line 100 feet southwesterly of 65<sup>th</sup> Street, West 1<sup>st</sup> Street, 65<sup>th</sup> Street, a line 100 feet southeasterly of 24<sup>th</sup> Avenue, a line midway between 62<sup>nd</sup> Street and 63<sup>rd</sup> Street, 24<sup>th</sup> Avenue, 65<sup>th</sup> Street, a line 340 feet southeasterly of 23<sup>rd</sup> Avenue, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, 23<sup>rd</sup> Avenue, 64<sup>th</sup> Street, a line 120 feet northwesterly of 23<sup>rd</sup> Avenue, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, a line 220 feet southeasterly of Bay Parkway, and a line midway between 63<sup>rd</sup> Street and 64<sup>th</sup> Street;
  - b. a line 100 feet southerly of Avenue O, a line midway between West 7<sup>th</sup> Street and West 8<sup>th</sup> Street, a line 100 feet northerly of Avenue P, West 12<sup>th</sup> Street, a line perpendicular to the easterly street line of

West 12<sup>th</sup> Street distant 100 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of West 12<sup>th</sup> Street and the southeasterly street line of Bay Parkway, and a line midway between West 10<sup>th</sup> Street and West 11<sup>th</sup> Street;

- c. a line 100 feet southerly of Avenue O, West 4<sup>th</sup> Street, Avenue O, a line 100 feet southwesterly of 65<sup>th</sup> Street, West 3<sup>rd</sup> Street, a line 100 feet northerly of Avenue P, and a line midway between West 6<sup>th</sup> Street and West 7<sup>th</sup> Street;
  - d. a line 100 feet southerly of Avenue P, a line midway between West 10<sup>th</sup> Street and West 11<sup>th</sup> Street, a line 100 feet northerly of Kings Highway, and Stillwell Avenue;
  - e. a line 100 feet southerly of Avenue P, West 8<sup>th</sup> Street, Avenue P, West 7<sup>th</sup> Street, a line 100 feet southerly of Avenue P, West 6<sup>th</sup> Street, a line 100 feet northerly of Quentin Road, and a line midway between West 9<sup>th</sup> Street and West 10<sup>th</sup> Street;
  - f. a line 100 feet southerly of Avenue P, West 3<sup>rd</sup> Street, a line 100 feet northerly of Quentin Road, and a line midway between West 4<sup>th</sup> Street and West 5<sup>th</sup> Street; and
  - g. a line 100 feet southerly of Avenue P, a line midway between West 1<sup>st</sup> Street and West 2<sup>nd</sup> Street, a line 100 feet northerly of Quentin Road, and a line midway between West 2<sup>nd</sup> Street and West 3<sup>rd</sup> Street;
9. changing from an R5 District to an R4A District property bounded by:
- a. a line 100 feet southerly of Highlawn Avenue, a line midway between West 10<sup>th</sup> Street and West 11<sup>th</sup> Street, a line 100 feet northerly of Avenue S, and a line midway between West 11<sup>th</sup> Street and West 12<sup>th</sup> Street;
  - b. a line 100 feet southerly of Avenue S, a line midway between West 12<sup>th</sup> Street and West 13<sup>th</sup> Street, Avenue T, and West 13<sup>th</sup> Street;
  - c. Avenue S, a line midway between Lake Street and Van Sicklen Street, Avenue T, and West 3<sup>rd</sup> Street; and
  - d. Avenue T, a line midway between McDonald Avenue and Lake Street, a line 100 feet northerly of Avenue U, and Lake Street;

10. changing from an R6 District to an R4A District property bounded by:
  - a. a line 100 feet southwesterly of 65<sup>th</sup> Street, West 2<sup>nd</sup> Street, a line 100 feet northerly of Avenue P, and West 3<sup>rd</sup> Street; and
  - b. Avenue P, West 1<sup>st</sup> Street, a line 100 feet southerly of Avenue P, a line midway between West 2<sup>nd</sup> Street and West 3<sup>rd</sup> Street, a line 340 feet southerly of Avenue P, West 3<sup>rd</sup> Street, a line 100 feet southerly of Avenue P, and a line midway between West 4<sup>th</sup> Street and West 5<sup>th</sup> Street;
  
11. changing from an R5 District to an R5B District property bounded Quentin Road, a line midway between West 12<sup>th</sup> Street and West 13<sup>th</sup> Street, a line 100 feet northerly of Avenue S, a line midway between West 8<sup>th</sup> Street and West 9<sup>th</sup> Street, a line 100 feet southerly of Highlawn Avenue, a line midway between West 10<sup>th</sup> Street and West 11<sup>th</sup> Street, a line 100 feet southerly of Quentin Road, a line 100 feet southerly of Kings Highway, a line midway between West 6<sup>th</sup> Street and West 7<sup>th</sup> Street, Highlawn Avenue, a line midway between West 4<sup>th</sup> Street and West 5<sup>th</sup> Street, a line 100 feet southerly of Highlawn Avenue, West 7<sup>th</sup> Street, a line 100 feet northerly of Avenue S, West 5<sup>th</sup> Street, Avenue S, a line midway between West 4<sup>th</sup> Street and West 5<sup>th</sup> Street, a line 100 feet southerly of Avenue T, a line midway between West 6<sup>th</sup> Street and West 7<sup>th</sup> Street, a line 100 feet northerly of Avenue U, Van Sicklen Street, a line perpendicular to the easterly street line of Van Sicklen Street distant 360 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of Van Sicklen Street and the southerly street line of Avenue T, a line midway between Lake Street and Van Sicklen Street, a line 100 feet southerly of Kings Highway, a line midway between McDonald Avenue and Lake Street, Avenue T, Lake Street, a line 100 feet northerly of Avenue U, McDonald Avenue, Avenue U, West 13<sup>th</sup> Street, a line 100 feet northerly of Avenue U, a line midway between West 7<sup>th</sup> Street and West 8<sup>th</sup> Street, a line 100 feet southerly of Avenue T, a line midway between West 12<sup>th</sup> street and West 13<sup>th</sup> Street, a line 325 feet southerly of Avenue T, West 13<sup>th</sup> Street, a line 100 feet northeasterly of 86<sup>th</sup> Street, and Stillwell Avenue, and excluding property bounded by:
  - a. a line 100 feet southerly of Avenue S, West 9<sup>th</sup> Street, a line 100 feet northerly of Avenue T, a line midway between West 12<sup>th</sup> Street and West 13<sup>th</sup> Street, Avenue T, and West 13<sup>th</sup> Street,
  - b. a line 100 feet southerly of Avenue S, a line midway between West 5<sup>th</sup> street and West 6<sup>th</sup> Street, a line 100 feet northerly of Avenue T, and West 7<sup>th</sup> Street;

12. changing from an R6 District to an R5B District property bounded by:
- a. a line 150 feet southeasterly of Bay Parkway, a line perpendicular to the easterly street line of West 7<sup>th</sup> Street distant 250 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of West 7<sup>th</sup> Street and the southeasterly street line of Bay Parkway, a line 100 feet southwesterly of 65<sup>th</sup> Street, Avenue O, West 4<sup>th</sup> Street, a line 100 feet southerly of Avenue O, a line midway between West 6<sup>th</sup> street and West 7<sup>th</sup> Street, a line 100 feet northerly of Avenue P, a line midway between West 7<sup>th</sup> Street and West 8<sup>th</sup> Street, a line 100 feet southerly of Avenue O, a line midway between West 10<sup>th</sup> Street and West 11<sup>th</sup> Street, a line perpendicular to the easterly street line of West 12<sup>th</sup> Street distant 100 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of West 12<sup>th</sup> Street and the southeasterly street line of Bay Parkway, West 11<sup>th</sup> Street, and Avenue O;
  - b. 63<sup>rd</sup> Street, Dahill Road, a line 180 feet northerly of Avenue O, a line midway between Dahill Road and McDonald Avenue, a line perpendicular to the westerly street line of McDonald Avenue distant 250 feet northerly (as measured along the street line) from the point of intersection of the westerly street line of McDonald Avenue and the northeasterly street line of 65<sup>th</sup> Street, Dahill Road, 65<sup>th</sup> Street, a line 100 feet westerly of Dahill Road, a line midway between 63<sup>rd</sup> Street and 64<sup>th</sup> Street, and a line perpendicular to the southwesterly street line of 63<sup>rd</sup> Street distant 125 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 63<sup>rd</sup> Street and the westerly street line of Dahill Road;
  - c. a line 100 feet southerly of Avenue P, a line midway between West 9<sup>th</sup> Street and West 10<sup>th</sup> Street, a line 100 feet northerly of Quentin Road, a line 100 feet northerly of Kings Highway, and a line midway between West 10<sup>th</sup> Street and West 11<sup>th</sup> Street;
  - d. a line 100 feet northerly of Avenue P, West 4<sup>th</sup> Street, Avenue P, a line midway between West 4<sup>th</sup> Street and West 5<sup>th</sup> Street, a line 100 feet northerly of Quentin Road, and West 6<sup>th</sup> Street; and
  - e. a line 100 feet northerly of Quentin Road, West 3<sup>rd</sup> Street, a line 340 feet southerly of Avenue P, a line midway between West 2<sup>nd</sup> Street and West 3<sup>rd</sup> Street, a line 100 feet northerly of Quentin Road, a line midway between West 1<sup>st</sup> Street and West 2<sup>nd</sup> Street, a

line 100 feet southerly of Avenue P, West 1<sup>st</sup> Street, Avenue P, a line midway between Dahill Road and West 1<sup>st</sup> Street, a line 400 feet southerly of Quentin Road, West 1<sup>st</sup> Street, a line 100 feet southerly of Quentin Road, a line midway between West 2<sup>nd</sup> Street and West 3<sup>rd</sup> Street, Quentin Road, and West 4<sup>th</sup> Street;

13. changing from an R6 District to an R6A District property bounded by:
  - a. a line 100 feet northwesterly of Bay Parkway, 61<sup>st</sup> Street, a line 100 feet southeasterly of Bay Parkway, a line midway between 63<sup>rd</sup> Street and 64<sup>th</sup> Street, a line 220 feet southeasterly of Bay Parkway, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, a line 120 feet northwesterly of 23<sup>rd</sup> Avenue, 64<sup>th</sup> Street, 23<sup>rd</sup> Avenue, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, a line 340 feet southeasterly of 23<sup>rd</sup> Avenue, 65<sup>th</sup> Street, 24<sup>th</sup> Avenue, a line midway between 62<sup>nd</sup> Street and 63<sup>rd</sup> Street, a line 100 feet southeasterly of 24<sup>th</sup> Avenue, 65<sup>th</sup> Street, West 1<sup>st</sup> Street, a line 100 feet southwesterly of 65<sup>th</sup> Street, a line perpendicular to the easterly street line of West 7<sup>th</sup> Street distant 250 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of West 7<sup>th</sup> Street and the southeasterly street line of Bay Parkway, a line 150 feet southeasterly of Bay Parkway, a line 150 feet southwesterly of 65<sup>th</sup> Street, Bay Parkway, and 65<sup>th</sup> Street; and
  - b. a line 100 feet northerly of Avenue P, West 2<sup>nd</sup> Street, Avenue P, and West 4<sup>th</sup> Street;
14. changing from a C4-3 District to an R6A District property bounded by a line 150 feet southwesterly of 65<sup>th</sup> Street, a line 150 feet southeasterly of Bay Parkway, and West 7<sup>th</sup> Street;
15. changing from an R5 District to an R6B District property bounded by Kings Highway, West 11<sup>th</sup> Street, Quentin Avenue, 78<sup>th</sup> Street, and a line 100 feet southeasterly of Bay Parkway;
16. changing from an R5 District to an R7A District property bounded by a line 100 feet northerly of Kings Highway, West 12<sup>th</sup> Street, Kings Highway, and Stillwell Avenue;
17. changing from an R6 District to an R7A District property bounded by:
  - a. Bay Parkway, Avenue O, West 11<sup>th</sup> Street, a line perpendicular to the easterly street line of West 12<sup>th</sup> Street distant 100 feet southerly (as

measured along the street line) from the point of intersection of the easterly street line of West 12<sup>th</sup> Street and the southeasterly street line of Bay Parkway, West 12<sup>th</sup> Street, a line 100 feet northerly of Avenue P, West 6<sup>th</sup> Street, a line 100 feet southerly of Avenue P, West 7<sup>th</sup> Street, Avenue P, West 8<sup>th</sup> Street, a line 100 feet southerly of Avenue P, Stillwell Avenue, and Kings Highway; and

- b. a line 100 feet northerly of Kings Highway, a line 100 feet northerly of Quentin Road, West 4<sup>th</sup> Street, Quentin Road, a line midway between West 2<sup>nd</sup> Street and West 3<sup>rd</sup> Street, a line 100 feet southerly of Quentin Road, West 6<sup>th</sup> Street, a line 100 feet northerly of Kings Highway, McDonald Avenue, a line 100 feet southerly of Kings Highway, a line 100 feet southerly of Quentin Road, West 11<sup>th</sup> Street, Kings Highway, and West 12<sup>th</sup> Street;
18. changing from a C4-3 District to a C4-2A District property bounded by a line 150 feet northwesterly of Bay Parkway, 65<sup>th</sup> Street, Bay Parkway, a line 150 feet southwesterly of 65<sup>th</sup> Street, West 7<sup>th</sup> Street, a line 150 feet southeasterly of Bay Parkway, Avenue O, Bay Parkway, and Bay Ridge Avenue;
19. establishing within a proposed R4-1 District a C2-3 District bounded by:
- a. a line 340 feet southeasterly of 23<sup>rd</sup> Avenue, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, 24<sup>th</sup> Avenue, and 65<sup>th</sup> Street; and
  - b. a line 100 feet northerly of Highlawn Avenue, West 6<sup>th</sup> Street, Highlawn Avenue, and a line midway between West 6<sup>th</sup> Street and West 7<sup>th</sup> Street;
20. establishing within a proposed R5B District a C2-3 District bounded by:
- a. a line 100 feet northerly of Avenue O, West 6<sup>th</sup> Street, a line 100 feet southerly of Avenue O, West 11<sup>th</sup> Street, Avenue O, and West 8<sup>th</sup> Street;
  - b. a line 100 feet northerly of Highlawn Avenue, a line midway between West 8<sup>th</sup> Street and West 9<sup>th</sup> Street, Highlawn Avenue, West 7<sup>th</sup> Street, a line 100 feet northerly of Highlawn Avenue, a line midway between West 6<sup>th</sup> Street and West 7<sup>th</sup> Street, Highlawn Avenue, West 6<sup>th</sup> Street, a line 100 feet southerly of Highlawn Avenue, West 10<sup>th</sup> Street, Highlawn Avenue, and West 9<sup>th</sup> Street;
  - c. a line 100 feet northerly of Avenue S, West 9<sup>th</sup> Street, Avenue S, and West 10<sup>th</sup> Street;
  - d. Avenue S, a line midway between West 13<sup>th</sup> Street and Stillwell Avenue, a

line 100 feet northerly of Avenue T, and Stillwell Avenue;

- e. Avenue S, West 6<sup>th</sup> Street, a line 100 feet southerly of Avenue S, and West 8<sup>th</sup> Street;
  - f. Avenue T, West 7<sup>th</sup> Street, a line 100 feet northerly of Avenue T, West 5<sup>th</sup> Street, Avenue T, West 6<sup>th</sup> Street, a line 100 feet southerly of Avenue T, and West 10<sup>th</sup> Street; and
  - g. a line 100 feet northerly of Avenue U, McDonald Avenue, Avenue U, and West 9<sup>th</sup> Street;
21. establishing within a proposed R6A District a C2-3 District bounded by:
- a. a line 100 feet northwesterly of Bay Parkway, 63<sup>rd</sup> Street, Bay Parkway, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, a line 340 feet southeasterly of 23<sup>rd</sup> Avenue, 65<sup>th</sup> Street, West 5<sup>th</sup> Street, a line 100 feet southwesterly of 65<sup>th</sup> Street, Bay Parkway, and 65<sup>th</sup> Street; and
  - b. a 24<sup>th</sup> Avenue, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, a line 100 feet southeasterly of 24<sup>th</sup> Avenue, and 65<sup>th</sup> Street;
22. establishing within a proposed R6B District a C2-3 District bounded by Kings Highway, West 11<sup>th</sup> Street, Quentin Road, West 13<sup>th</sup> Street, a line 80 feet northerly of Quentin Road, Stillwell Avenue, a line 100 feet southerly of Kings Highway, 78<sup>th</sup> Street, and a line 100 feet southeasterly of Bay Parkway;
23. establishing within a proposed R7A District a C2-3 District bounded by a line 100 feet northerly of Kings Highway, a line 100 feet northerly of Quentin Road, West 8<sup>th</sup> Street, Quentin Road, West 6<sup>th</sup> Street, a line 100 feet northerly of Kings Highway, a line midway between Dahill Road and West 1<sup>st</sup> Street, Kings Highway, Kings Place, a line 100 feet southerly of Kings Highway, a line 100 feet southerly of Quentin Road, West 11<sup>th</sup> Street, Kings Highway, and a line 200 feet westerly of Stillwell Avenue;

Borough of Brooklyn, Community District 11, as shown on a diagram (for illustrative purposes only) dated February 14, 2005 and modified by the City Planning Commission on May 25, 2005 (C 050296 ZMK) and which includes the environmental designation E-145.

The above resolution (C 050296 ZMK), duly adopted by the City Planning Commission on May



25, 2005 (Calendar No. 16), 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, A.I.C.P,** Chair  
**KENNETH J. KNUCKLES, Esq.,** Vice-Chairman  
**ANGELA M. BATTAGLIA, IRWIN G. CANTOR, P.E.,**  
**ANGELA M. CAVALUZZI, R.A.,**  
**RICHARD EADDY , JANE D. GOL, LISA A. GOMEZ , CHRISTOPHER KUI,**  
**JOHN MEROLO, KAREN A. PHILLIPS, DOLLY WILLIAMS,** Commissioners