



CITY PLANNING COMMISSION

June 6, 2011/Calendar No. 1

C 110207 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. 9b and 9d:

1. eliminating from within an existing R5 District a C1-2 District bounded by:
  - a. a line 150 feet northerly of Queens Boulevard, 41<sup>st</sup> Street, Queens Boulevard, 40<sup>th</sup> Street, a line 150 southerly of Queens Boulevard, and a line midway between 39<sup>th</sup> Place and 39<sup>th</sup> Street;
  - b. a line 150 feet northerly of 47<sup>th</sup> Avenue, 40<sup>th</sup> Street, 47<sup>th</sup> Avenue, and a line midway between 39<sup>th</sup> Place and 39<sup>th</sup> Street;
  - c. a line 150 northwesterly of Greenpoint Avenue, 42<sup>nd</sup> Street, Greenpoint Avenue, 43<sup>rd</sup> Street, 47<sup>th</sup> Avenue, a line 150 feet southeasterly of Greenpoint Avenue, 48<sup>th</sup> Avenue, and 41<sup>st</sup> Street;
  - d. a line 150 feet northerly of 48<sup>th</sup> Avenue, 44<sup>th</sup> Street, 48<sup>th</sup> Avenue, and 43<sup>rd</sup> Street; and
  - e. 47<sup>th</sup> Avenue, 48<sup>th</sup> Street, a line 150 feet southerly of 47<sup>th</sup> Avenue, and 47<sup>th</sup> Street;
2. eliminating from within an existing R6 District a C1-2 District bounded by a line 150 feet northeasterly of 39<sup>th</sup> Avenue, a line midway between 61<sup>st</sup> Street and 62<sup>nd</sup> Street, a line 150 feet northerly of Roosevelt Avenue, 63<sup>rd</sup> Street, a line 150 northeasterly of 39<sup>th</sup> Avenue, 65<sup>th</sup> Street, a line 150 feet southerly of Roosevelt Avenue, a line 150 feet southeasterly of 61<sup>st</sup> Street, Woodside Avenue, 60<sup>th</sup> Street, Roosevelt Avenue, 59<sup>th</sup> Street, a line 150 feet northwesterly of Roosevelt Avenue, the northeasterly boundary line of the Long Island Railroad right-of-way (Main Line), and 61<sup>st</sup> Street;
3. eliminating from within an existing R7-1 District a C1-2 District bounded by:
  - a. a line 150 feet northerly of Queens Boulevard, 44<sup>th</sup> Street, Queens Boulevard, and 41<sup>st</sup> Street; and
  - b. a line 150 feet northerly of 47<sup>th</sup> Avenue, 44<sup>th</sup> Street, 47<sup>th</sup> Avenue, and 43<sup>rd</sup> Street;
4. eliminating from within an existing R5 District a C2-2 District bounded by Queens Boulevard, 41<sup>st</sup> Street, a line 150 feet southerly of Queens Boulevard, and 40<sup>th</sup> Street;
5. eliminating from within an existing R6 District a C2-2 District bounded by:

- a. a line 150 feet northerly of 43<sup>rd</sup> Avenue, 52<sup>nd</sup> Street, a line 150 feet northwesterly of Roosevelt Avenue, Skillman Avenue, 55<sup>th</sup> Street, Roosevelt Avenue, 43<sup>rd</sup> Avenue, 51<sup>st</sup> Street, Roosevelt Avenue, 50<sup>th</sup> Street, 43<sup>rd</sup> Avenue, and a line midway between 50<sup>th</sup> Street and 49<sup>th</sup> Street;
  - b. Woodside Avenue, 58<sup>th</sup> Street, a line 150 feet northeasterly of Woodside Avenue, 59<sup>th</sup> Street, Roosevelt Avenue, and 57<sup>th</sup> Street; and
  - c. a line 100 feet northerly of Roosevelt Avenue, 69<sup>th</sup> Street, 38<sup>th</sup> Avenue, a line 100 feet easterly of 69<sup>th</sup> Street, a line 100 feet northerly of Roosevelt Avenue, 70<sup>th</sup> Street and its northerly centerline prolongation, a line 150 feet southerly of Roosevelt Avenue, 65<sup>th</sup> Place, and 65<sup>th</sup> Street;
6. eliminating from within an existing R7-1 District a C2-2 District bounded by:
    - a. Queens Boulevard, 44<sup>th</sup> Street, a line 150 feet southerly of Queens Boulevard, and 41<sup>st</sup> Street; and
    - b. 43<sup>rd</sup> Avenue, 50<sup>th</sup> Street, a line 100 feet northwesterly of Roosevelt Avenue, and a line midway between 50<sup>th</sup> Street and 49<sup>th</sup> Street;
  7. changing from an R7-1 District to an R4 District property bounded by Skillman Avenue - L. Mumford Way, 48<sup>th</sup> Street, a line 190 feet southerly of 43<sup>rd</sup> Avenue, a line midway between 48<sup>th</sup> Street and 47<sup>th</sup> Street, a line 200 feet northerly of Queens Boulevard, and a line 72 feet westerly of 47<sup>th</sup> Street;
  8. changing from a C4-2 District to an R4 District property bounded by a line 200 feet northerly of Queens Boulevard, a line midway between 47<sup>th</sup> Street and 48<sup>th</sup> Street, a line 96 feet northerly of Queens Boulevard, 47<sup>th</sup> Street, a line 45 feet northerly of Queens Boulevard, and a line 72 feet westerly of 47<sup>th</sup> Street;
  9. changing from an M1-1 District to an R4 District property bounded by a line 100 feet northerly of 39<sup>th</sup> Avenue - Middleburg Avenue, 48<sup>th</sup> Street, 39<sup>th</sup> Avenue - Middleburg Avenue, and a line 200 feet westerly of 48<sup>th</sup> Street;
  10. changing from an R4 District to an R4-1 District property bounded by the northerly boundary line of the Long Island Rail Road Railroad right-of-way (Main Line), a line 125 feet westerly of 54<sup>th</sup> Street, a line 100 feet northerly of 39<sup>th</sup> Avenue, 55<sup>th</sup> Street and its northerly centerline prolongation, the northeasterly boundary line of the Long Island Rail Road Railroad right-of-way (Main Line), 57<sup>th</sup> Street, a line 100 feet southerly of 39<sup>th</sup> Avenue, a line midway between 57<sup>th</sup> Street and 58<sup>th</sup> Street, a line 500 feet southerly of 39<sup>th</sup> Avenue, a line midway between 54<sup>th</sup> Street and 55<sup>th</sup> Street, and Woodside Avenue;
  11. changing from an R6 District to an R4-1 District property bounded by:

- a. 37<sup>th</sup> Avenue, 64<sup>th</sup> Street, a line 100 feet northerly of 39<sup>th</sup> Avenue, and a line midway between 62<sup>nd</sup> Street and 61<sup>st</sup> Street; and
  - b. a line perpendicular to the easterly street line of 63<sup>rd</sup> Street distant 100 feet southerly (as measured along the street line) from the point of intersection of the southerly street line of Roosevelt Avenue and the easterly street line of 63<sup>rd</sup> Street, a line midway between 63<sup>rd</sup> Street and 64<sup>th</sup> Street, a line 100 feet southerly of Roosevelt Avenue, a line 530 feet northerly of Woodside Avenue, 65<sup>th</sup> Place, a line 240 feet southerly of Roosevelt Avenue, 67<sup>th</sup> Street, a line 390 feet northerly of Woodside Avenue, a line midway between 65<sup>th</sup> Place and Burrough Place, a line 110 feet northerly of Woodside Avenue, 64<sup>th</sup> Street, Trimble Road, and 63<sup>rd</sup> Street;
12. changing from an R4 District to an R5B District property bounded by:
- a. a line 380 feet southerly of 39<sup>th</sup> Avenue-Middleburg Avenue, a line midway between 49<sup>th</sup> Street - Heiser Street and 50<sup>th</sup> Street, a line 100 feet southerly of 39<sup>th</sup> Avenue-Middleburg Avenue, 50<sup>th</sup> Street, a line 150 feet southerly of 39<sup>th</sup> Avenue-Middleburg Avenue, a line midway between 50<sup>th</sup> Street and 51<sup>st</sup> Street, a line 100 feet southerly of 39<sup>th</sup> Avenue - Middleburg Avenue, 51<sup>st</sup> Street, a line 250 feet northerly of Skillman Avenue, a line midway between 51<sup>st</sup> Street and 52<sup>nd</sup> Street, a line 320 feet northerly of Skillman Avenue, 52<sup>nd</sup> Street, a line 100 feet northerly of Skillman Avenue, and 49<sup>th</sup> Street; and
  - b. Barnett Avenue, a line 100 feet easterly of 52<sup>nd</sup> Street, a line 100 feet northerly of 39<sup>th</sup> Avenue, Woodside Avenue, a line midway between 54<sup>th</sup> Street and 55<sup>th</sup> Street, a line 500 feet southerly of 39<sup>th</sup> Avenue, a line midway between 57<sup>th</sup> Street and 58<sup>th</sup> Street, a line 100 feet southerly of 39<sup>th</sup> Avenue, the northeasterly boundary line of the Long Island Rail Road Railroad right-of-way (Main Line), a line 150 feet northerly of Roosevelt Avenue, a line 150 feet northerly of Woodside Avenue, 58<sup>th</sup> Street, Woodside Avenue, 57<sup>th</sup> Street, Roosevelt Avenue, Skillman Avenue, 54<sup>th</sup> Street, 39<sup>th</sup> Drive, 52<sup>nd</sup> Street, 39<sup>th</sup> Avenue, and 52<sup>nd</sup> Street;
13. changing from an R5 District to an R5B District property bounded by:
- a. Skillman Avenue, 40<sup>th</sup> Street, a line 200 feet northerly of 43<sup>rd</sup> Avenue, 39<sup>th</sup> Place, a line 125 feet southerly of 43<sup>rd</sup> Avenue, and a line midway between 39<sup>th</sup> Place and 39<sup>th</sup> Street;
  - b. a line 100 feet southerly of Queens Boulevard, 50<sup>th</sup> Street, 47<sup>th</sup> Avenue, and 49<sup>th</sup> Street; and
  - c. a line 100 feet southerly of 37<sup>th</sup> Avenue, 61<sup>st</sup> Street, a line 100 feet northerly of Roosevelt Avenue, the northeasterly boundary line of the Long Island Rail Road Railroad right-of-way (Main Line), 58<sup>th</sup> Street, 38<sup>th</sup> Avenue, and a line midway between 57<sup>th</sup> Street and 58<sup>th</sup> Street;

14. changing from an R6 District to an R5B District property bounded by a line 150 feet northerly of Woodside Avenue, a line 150 feet northerly of Roosevelt Avenue, the northeasterly boundary line of the Long Island Rail Road Railroad right-of-way (Main Line), a line 100 feet northerly of Roosevelt Avenue, a line perpendicular to the easterly street line of 60<sup>th</sup> Street distant 150 feet northerly (as measured along the street line) from the point of intersection of the easterly street line of 60<sup>th</sup> Street and the northerly street line of Roosevelt Avenue, 60<sup>th</sup> Street, a line perpendicular to the westerly street line of 60<sup>th</sup> Street distant 100 feet northerly (as measured along the street line) from the point of intersection of the westerly street line of 60<sup>th</sup> Street and the northerly street line of Roosevelt Avenue, a line midway between 59<sup>th</sup> Street and 60<sup>th</sup> Street, a line 100 feet northerly of Roosevelt Avenue, 59<sup>th</sup> Street, a line 100 feet northerly of Woodside Avenue, and 58<sup>th</sup> Street;
15. changing from an R7-1 District to an R5B District property bounded by Skillman Avenue-Lewis Mumford Way, a line 72 feet westerly of 47<sup>th</sup> Street, a line 100 feet southerly of Skillman Avenue - Lewis Mumford Way, and 43<sup>rd</sup> Street;
16. changing from an R4 District to an R5D District property bounded by:
  - a. a line 175 feet northerly of Skillman Avenue, a line midway between 48<sup>th</sup> Street-Gosman Avenue and 49<sup>th</sup> Street - Heiser Street, Skillman Avenue, and 48<sup>th</sup> Street-Gosman Avenue; and
  - b. a line 100 feet northerly of Skillman Avenue, 52<sup>nd</sup> Street, Skillman Avenue, and a line midway between 50<sup>th</sup> Street and 51<sup>th</sup> Street;
17. changing from an R5 District to an R5D District property bounded by:
  - a. a line 100 feet southerly of Queens Boulevard, a line midway between 41<sup>st</sup> Street and 40<sup>th</sup> Street, 47<sup>th</sup> Avenue, 41<sup>st</sup> Street, a line 200 feet southerly of 47<sup>th</sup> Avenue, 40<sup>th</sup> Street, 47<sup>th</sup> Avenue, and a line midway between 39<sup>th</sup> Place and 39<sup>th</sup> Street; and
  - b. a line 100 feet southeasterly of Greenpoint Avenue, 44<sup>th</sup> Street, 48<sup>th</sup> Avenue, and 43<sup>rd</sup> Street;
18. changing from an R6 District to an R5D District property bounded by:
  - a. Skillman Avenue, the southerly centerline prolongation of 54<sup>th</sup> Street, a line 100 feet northwesterly of Roosevelt Avenue, 52<sup>nd</sup> Street, a line 65 feet northerly of 43<sup>rd</sup> Avenue, a line 100 feet westerly of 52<sup>nd</sup> Street, a line 100 feet southerly of Skillman Avenue, and a line 100 feet easterly of 51<sup>st</sup> Street;
  - b. 37<sup>th</sup> Avenue, a line midway between 61<sup>st</sup> Street and 62<sup>nd</sup> Street, a line 100 feet northerly of 39<sup>th</sup> Avenue, 64<sup>th</sup> Street, 37<sup>th</sup> Avenue, the northeasterly boundary line

of the New York Conn. Rail Road Railroad right-of-way, a line 100 feet northerly of Roosevelt Avenue, 65<sup>th</sup> Street, a line 100 feet northerly of 39<sup>th</sup> Avenue, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, 39<sup>th</sup> Avenue, 64<sup>th</sup> Street, a line 100 feet northerly of Roosevelt Avenue, and 61<sup>st</sup> Street; and

- c. a line 100 feet southerly of Roosevelt Avenue, the northeasterly boundary line of the New York Conn. Rail Road Railroad right-of-way, Woodside Avenue, 64<sup>th</sup> Street, a line 110 feet northerly of Woodside Avenue, a line midway between 65<sup>th</sup> Place and Burrough Place, a line 390 feet northerly of Woodside Avenue, 67<sup>th</sup> Street, a line 240 feet southerly of Roosevelt Avenue, 65<sup>th</sup> Place, and a line 530 feet northerly of Woodside Avenue;
19. changing from an R7-1 District to an R5D District property bounded by:
    - a. Skillman Avenue, a line midway between 49<sup>th</sup> Street and 50<sup>th</sup> Street, 43<sup>rd</sup> Avenue, and 48<sup>th</sup> Street; and
    - b. a line 100 feet northerly of Skillman Avenue, 54<sup>th</sup> Street, Skillman Avenue, and 52<sup>nd</sup> Street;
  20. changing from an R5 District to an R6A District property bounded by:
    - a. a line 100 feet southerly of Queens Boulevard, 41<sup>st</sup> Street, 47<sup>th</sup> Avenue, and a line midway between 41<sup>st</sup> Street and 40<sup>th</sup> Street; and
    - b. 47<sup>th</sup> Avenue, 48<sup>th</sup> Street, a line 100 feet southerly of Queens Boulevard, 49<sup>th</sup> Street, a line 300 feet southerly of 47<sup>th</sup> Avenue, 48<sup>th</sup> Street, a line 100 feet southerly of 47<sup>th</sup> Avenue, 44<sup>th</sup> Street, a line 100 feet southeasterly of Greenpoint Avenue, 43<sup>rd</sup> Street, 48<sup>th</sup> Avenue, 40<sup>th</sup> Street, a line 200 feet southerly of 47<sup>th</sup> Avenue, and 41<sup>st</sup> Street;
  21. changing from an R7-1 District to an R6A District property bounded by a line 100 feet southerly of Queens Boulevard, 44<sup>th</sup> Street, 47<sup>th</sup> Avenue, and 41<sup>st</sup> Street;
  22. changing from a C4-2 District to an R6A District property bounded by a line 100 feet southerly of Queens Boulevard, Greenpoint Avenue, 48<sup>th</sup> Street, 47<sup>th</sup> Avenue, and 44<sup>th</sup> Street;
  23. changing from an M1-1 District to an R6A District property bounded by Barnett Avenue, a line 200 feet westerly of 48<sup>th</sup> Street, and 39<sup>th</sup> Avenue - Middleburg Avenue;
  24. changing from an R4 District to an R7A District property bounded by a line 175 feet northerly of Skillman Avenue, 49<sup>th</sup> Street - Heiser Street, a line 100 feet northerly of Skillman Avenue, a line midway between 50<sup>th</sup> Street and 51<sup>st</sup> Street, Skillman Avenue, and a line midway between 48<sup>th</sup> Street - Gosman Avenue and 49<sup>th</sup> Street - Heiser Street;

25. changing from an R5 District to an R7A District property bounded by Skillman Avenue, 41<sup>st</sup> Street, a line 100 feet northerly of Queens Boulevard, a line midway between 39<sup>th</sup> Place and 39<sup>th</sup> Street, a line 125 feet southerly of 43<sup>rd</sup> Avenue, 39<sup>th</sup> Place, a line 200 feet northerly of 43<sup>rd</sup> Avenue, and 40<sup>th</sup> Street;
26. changing from an R6 District to an R7A District property bounded by Skillman Avenue, a line 100 feet easterly of 51<sup>st</sup> Street, a line 100 feet southerly of Skillman Avenue, a line 100 feet westerly of 52<sup>nd</sup> Street, 43<sup>rd</sup> Avenue, a line midway between 49<sup>th</sup> Street and 50<sup>th</sup> Street, a line 100 feet southerly of Skillman Avenue, and 51<sup>st</sup> Street;
27. changing from an R7-1 District to an R7A District property bounded by:
  - a. Skillman Avenue, 43<sup>rd</sup> Street, a line 100 feet southerly of Skillman Avenue-Lewis Mumford Way, a line 72 feet westerly of 47<sup>th</sup> Street, a line 200 feet northerly of Queens Boulevard, 44<sup>th</sup> Street, a line 100 feet northerly of Queens Boulevard, and 41<sup>st</sup> Street;
  - b. 43<sup>rd</sup> Avenue, 50<sup>th</sup> Street, a line 100 feet northwesterly of Roosevelt Avenue, a line 100 feet northerly of Queens Boulevard, 48<sup>th</sup> Street, a line 200 feet northerly of Queens Boulevard, a line midway between 47<sup>th</sup> Street and 48<sup>th</sup> Street, a line 190 feet southerly of 43<sup>rd</sup> Avenue, and 48<sup>th</sup> Street; and
  - c. Skillman Avenue, 51<sup>st</sup> Street, a line 100 feet southerly of Skillman Avenue, and a line midway between 49<sup>th</sup> Street and 50<sup>th</sup> Street;
28. changing from a C4-2 District to an R7A District property bounded by:
  - a. a line 200 feet northerly of Queens Boulevard, a line 72 feet westerly of 47<sup>th</sup> Street, a line 100 feet northerly of Queens Boulevard, and 44<sup>th</sup> Street; and
  - b. a line 200 feet northerly of Queens Boulevard, 48<sup>th</sup> Street, a line 100 feet northerly of Queens Boulevard, and a line midway between 47<sup>th</sup> Street and 48<sup>th</sup> Street;
29. changing from an R5 District to an R7X District property bounded by a line 100 feet northerly of Queens Boulevard, 41<sup>st</sup> Street, a line 100 feet southerly of Queens Boulevard, and a line midway between 39<sup>th</sup> Place and 39<sup>th</sup> Street;
30. changing from an R7-1 District to an R7X District property bounded by a line 100 feet northerly of Queens Boulevard, 44<sup>th</sup> Street, a line 100 feet southerly of Queens Boulevard, and 41<sup>st</sup> Street;
31. changing from a C4-2 District to a C4-5X District property bounded by a line 100 feet northerly of Queens Boulevard, a line 72 feet westerly of 47<sup>th</sup> Street, a line 45 feet northerly of Queens Boulevard, 47<sup>th</sup> Street, a line 96 feet northerly of Queens Boulevard, a line midway between 47<sup>th</sup> Street and 48<sup>th</sup> Street, a line 100 feet northerly of Queens

- Boulevard, 48<sup>th</sup> Street, Greenpoint Avenue, a line 100 feet southerly of Queens Boulevard, and 44<sup>th</sup> Street;
32. changing from a C8-1 District to a C4-5X District property bounded by Queens Boulevard, 50<sup>th</sup> Street, a line 100 feet southerly of Queens Boulevard, and 48<sup>th</sup> Street;
  33. establishing within an existing R4 District a C1-3 District bounded by 39<sup>th</sup> Avenue - Middleburg Avenue, 51<sup>st</sup> Street, a line 100 feet southerly of 39<sup>th</sup> Avenue - Middleburg Avenue, and a line midway between 51<sup>st</sup> Street and 50<sup>th</sup> Street;
  34. establishing within a proposed R5D District a C1-3 District bounded by:
    - a. a line 100 feet northerly of 47<sup>th</sup> Avenue, 40<sup>th</sup> Street, 47<sup>th</sup> Avenue, and a line midway between 39<sup>th</sup> Place and 39<sup>th</sup> Street;
    - b. a line 100 feet northerly of 48<sup>th</sup> Avenue, a line midway between 43<sup>rd</sup> Street and 44<sup>th</sup> Street, 48<sup>th</sup> Avenue, and 43<sup>rd</sup> Street;
    - c. a line 100 feet northerly of Skillman Avenue, a line midway between 51<sup>st</sup> Street and 52<sup>nd</sup> Street, Skillman Avenue, and a line midway between 50<sup>th</sup> Street and 51<sup>st</sup> Street;
    - d. a line 100 feet northerly of 39<sup>th</sup> Avenue, a line midway between 61<sup>st</sup> Street and 62<sup>nd</sup> Street, 39<sup>th</sup> Avenue, and 61<sup>st</sup> Street;
    - e. a line 100 feet northerly of 39<sup>th</sup> Avenue, 64<sup>th</sup> Street, 39<sup>th</sup> Avenue, and 63<sup>rd</sup> Street;
    - f. a line 100 feet northerly of Woodside Avenue, 68<sup>th</sup> Street, Woodside Avenue, 67<sup>th</sup> Street; and
    - g. a line 100 feet northerly of Woodside Avenue, 70<sup>th</sup> Street, Woodside Avenue, and 69<sup>th</sup> Street;
  35. establishing within an existing R6 District a C1-3 District bounded by the northeasterly boundary line of the Long Island Rail Road Railroad right-of-way (Main Line), Woodside Avenue, and the southerly centerline prolongation of 62<sup>nd</sup> Street;
  36. establishing within a proposed R6A District a C1-3 District bounded by:
    - a. a line 100 feet northerly of 47<sup>th</sup> Avenue, 43<sup>rd</sup> Street, 47<sup>th</sup> Avenue, and 42<sup>nd</sup> Street; and
    - b. a line 170 feet northerly of 47<sup>th</sup> Avenue, a line midway between 47<sup>th</sup> Street and 48<sup>th</sup> Street, a line 100 feet northerly of 47<sup>th</sup> Avenue, 48<sup>th</sup> Street, a line 100 feet southerly of 47<sup>th</sup> Avenue, 47<sup>th</sup> Street, 47<sup>th</sup> Avenue, 46<sup>th</sup> Street, a line 100 feet northerly of 47<sup>th</sup> Street, and a line midway between 46<sup>th</sup> Street and 47<sup>th</sup> Street;

37. establishing within a proposed R7A District a C1-3 District bounded by:
- a. a line 100 feet northerly of 43<sup>rd</sup> Avenue, a line midway between 44<sup>th</sup> Street and 45<sup>th</sup> Street, a line 100 feet southerly of 43<sup>rd</sup> Avenue, 44<sup>th</sup> Street, a line 50 feet southerly of 43<sup>rd</sup> Avenue, 43<sup>rd</sup> Street, a line 150 feet southerly of 43<sup>rd</sup> Avenue, 42<sup>nd</sup> Street, a line 100 feet southerly of 43<sup>rd</sup> Avenue, 41<sup>st</sup> Street, 43<sup>rd</sup> Avenue, and 44<sup>th</sup> Street;
  - b. 43<sup>rd</sup> Avenue, 46<sup>th</sup> Street, a line 100 feet southerly of 43<sup>rd</sup> Avenue, and 45<sup>th</sup> Street;
  - c. a line 100 feet northerly of Skillman Avenue, 49<sup>th</sup> Street, Skillman Avenue, and a line midway between 48<sup>th</sup> Street - Gosman Avenue and 49<sup>th</sup> Street - Heiser Street; and
  - d. a line 100 feet northerly of Skillman Avenue, a line midway between 51<sup>st</sup> Street and 50<sup>th</sup> Street, Skillman Avenue, and 50<sup>th</sup> Street;
38. establishing within a proposed R5B District a C1-4 District bounded by a line 125 feet northerly of Woodside Avenue, 59<sup>th</sup> Street, a line 100 feet northerly of Woodside Avenue, and a line midway between 59<sup>th</sup> Street and 58<sup>th</sup> Street;
39. establishing within a proposed R5D District a C1-4 District bounded by:
- a. a line 75 feet northerly of 43<sup>rd</sup> Avenue, 49<sup>th</sup> Street, a line 100 feet northerly of 43<sup>rd</sup> Avenue, a line midway between 50<sup>th</sup> Street and 49<sup>th</sup> Street, 43<sup>rd</sup> Avenue, and a line midway between 49<sup>th</sup> Street and 48<sup>th</sup> Street;
  - b. 39<sup>th</sup> Avenue, a line midway between 61<sup>st</sup> Street and 62<sup>nd</sup> Street, 280 feet southerly of 39<sup>th</sup> Avenue, 62<sup>nd</sup> Street, a line 100 feet northerly of Roosevelt Avenue, and 61<sup>st</sup> Street;
  - c. 39<sup>th</sup> Avenue, 64<sup>th</sup> Street, a line 100 feet northerly of Roosevelt Avenue, and a line midway between 63<sup>rd</sup> Street and 62<sup>nd</sup> Street; and
  - d. 38<sup>th</sup> Avenue, a line 100 feet easterly of 69<sup>th</sup> Street, a line 100 feet northerly of Roosevelt Avenue, and 69<sup>th</sup> Street;
40. establishing within an existing R6 District a C1-4 District bounded by:
- a. 43<sup>rd</sup> Avenue, 51<sup>st</sup> Street, Roosevelt Avenue, and 50<sup>th</sup> Street;
  - b. a line 65 feet northerly of 43<sup>rd</sup> Avenue, 52<sup>nd</sup> Street, a line 100 feet northwesterly of Greenpoint Avenue, the southerly centerline prolongation of 54<sup>th</sup> Street, Skillman Avenue, 55<sup>th</sup> Street, Roosevelt Avenue, 43<sup>rd</sup> Avenue, and a line 100 feet westerly of 52<sup>nd</sup> Street; and



- c. Woodside Avenue, 58<sup>th</sup> Street, a line 100 feet northerly of Woodside Avenue, 59<sup>th</sup> Street, a line 100 feet northerly of Roosevelt Avenue, a line midway between 59<sup>th</sup> Street and 60<sup>th</sup> Street, a line perpendicular to the westerly street line of 60<sup>th</sup> Street distant 100 feet northerly (as measured along the street line) from the point of intersection of the northerly street line of Roosevelt Avenue and the westerly street line of 60<sup>th</sup> Street, 60<sup>th</sup> Street, a line perpendicular to the easterly street line of 60<sup>th</sup> Street distant 150 feet distant northerly (as measured along the street line) from the point of intersection of the northerly street line of Roosevelt Avenue and the easterly street line of 60<sup>th</sup> Street, a line 100 feet northerly of Roosevelt Avenue, 64<sup>th</sup> Street, 39<sup>th</sup> Avenue, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, a line 100 feet northerly of 39<sup>th</sup> Avenue, 65<sup>th</sup> Street, a line 100 feet northerly of Roosevelt Avenue, 70<sup>th</sup> Street and its northerly prolongation, a line 100 feet southerly of Roosevelt Avenue, a line midway between 64<sup>th</sup> Street and 63<sup>rd</sup> Street, a line perpendicular to the easterly street line of 63<sup>rd</sup> Street distant 100 feet southerly (as measured along the street line) from the point of intersection of the southerly street line of Roosevelt Avenue and the easterly street line of 63<sup>rd</sup> Street, 63<sup>rd</sup> Street, a line 100 feet southerly of Roosevelt Avenue, a line 150 feet westerly of 61<sup>st</sup> Street, Woodside Avenue, Roosevelt Avenue, and 57<sup>th</sup> Street;
41. establishing within a proposed R6A District a C1-4 District bounded by a line 145 feet northerly of 48<sup>th</sup> Avenue, 41<sup>st</sup> Street, a line perpendicular to the easterly street line of 41<sup>st</sup> Street distant 125 feet northerly (as measured along the street line) from the point of intersection of the easterly street line of 41<sup>st</sup> Street and the northwesterly street line of Greenpoint Avenue, a line midway between 41<sup>st</sup> Street and 42<sup>nd</sup> Street, a line perpendicular to the westerly street line of 42<sup>nd</sup> Street distant 105 feet northerly (as measured along the street line) from the point of intersection of the westerly street line of 42<sup>nd</sup> Street and the northwesterly street line of Greenpoint Avenue, 42<sup>nd</sup> Street, Greenpoint Avenue, 43<sup>rd</sup> Street, a line 100 feet northerly of 47<sup>th</sup> Avenue, a line 100 feet northwesterly of Greenpoint Avenue, a line midway between 44<sup>th</sup> Street and 45<sup>th</sup> Street, a line 100 feet southerly of Queens Boulevard, 45<sup>th</sup> Street, a line 100 feet northwesterly of Greenpoint Avenue, a line midway between 45<sup>th</sup> Street and 46<sup>th</sup> Street, a line 100 feet southerly of Queens Boulevard, Greenpoint Avenue, 48<sup>th</sup> Street, a line 150 feet southeasterly of Greenpoint Avenue, a line midway between 47<sup>th</sup> Street and 48<sup>th</sup> Street, a line perpendicular to the easterly street line of 47<sup>th</sup> Street distant 190 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of 47<sup>th</sup> Street and the southeasterly street line of Greenpoint Avenue, 47<sup>th</sup> Street, a line perpendicular to the easterly street line of 46<sup>th</sup> Street distant 75 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of 46<sup>th</sup> Street and the southeasterly street line of Greenpoint Avenue, 46<sup>th</sup> Street, 47<sup>th</sup> Avenue, 45<sup>th</sup> Street, a line 100 feet southerly of 47<sup>th</sup> Avenue, 44<sup>th</sup> Street, a line 100 feet southeasterly from Greenpoint Avenue, 43<sup>rd</sup> Street, a line perpendicular to the westerly street line of 43<sup>rd</sup> Street distant 150 feet southerly (as measured along the street line) from the point of intersection of the westerly street line of 43<sup>rd</sup> Street and the southeasterly street line of Greenpoint Avenue, a line midway between 43<sup>rd</sup> Street and 42<sup>nd</sup> Street, a line perpendicular to the easterly street line of 42<sup>nd</sup> Street distant 75 feet southerly (as

measured along the street line) from the point of intersection of the easterly street line of 42<sup>nd</sup> Street and the southeasterly street line of Greenpoint Avenue, 42<sup>nd</sup> Street, 48<sup>th</sup> Avenue, and a line midway between 41<sup>st</sup> Street and 40<sup>th</sup> Street;

42. establishing within a proposed R7A District a C1-4 District bounded by:
  - a. a line 100 feet northerly of 43<sup>rd</sup> Avenue, 50<sup>th</sup> Street, a line 100 feet northwesterly of Roosevelt Avenue, a line midway between 50<sup>th</sup> Street and 49<sup>th</sup> Street, a line 75 feet southerly of 43<sup>rd</sup> Avenue, 49<sup>th</sup> Street, 43<sup>rd</sup> Avenue, and a line midway between 49<sup>th</sup> Street and 50<sup>th</sup> Street; and
  - b. a line 65 feet northerly of 43<sup>rd</sup> Avenue, a line 100 feet westerly of 52<sup>nd</sup> Street, 43<sup>rd</sup> Avenue, and 51<sup>st</sup> Street; and
43. establishing within a proposed R7X District a C1-4 District bounded by a line 100 feet northerly of Queens Boulevard, 44<sup>th</sup> Street, a line 100 feet southerly of Queens Boulevard, and a line midway between 39<sup>th</sup> Place and 39<sup>th</sup> Street;

Borough of Queens, Community District 2, as shown in a diagram (for illustrative purposes only) dated February 28, 2011 and subject to the conditions of CEQR Declaration E-272.

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The application for an amendment of the Zoning Map was filed by the Department of City Planning on February 8, 2011 to rezone all or portions of approximately 130 blocks in the Sunnyside and Woodside neighborhoods in Queens, Community District 2. The proposed rezoning from R4, R5, R6, R7-1, C4-2, C8-1 and M1-1 districts to R4, R4-1, R5B, R5D, R6A, R7A, R7X and C4-5X districts, and updating of certain commercial overlay districts, is intended to protect neighborhood character from out-of-scale development, more closely reflect established development patterns, direct opportunities for moderate residential and commercial growth to locations along wide streets and transit resources, and provide incentives for the production of affordable housing.

## **RELATED ACTIONS**

In addition to the amendment of the Zoning Map which is the subject of this report (C 110207 ZMQ), implementation of the proposal also requires action by the City Planning Commission on the following applications which are being considered concurrently with this application:

- N 110208 ZRQ      Zoning text amendment to modify Appendix F of the Zoning Resolution to make the Inclusionary Housing Program applicable in R7X and C4-5X districts proposed to be mapped on Queens Boulevard.
- N 110209 ZRQ      Zoning text amendment to Sections 14-41 and 14-43 of the Zoning Resolution to make small sidewalk cafes permissible on a portion of Queens Boulevard and allow only small sidewalk cafes on portions of Skillman Avenue.

## **BACKGROUND**

The Department of City Planning proposes to rezone approximately 130 blocks in western Queens. The rezoning area is generally bounded by the Sunnyside Rail Yard, 37<sup>th</sup> Avenue, Brooklyn-Queens Expressway, NY Connecting Railroad, 72<sup>nd</sup> Street, Woodside, Roosevelt and 48<sup>th</sup> Avenues, and 39<sup>th</sup> Street and encompasses portions of the Sunnyside and Woodside neighborhoods that are located in the eastern portion of Community District 2.

The Sunnyside neighborhood is bisected by Queens Boulevard, a heavily used 200-footwide street containing two vehicular roadways and a concrete viaduct carrying the #7 transit line. Lots facing Queens Boulevard are developed with a mix of residential and commercial uses and a variety of building types, including low scale retail buildings, and two- to six-story mixed residential and commercial buildings.

The area to the south of Queens Boulevard consists primarily of two- to six-story apartment buildings on a grid street system. Greenpoint Avenue runs diagonally through the street grid, and it serves as a primary shopping corridor. It is developed with a mix of commercial and residential uses that range from single-story commercial buildings to six-story residential and mixed-use buildings.

The area to the north of Queens Boulevard is also developed primarily with two- to seven-story residential buildings, with commercial uses found mainly along the avenues. Several blocks contain Sunnyside Gardens, a historic development of attached one-, two-, and three-family buildings built around central common open spaces. High-lot-coverage elevator apartment buildings on comparatively large lots are common in this area.

Woodside is developed with a mix of small three- and four-story multi-family apartment buildings and one- and two- family detached and semi-detached houses. Development along the Roosevelt Avenue corridor is characterized by two- and four-story mixed-use buildings with ground floor commercial uses.

The rezoning area is served by the #7 train that runs on an elevated line above Queens Boulevard and Roosevelt Ave, the G, R, and V subway lines along Broadway and eleven MTA bus lines. The area has several important commercial corridors, including Queens Boulevard, Greenpoint Avenue and Roosevelt Avenue.

The population of Sunnyside and Woodside continues to grow in number and diversity. From 1990 to 2000, the population of census tracts roughly coinciding with the rezoning area increased by 16 percent. Over the same period, the percentage of foreign-born residents increased by nearly 28 percent. In 2000, foreign-born residents comprised over half of the total population within these census tracts.

The construction of new residential buildings in the area accelerated noticeably during the mid 2000's especially in the Woodside area, altering the character that attracted the residents to the area. Existing zoning in the rezoning area does not adequately guide development to reinforce established scale and building patterns in the Sunnyside and Woodside neighborhoods. Out-of-scale buildings, disruption of front yard and street wall continuity and encroachment of commercial uses on residential side streets are outcomes that are allowed by the current zoning. In addition, prime wide streets are not distinguished from narrower residential side streets in the current zoning patterns, and as a result most recent developments have not been located along the corridors where they could strengthen established mixed-use areas of these neighborhoods. Concerned about these development trends, Community Board 2 and local residents asked the Department of City Planning to conduct a rezoning study of portions of Sunnyside and Woodside.

The Sunnyside-Woodside rezoning area is currently composed of seven zoning districts: R4, R5, R6, R7-1, C4-2, C8-1, and M1-1. These zoning districts have remained generally unchanged since their implementation in 1961.

An R4 district is currently mapped in a portion of the rezoning area generally bounded by 39<sup>th</sup> Avenue, the Long Island Rail Road, Roosevelt Avenue, Skillman Avenue, and 43<sup>rd</sup> Street. R4 districts allow a variety of housing types, including garden apartments, row houses, semi-detached and detached houses. The maximum floor area ratio (FAR) is 0.9, which includes a 0.15 attic allowance. On blocks that are predominantly built up, a maximum FAR of 1.35 is permitted through the R4 infill provision. Detached residences are allowed on lots with a minimum of 3,800 square feet in area and a minimum lot width of 40 feet. Semi-detached and attached residences require lots with a minimum of 1,700 square feet in area and a minimum lot width of 18 feet. The required minimum front yard depth is 10 feet, which is increased to 18 feet if front yard parking is provided. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. Community facilities are permitted at an FAR of 2.0. One parking space is required for each dwelling unit.

A portion of the existing R4 district as well as three small areas currently zoned R7-1, C4-2, and M1-1 are located within a Special Planned Community Preservation District (PC). In 1974, the City Planning Commission designated Sunnyside Gardens (CP 22501) as one of several PC districts in order to ensure future development would be congruent with existing built character and site plans. In 2007 Sunnyside Gardens was designated as a New York City Historic District (N 080005 HKQ). The designation of the area as a historic district requires the Landmarks Preservation Commission (LPC) to review proposals for alterations or new development to ensure that they will compliment the historic district's character. In 2009, a zoning text amendment (N 080253 ZRQ) was enacted that relieved property owners within Sunnyside Gardens of the burden of applying both to the Landmarks Preservation Commission and to the City Planning Commission for modifications to their properties. Under this text change, a maximum .75 FAR with a .15 FAR attic allowance, and a 35-foot maximum building height were applied to the entire Sunnyside Gardens PC district. Furthermore, R4 infill zoning provisions were prohibited throughout the Sunnyside Gardens PC District.

R5 districts are located in two sections of the rezoning area. The first section is located in Sunnyside and is generally bounded by Skillman Avenue, 41<sup>st</sup> Street, 47<sup>th</sup> Avenue, 48<sup>th</sup> Street, 48<sup>th</sup> Avenue, and 39<sup>th</sup> Place. The second section is located in Woodside and is generally bounded by 37<sup>th</sup> Avenue, 61<sup>st</sup> Street, the Long Island Rail Road, and 58<sup>th</sup> Street. R5 zoning districts allow

all housing types including detached, semi-detached, attached and multi-family residences. The maximum FAR for all housing types is 1.25. On blocks that are predominantly built up, a maximum FAR of 1.65 is permitted through the R5 infill provision. Detached residences are allowed on lots with a minimum of 3,800 square feet in area, and a minimum lot width of 40 feet. All other housing requires lots with a minimum of 1,700 square feet in area and a minimum lot width of 18 feet. The required minimum front yard depth is 10 feet, which is increased to 18 feet if front yard parking is provided. The maximum building height is 40 feet, with a maximum perimeter wall height of 30 feet. Community facilities are permitted an FAR of 2.0. Off-street parking in a grouped facility is required for at least 85 percent of the dwelling units.

An R6 district encompasses a large portion of the Woodside area and is generally bounded by 37<sup>th</sup> Avenue, the Brooklyn-Queens Expressway, Woodside Avenue, Roosevelt Avenue, and 61<sup>st</sup> Street. R6 is a height factor district in which residential and community facility uses are permitted with no fixed height limits. Building envelopes are regulated by a sky exposure plane. A maximum FAR of up to 2.43 is allowed for residential uses and up to 4.8 FAR is allowed for buildings containing community facility uses. Residential development under the optional Quality Housing Program within an R6 district has a maximum FAR of 2.2 on narrow streets (defined as less than 75 feet wide), with a 55-foot building height limit, and a maximum of 3.0 FAR on wide streets (defined as 75 feet wide or greater) with a height limit of 70 feet. Off-street parking is required for 70 percent of the dwelling units. This requirement is lowered to 50 percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used. If fewer than five spaces are required, then the off-street parking requirement is waived.

An R7-1 district covers the portion of the rezoning area in Sunnyside that is generally bounded by Skillman Avenue, 50<sup>th</sup> Street, Queens Boulevard, 44<sup>th</sup> Street, 47<sup>th</sup> Avenue, and 41<sup>st</sup> Street. R7-1 zoning districts permit residential and community facility uses with a maximum FAR of 3.44 for residential uses and 4.8 for community facility uses. There are no fixed height limits and building envelopes are governed by the sky exposure plane. Residential developments using the optional Quality Housing Program in an R7-1 district are allowed a maximum 3.44 FAR on a narrow street, with a base height of between 40 and 60 feet and a maximum building height of 75 feet, and a maximum 4.0 FAR on wide streets, with a base height of between 40 and 65 feet, and

a maximum building height of 80 feet. Off-street parking is required for 60 percent of the dwelling units. Off-street parking is required for 50 percent of the dwelling units if Quality Housing provisions are used or if the lot area is less than 10,000 square feet. Off-street parking is waived if five spaces or fewer are required.

A C4-2 district is located in the portion of Sunnyside generally bounded by Queens Boulevard, 48<sup>th</sup> Street, 47<sup>th</sup> Avenue, and 44<sup>th</sup> Street. C4 districts are intended for regional commercial centers where uses serve a larger area than a neighborhood shopping area. C4-2 districts permit residential uses with a maximum FAR of 2.43, commercial uses with a maximum FAR of 3.4 and community facility uses with a maximum FAR of 4.8. C4-2 districts have no fixed height limits and building envelopes are governed by the sky exposure plane. Residential development is allowed under the same regulations as those in an R6 district as described above.

A C8-1 district is located at the intersection of Roosevelt Avenue and Queens Boulevard on all or portions of four blocks. C8-1 districts are general service districts that allow commercial and community facility uses in Use Groups 4 through 14 and 16. The most prevalent uses in C8 districts are automotive and commercial uses such as auto repair and showrooms, warehouses, gas stations and car washes. Residential uses are not permitted. The maximum commercial FAR in C8-1 districts is 1.0. The maximum building height is determined by the sky exposure plane, which begins 30 feet above the street line. Community facilities are permitted at an FAR of 2.4. Off-street parking requirements vary with the use, but generally most uses require one accessory parking space per 300 square feet of commercial space.

An M1-1 district is located on 39<sup>th</sup> Avenue between Barnett Avenue and 48<sup>th</sup> Street. In M1-1 districts only light manufacturing and commercial uses are allowed at a maximum FAR of 1.0. Certain community facilities are allowed at a maximum FAR of 2.4. Building envelopes are regulated by the sky exposure plane. Parking requirements vary by use.

C1-2, C1-3 and C2-2 commercial overlay districts are located along portions of the area's commercial streets, including Queens Boulevard, Greenpoint Avenue, Roosevelt Avenue, 39<sup>th</sup> Avenue, Woodside Avenue, Skillman Avenue, 43<sup>rd</sup> Avenue, 47<sup>th</sup> Avenue, and 48<sup>th</sup> Avenue.

C1 overlay districts are mapped within residential districts and permit Use Groups 1 through 6, which allow the kinds of local retail and service establishments frequently needed by neighborhood residents. C2 districts permit a slightly wider range of commercial uses than C1 districts. When C1 and C2 overlay districts are mapped in R1 through R5 districts the maximum commercial FAR is 1.0, and when these overlay districts are mapped in R6 and R7-1 districts the maximum commercial FAR is 2.0. Commercial uses are limited to the first floor of mixed-use buildings in overlay districts in all of these zones. In C1-2 and C2-2 overlays, most retail uses require one accessory parking space per 300 square feet of commercial floor space, although the requirements may range between one space per 200 square feet and one space per 800 square feet. In C1-3 overlays, most retail uses require one accessory parking space per 400 square feet of commercial floor space, although the requirements may range between one space per 300 square feet and one space per 1,000 square feet.

The proposed contextual zoning will affect approximately 2,800 tax lots on 130 blocks. The rezoning area encompasses portions of Zoning Map sections 9b and 9d. The proposed Zoning Map amendments will replace all or portions of existing R4, R5, R6, R7-1, C4-2, C8-1 and M1-1 zoning districts with R4, R4-1, R5B, R5D, R6A, R7A, R7X, and C4-5X districts, replace all or portions of existing C1-2 and C2-2 overlay districts with C1-3 and C1-4 overlay districts, eliminate all or portions of C2-2 overlay districts, and establish new C1-3 and C1-4 overlay districts. The proposed zoning changes will more closely reflect established land use and building patterns while providing targeted incentives for residential development that encourage the provision of affordable housing.

The rezoning proposal has been developed through close consultation with area residents, civic organizations, local elected officials and Community Board 2. This rezoning effort will complement contextual zoning changes adopted in 2006 as part of the Maspeth-Woodside rezoning and the revised zoning regulations that were updated in 2009 for the Special Planned Community Preservation District that regulates development in Sunnyside Gardens. In conjunction with this rezoning proposal, related zoning text amendments will extend the availability of the Inclusionary Housing program along Queens Boulevard from where it was established as part of the Maspeth-Woodside rezoning. The proposed text amendments will also



make small sidewalk cafes permissible on a portion of Queens Boulevard and allow only small sidewalk cafes on a portion of Skillman Avenue.

*R4 (from R7-1, C4-2, M1-1)*

Two R4 districts are proposed for the Sunnyside section of the rezoning area. One R4 district covers a portion of one block and is generally bounded by Barnett Avenue, 48<sup>th</sup> Street, and 39<sup>th</sup> Avenue. The other R4 district covers all or portions of five blocks and is generally bounded by Skillman Avenue, 48<sup>th</sup> Street, Queens Boulevard, and 46<sup>th</sup> Street.

The maximum FAR in R4 districts is 0.9 (including a 0.15 FAR attic allowance). Community facilities are permitted at an FAR of 2.0. Detached residences require a minimum lot area of 3,800 square feet and a minimum lot width of 40 feet. Semi-detached and attached residences require a minimum lot area of 1,700 square feet and a minimum lot width of 18 feet. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet. R4 districts allow a maximum building height of 35 feet, with a maximum perimeter wall height of 25 feet. One parking space is required for each dwelling unit. These areas are characterized by attached two-story residences and the proposed R4 district would more closely match the scale of existing buildings. This zoning change will ensure that the Sunnyside Gardens Special Planned Community Preservation District will have the same underlying R4 district, consistent with the zoning text changes adopted in 2009, and it will also bring residential uses on the northern edge of the Sunnyside Gardens development currently in an M1-1 zone into conformance.

*R4-1 (from R4, R6)*

R4-1 districts are proposed for three sections of the rezoning area in Woodside. The first section contains portions of nine blocks and is generally bounded by the Long Island Rail Road, 58<sup>th</sup> Street, and Woodside Avenue. The second section contains portions of three blocks and is generally bounded by 37<sup>th</sup> Avenue, 64<sup>th</sup> Street, 39<sup>th</sup> Avenue, and 61<sup>st</sup> Street. The third section contains portions of four blocks and is generally bounded by Roosevelt Avenue, 67<sup>th</sup> Street, 66<sup>th</sup> Street, Woodside Avenue, and Trimble Road.

The proposed R4-1 district permits one- and two-family detached or semi-detached residences. The maximum FAR is 0.9 (including a 0.15 FAR attic allowance). Community facilities are

permitted an FAR of 2.0. The minimum lot width and lot area depend upon the housing type: detached residences require a minimum 25-foot lot width and 2,375 square feet of lot area. Semi-detached residences require a minimum 18-foot lot width and 1,700 square feet of lot area. A front yard of at least 10 feet is required and must be as deep as an adjacent front yard up to 20 feet. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. One parking space is required for each dwelling unit. In the proposed R4-1 districts, one- and two-family detached and semi-detached development would be allowed, which is consistent with development patterns in these areas.

*R5B (from R4, R5, R7-1)*

R5B districts are proposed for five sections of the rezoning area. The first section covers portions of three blocks and is generally bounded by Skillman Avenue, 40<sup>th</sup> Street, 43<sup>rd</sup> Avenue, and 39<sup>th</sup> Street. The second section covers all or portions of four block fronts on the south side of Skillman Avenue between 43<sup>rd</sup> Street and 47<sup>th</sup> Street. The third section covers a portion of the block bounded by Queens Boulevard, 50<sup>th</sup> Street, 47<sup>th</sup> Avenue, and 49<sup>th</sup> Street. The fourth section covers portions of four blocks which are generally bounded by 39<sup>th</sup> Avenue, 52<sup>nd</sup> Street, Skillman Avenue, and 48<sup>th</sup> Street. The fifth section covers all or portions of 20 blocks and is generally bounded by Barnett Avenue, 39<sup>th</sup> Avenue, 58<sup>th</sup> Street, 37<sup>th</sup> Avenue, 61<sup>st</sup> Street, Roosevelt Avenue, Skillman Avenue, 54<sup>th</sup> Street, 39<sup>th</sup> Drive, and 52<sup>nd</sup> Street.

In the proposed R5B districts, all housing types are allowed. The maximum residential FAR is 1.35. Community facilities are permitted an FAR of 2.0. Detached residences require a minimum lot area of 2,375 square feet and a minimum lot width of 25 feet. Semi-detached and attached residences require a minimum of 1,700 square feet in area and a minimum lot width of 18 feet. A front yard of at least 5 feet is required and must be as deep as an adjacent front yard up to a maximum of 20 feet. Building height is limited to 33 feet, with a 30 foot maximum perimeter wall. Off-street group parking is required for 66 percent of the dwelling units. Front yard parking is prohibited, thereby protecting the planted front yards that are typical in the proposed R5B districts. The areas proposed to be rezoned to R5B are predominantly developed with two- and three-story attached and semi-detached buildings.

*R5D (from R4, R5, R6, R7-1)*

R5D districts are proposed for six sections of the rezoning area. The first section covers portions of three blocks and is generally bounded by 39<sup>th</sup> Street, Queens Boulevard, 41<sup>st</sup> Street, and 47<sup>th</sup> Avenue. The second section covers a portion of one block that is generally bounded by 47<sup>th</sup> Avenue, 44<sup>th</sup> Street, 48<sup>th</sup> Avenue, and 43<sup>rd</sup> Street. The Third section covers all or portions of three blocks and is generally bounded by Skillman Avenue, 50<sup>th</sup> Street, 43<sup>rd</sup> Avenue, and 48<sup>th</sup> Street. The fourth section covers portions of six blocks and is generally bounded by Skillman Avenue, 55<sup>th</sup> Street, Roosevelt Avenue, and 52<sup>nd</sup> Street. The fifth section covers all or portions of 14 blocks and is generally bounded by 37<sup>th</sup> Avenue, 62<sup>nd</sup> Street, 39<sup>th</sup> Avenue, 64<sup>th</sup> Street, 37<sup>th</sup> Avenue, the Brooklyn-Queens Expressway, Roosevelt Avenue, and 61<sup>st</sup> Street. The sixth section covers all or portions of 17 blocks and is generally bounded by Roosevelt Avenue, the Brooklyn-Queens Expressway, 72<sup>nd</sup> Street, Woodside Avenue, and 64<sup>th</sup> Street.

R5D districts allow all housing types at a maximum FAR of 2.0. Community facilities are allowed at an FAR of 2.0. Detached residences require a minimum lot area of 2,375 square feet and a minimum lot width of 25 feet. Semi-detached and attached residences require a minimum of 1,700 square feet in area and a minimum lot width of 18 feet. A front yard of at least 5 feet is required and must be as deep as an adjacent front yard up to a maximum of 20 feet. The maximum building height is 40 feet. Off-street group parking is required for 66 percent of the dwelling units. Accessory residential parking can be waived if no more than one space is required. The areas that are proposed to be rezoned to R5D are characterized by with three- and four-story attached buildings and some small apartment buildings.

#### *R6A (from R5, R7-1, C4-2, M1-1)*

An R6A district is proposed for two sections of the rezoning area. The first section covers a portion of one block that is roughly bounded by Barnett Avenue, 48<sup>th</sup> Street, and 39<sup>th</sup> Avenue. This action would replace the current M1-1 district covering this portion of the rezoning area in order to bring the existing apartment complex on the site into conformance. The second section covers all or portions of 23 blocks and is generally bounded by Queens Boulevard, 49<sup>th</sup> Street, 48<sup>th</sup> Avenue, and 40<sup>th</sup> Street.

R6A districts allow all housing types. The maximum FAR for residential and community facility development is 3.0. New buildings in R6A districts must be located no closer to the street than a

building on the same block front within 150 feet. Above a base height of 40 to 60 feet, the building must set back to a depth of 10 feet on a wide street and 15 feet on a narrow street before rising to its maximum height of 70 feet. Off-street parking, which is not allowed in front of a building, is required for 50 percent of a building's dwelling units, or waived if five or fewer spaces are required. The areas proposed to be rezoned to R6A are predominantly developed with high lot coverage, four- to six-story walk-up and elevator buildings.

*R7A (from R4, R5, R6, R7-1, C4-2, C8-1)*

R7A districts are proposed for two sections of the rezoning area. The first section covers all or portions of 17 blocks and is generally bounded by Skillman Avenue, 47<sup>th</sup> Street, Queens Boulevard, and 39<sup>th</sup> Place. The second section covers all or portions of ten blocks and is generally bounded by 43<sup>rd</sup> Avenue, 49<sup>th</sup> Street, Skillman Avenue, 52<sup>nd</sup> Street, 43<sup>rd</sup> Avenue, Roosevelt Avenue, Queens Boulevard, and 48<sup>th</sup> Street.

The R7A district permits residential and community facility uses at an FAR of 4.0. New buildings in R7A districts must be located no closer to the street than a building on the same block front within 150 feet. Above a base height of 40 to 65 feet, the building must set back to a depth of 10 feet on a wide street and 15 feet on a narrow street before rising to its maximum height of 80 feet. Off-street parking is not allowed in front of a building. Parking is required for 50% of dwelling units and may be waived if 15 or fewer spaces are required. The areas proposed to be rezoned to R7A are predominantly developed with high lot coverage, four- to seven-story walk-up and elevator buildings.

*R7X (from R5, R7-1)*

An R7X district is proposed for all or portions of six block fronts on both sides of Queens Boulevard from a line halfway between 39<sup>th</sup> Street and 39<sup>th</sup> Place to 44<sup>th</sup> Street.

In accordance with the related zoning text application (N 110208 ZRQ) residential developments that provide affordable housing pursuant to the Inclusionary Housing Program will be permitted a maximum FAR of up to 5.0 within the proposed R7X district on Queens Boulevard. Developments not participating in the program will be allowed a maximum FAR of 3.75. Developments can qualify for the maximum FAR of 5.0 by providing 20 percent of the

residential floor area in the development as permanently affordable housing for households earning 80 percent of Area Median Income or less. Community facility developments will be allowed up to a maximum 5.0 FAR. New buildings in R7X districts must be located no closer to the street than a building on the same block front within 150 feet. The R7X district allows for a minimum base height of 60 feet and a maximum base height of 85 feet. Setbacks of 10 feet on a wide street and 15 feet on a narrow street will be required above the base before the maximum building height of 125 feet is achieved. Parking is required for 50 percent of the dwelling units, and is waived if 15 or fewer spaces are required. This portion of Queens Boulevard is a very wide street that is well served by mass transit, and the proposed R7X district will allow the development of new eight- to twelve-story residential and mixed-use buildings that will reinforce and strengthen the built fabric along the boulevard.

*C4-5X (from C4-2, C8-1)*

A C4-5X district is proposed for ten block fronts along both sides of Queens Boulevard between 44<sup>th</sup> Street and 48<sup>th</sup> Street. The proposed C4-5X district will also extend along the southern block fronts of Queens Boulevard 48<sup>th</sup> Street and 50<sup>th</sup> Street.

The residential equivalent of a C4-5X district is R7X, consistent with the R7X District proposed to the west and the existing R7X District to the east. The same Inclusionary Housing Program provisions applied to the proposed R7X district would be applied to the proposed C4-5X District.

C4-5X districts limit community facility uses to maximum FAR of 5.0, while commercial uses are limited to a maximum FAR of 4.0. In C4-5X districts commercial uses are allowed above a building's first floor, but they must be below the first story of any residential use. New buildings in C4-5X districts must be located no closer to the street than a building on the same block front within 150 feet. After reaching a base height of 60 to 85 feet, a building must set back to a depth of 10 feet on a wide street and 15 feet on a narrow street before rising to its maximum height of 125 feet. Parking is required for 50 percent of the dwelling units, and is waived if 15 or fewer spaces are required. Parking is not required for commercial uses, but is required for a limited number of community facility uses. Like the proposed R7X district, C4-5X zoning will allow the development of new eight- to twelve-story residential and mixed-use buildings that will reinforce and strengthen the built fabric along Queens Boulevard.

Proposed zoning changes will replace existing C1-2 and C2-2 overlay districts with C1-3 and C1-4 districts and generally reduce the depth of commercial overlays from 150 to 100 feet. C1 districts allow local retail and service uses that generally serve residents in the surrounding neighborhood. Most retail uses in the proposed C1-3 overlay districts require one accessory parking space per 400 square feet of commercial floor area. C1-4 districts require most retail uses to provide one accessory parking space per 1,000 square feet of commercial floor area. Parking requirements vary depending on the type of use. The proposed reduced depths of new and existing overlays, will better reflect existing land use patterns, and will reduce the encroachment of commercial uses onto residential streets.

New C1-3 and C1-4 districts are proposed in certain locations in order to recognize existing commercial land uses and provide new business location opportunities. C1-4 commercial overlays are proposed along portions of Greenpoint Avenue. New C1-3 commercial overlay districts are proposed on portions of 39<sup>th</sup> Avenue, Skillman Avenue, Woodside Avenue, 43<sup>rd</sup> Avenue, and 47<sup>th</sup> Avenue where commercial uses currently exist.

#### *Inclusionary Housing Text Amendment*

A proposed zoning text amendment will apply the Inclusionary Housing Program within the proposed R7X and C4-5X districts along Queens Boulevard. The proposed text will permit a maximum FAR of 5.0 for developments within the specified R7X and C4-5X districts that provide 20 percent of the residential floor area in the development as permanently affordable housing for households earning 80 percent of Area Median Income or less. The affordable housing units can be provided either on-site, within the development receiving the bonus, or off-site by preserving existing affordable units or by newly constructing affordable units at a location within Community District 2 or within a half-mile of the site receiving the floor area bonus. Developments not participating in the Inclusionary Housing program will be allowed a maximum FAR of 3.75. Other city, state and federal housing finance programs may be used to provide further assistance in the creation of affordable units. The combination of a zoning bonus and other housing programs would provide a powerful incentive for the development and preservation of affordable housing in Sunnyside and Woodside.

#### *Sidewalk Café Text Amendment*

A proposed text amendment will allow the development of small sidewalk cafés along the portion of Queens Boulevard from 100 feet west of 39<sup>th</sup> Place to 48<sup>th</sup> Street where currently all types of sidewalk cafes are prohibited and limit the development of sidewalk cafes along portions of Skillman Avenue to only small cafes where currently all types of sidewalk cafés are allowed. Small sidewalk cafes may only occupy the portion of the sidewalk measuring 4 feet 6 inches from a restaurant's property line. The proposed text will ensure adequate pedestrian circulation space on the sidewalks of these two neighborhood shopping streets while still allowing food establishments to place tables outside to serve additional customers and enliven the street scene.

## **ENVIRONMENTAL REVIEW**

This application (C 110207 ZMQ), in conjunction with the applications for the related actions (N 110208 ZRQ, N 110209 ZRQ), was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et. seq. and the City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 11DCP080Q. The lead is the City Planning Commission.

After a study of the potential environmental impact of the proposed action, a Negative Declaration was issued on February 28, 2011. The Negative Declaration included (E) designations to avoid the potential for significant adverse impacts related to air quality, noise and hazardous materials (E-272), as described below:

The (E) designation requirements related to air quality would apply to the following development sites:

### **Projected Development Sites:**

- Block 189, Lot 5 (Projected Development Site 2)**
- Block 193, Lot 25 (Projected Development Site 3)**
- Block 188, Lot 43 (Projected Development Site 4)**
- Block 168, Lot 26 (Projected Development Site 6)**
- Block 157, Lot 28 (Projected Development Site 7)**
- Block 175, Lot 12 (Projected Development Site 10)**

### **Potential Development Sites:**

- Block 189, Lot 45 (Potential Development Site E)**

**Block 193, Lots 30 (Potential Development Site F)**  
**Block 188, Lot 5 (Potential Development Site G)**  
**Block 163, Lot 37 (Potential Development Site H)**  
**Block 168, Lot 31 (Potential Development Site J)**  
**Block 160, Lot 5 (Potential Development Site L)**  
**Block 141, Lot 10 (Potential Development Site M)**  
**Block 152, Lot 5 (Potential Development Site N):**  
**Block 152, Lot 1 (Potential Development Site O)**  
**Block 140, Lot 47 (Potential Development Site P)**  
**Block 196, Lot 1 (Potential Development Site R)**  
**Block 196, Lot 42 (Potential Development Site S)**  
**Block 175, Lot 7 (Potential Development Site U)**

The E designation text related to air quality is as follows:

**Block 189, Lot 5 (Projected Development Site 2):** Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 15 feet for oil No.4/2 from the lot line facing 41<sup>st</sup> Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

**Block 193, Lot 25 (Projected Development Site 3):** Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 15 feet for oil No.4/2 from the lot line facing 41<sup>st</sup> Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

**Block 188, Lot 43 (Projected Development Site 4):** Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 18 feet for oil No.4/2 from the lot line facing 41<sup>st</sup> Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

**Block 168, Lot 26 (Projected Development Site 6):** Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 16 feet for oil No.4/2 from the lot line facing 44<sup>th</sup> Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

**Block 157, Lot 28 (Projected Development Site 7):** Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 16 feet for oil No.4/2 from the lot line facing 44<sup>th</sup> Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.



**Block 175, Lot 12 (Projected Development Site 10):** Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 13 feet for oil No.4/2 from the lot line facing 42<sup>nd</sup> Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

**Block 189, Lot 45 (Potential Development Site E):** Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 17 feet for oil No.4/2 from the lot line facing 40<sup>th</sup> Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

**Block 193, Lots 30 (Potential Development Site F):** Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 15 feet for oil No.4/2 from the lot line facing 40<sup>th</sup> Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

**Block 188, Lot 5 (Potential Development Site G):** Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 15 feet for oil No.4/2 from the lot line facing 42<sup>nd</sup> Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

**Block 163, Lot 37 (Potential Development Site H):** Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 25 feet for oil No.4/2 from the lot line facing 42<sup>nd</sup> Street and at least 22 feet from the lot line facing 43<sup>rd</sup> Avenue for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

**Block 168, Lot 31 (Potential Development Site J):** Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 17 feet for oil No.4/2 from the lot line facing 43<sup>rd</sup> Street and at least 14 feet from the lot line facing 47<sup>th</sup> Avenue for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

**Block 160, Lot 5 (Potential Development Site L):** Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 21 feet for oil No.4/2 from the lot line facing 43<sup>rd</sup> Avenue for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

**Block 141, Lot 10 (Potential Development Site M):** Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating

and air conditioning stack(s) are located at least 15 feet for oil No.4/2 from the lot line facing 43<sup>rd</sup> Avenue for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

**Block 152, Lot 5 (Potential Development Site N):** Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 14 feet for oil No.4/2 from the lot line facing 47<sup>th</sup> Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

**Block 152, Lot 1 (Potential Development Site O):** Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 17 feet for oil No.4/2 from the lot line facing 46<sup>th</sup> Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

**Block 140, Lot 47 (Potential Development Site P):** Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 17 feet for oil No.4/2 from the lot line facing 43<sup>rd</sup> Avenue for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

**Block 196, Lot 1 (Potential Development Site R):** Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 12 feet for oil No.4/2 from the lot line facing 47<sup>th</sup> Avenue for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

**Block 196, Lot 42 (Potential Development Site S):** Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 17 feet for oil No.4/2 from the lot line facing 41<sup>st</sup> Street and at least 16 feet from the lot line facing 47<sup>th</sup> Avenue for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

**Block 175, Lot 7 (Potential Development Site U):** Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 11 feet for oil No.4/2 from the lot line facing 43<sup>rd</sup> Street for fuel oil or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

The (E) designation requirements related to noise would apply to the following development sites:

**Projected Development Sites:**

**Block 191, Lot 44 (Projected Development Site 1)**

**Block 189, Lot 5 (Projected Development Site 2)**  
**Block 193, Lot 25 (Projected Development Site 3)**  
**Block 175, Lot 12 (Projected Development Site 10)**  
**Block 2281, Lot 25 (Projected Development Site 9)**

**Potential Development Sites:**

**Block 195, Lot 29 (Potential Development Site B)**  
**Block 190, Lot 5 (Potential Development Site C)**  
**Block 190, Lot 44 (Potential Development Site D)**  
**Block 189, Lot 45 (Potential Development Site E)**  
**Block 193, Lot 30 (Potential Development Site F)**  
**Block 162, Lot 47 (Potential Development Site I)**  
**Block 152, Lot 5 (Potential Development Site N)**  
**Block 196, Lot 1 (Potential Development Site R)**  
**Block 196, Lot 42 (Potential Development Site S)**  
**Block 197, Lot 1 (Potential Development Site T)**  
**Block 175, Lot 7 (Potential Development Site U)**  
**Block 173, Lot 1 (Potential Development Site V)**  
**Block 172, Lot 1 (Potential Development Site W)**  
**Block 129, Lot 67 (Potential Development Site X)**  
**Block 138, Lot 25 (Potential Development Site Q)**

The (E) designation text related to noise is as follows:

**Projected Development Sites:**

**Block 191, Lot 44 (Projected Development Site 1)**

**To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.**

**Block 189, Lot 5 (Projected Development Site 2)**

**To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.**

**Block 193, Lot 25 (Projected Development Site 3)**

**To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.**

**Block 175, Lot 12 (Projected Development Site 10)**

To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.

**Block 2281, Lot 25 (Projected Development Site 9)**

To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 35 dBA window/wall attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.”

**Block 195, Lot 29 (Potential Development Site B)**

To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning

**Block 190, Lot 5 (Potential Development Site C)**

To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning

**Block 190, Lot 44 (Potential Development Site D)**

To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning

**Block 189, Lot 45 (Potential Development Site E)**

To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning

**Block 193, Lot 30 (Potential Development Site F)**

To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dBA window/wall

attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning

**Block 162, Lot 47 (Potential Development Site I)**

To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning

**Block 152, Lot 5 (Potential Development Site N)**

To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning

**Block 196, Lot 1 (Potential Development Site R)**

To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning

**Block 196, Lot 42 (Potential Development Site S)**

To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning

**Block 197, Lot 1 (Potential Development Site T)**

To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning

**Block 175, Lot 7 (Potential Development Site U)**

To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning

**Block 173, Lot 1 (Potential Development Site V)**

To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning

**Block 172, Lot 1 (Potential Development Site W)**

To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning

**Block 129, Lot 67 (Potential Development Site X)**

To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning

**Block 138, Lot 25 (Potential Development Site Q)**

To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 35 dBA window/wall attenuation on all facades to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.”

The (E) designation requirements related to hazardous materials would apply to the following development sites:

**Projected Development Sites:**

- Block 191, Lot 44 (Projected Development Site 1)**
- Block 189, Lot 5 (Projected Development Site 2)**
- Block 193, Lot 25 (Projected Development Site 3)**
- Block 188, Lot 43 (Projected Development Site 4)**
- Block 169, Lot 22 (Projected Development Site 5)**
- Block 168, Lot 26 (Projected Development Site 6)**
- Block 157, Lot 28 (Projected Development Site 7)**
- Block 166, Lot 27 (Projected Development Site 8)**
- Block 2281, Lot 25 (Projected Development Site 9)**
- Block 175, Lot 12 (Projected Development Site 10)**

**Potential Development Sites:**

- Block 187, Lot 29 (Potential Development Site A)**
- Block 195, Lot 29 (Potential Development Site B)**

**Block 190, Lot 5 (Potential Development Site C)  
Block 190, Lot 44 (Potential Development Site D)  
Block 189, Lot 45 (Potential Development Site E)**

The (E) designation text related to Hazardous Materials is as follows:

**Task 1**

**The applicant submits to OER, for review and approval, a Phase 1A of the site along with a soil and groundwater testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented.**

**If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of sample sites should be selected to adequately characterize the site, the specific source of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.**

**Task 2**

**A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.**

**If remediation is indicated from the test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.**

**A OER-approved construction-related health and safety plan would be implemented during evacuation and construction and activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This plan would be submitted to OER for review and approval prior to implementation.**

**All demolition or rehabilitation would be conducted in accordance with applicable requirements for disturbance, handling and disposal of suspect lead-paint and asbestos-containing materials.**

With the implementation of the above (E) designation (E-272), no significant adverse impacts related to air quality, noise and hazardous materials would occur.

**UNIFORM LAND USE REVIEW**

This application (C 110207 ZMQ) was certified as complete by the Department of City Planning on February 28, 2011, and was duly referred to Community Board 2 and the Queens Borough President, along with the related non-ULURP text change applications (N 110208 ZRQ and N 110209 ZRQ) in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b).

### **Community Board Public Hearing**

Community Board 2 held a public hearing on this application (C 110207 ZMQ), on March 3, 2011 and on April 7, 2011 by a vote of 35 to 1 with 2 abstentions, adopted a resolution recommending approval of the applications.

### **Borough President Recommendation**

The application (C 110207 ZMQ) was considered by the Queens Borough President, who issued a recommendation approving the applications on May 6, 2011.

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

On May 11, 2011 (Calendar No. 3), the City Planning Commission scheduled May 25, 2011 for a public hearing on this application (C 110207 ZMQ). The hearing was duly held on May 25, 2011 (Calendar No. 16) in conjunction with the public hearings on the applications for the related actions (N 110208 ZRQ and N 110209 ZRQ)

There were two speakers in favor and none opposed.

The first speaker, the Chair of Community District 2, noted that the rezoning proposal has responded to the community's desire to prevent out-of-character buildings in Sunnyside and Woodside and ensure that future development would be compatible with the built character of these communities. He also noted the extensive outreach process conducted by the Queens Office of the Department of City Planning to achieve community consensus on the rezoning proposal.

The second speaker, a representative from the office of the Queens Borough President, noted the Borough President's support of the rezoning proposal and complimented the Department for providing another important zoning update to protect the cherished character of neighborhoods in the borough.



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

## **CONSIDERATION**

The Commission believes that this application to amend the Zoning Map (C 110207 ZMQ), in conjunction with the related applications for zoning text amendments (N 110208 ZRQ and N 110209 ZRQ), are appropriate.

The Commission notes that the rezoning proposal was developed in response to community concerns about out-of-character new development. The proposal was refined over the last two years by the Department of City Planning through an extensive public outreach process and in close collaboration with Community Board 2, area residents and civic groups, and the local City Councilmember.

The Commission notes that much of the existing zoning in Sunnyside and Woodside is unchanged since 1961, and that current zoning does not closely reflect some of the important characteristics of existing development, especially on blocks where building heights and yard depths are highly consistent for the length of the block. The Commission also notes that existing R6, R7-1, and C4-2 districts have no firm height limit and the maximum allowable FAR varies substantially between residential and community facility uses. The Commission believes that the existing underlying zoning designations have resulted in the construction of some buildings that are out of character with the existing neighborhood context.

The Commission believes that the proposed R4, R4-1, R5B, R5D, R6A, and R7A contextual zoning designations more closely correspond to the established building patterns found within Sunnyside and Woodside, and they will ensure that future development will reinforce the built fabric that defines the character on blocks within these neighborhoods. The Commission also believes that the proposed R7X and C4-5X districts along Queens Boulevard will provide a moderate increase in development potential to direct growth to locations along a very wide street and close to mass transit.

The Commission believes that the proposed C1-3 and C1-4 commercial overlays along the area's shopping streets will support existing retail and services as well as provide additional

commercial opportunities, while the reduction in overlay depths from 150 feet to 100 feet will prevent the intrusion of commercial uses onto residential streets. .

The Commission notes that the related zoning text amendment (N 110208 ZRQ) would make the proposed R7X and C4-5X districts eligible for the Inclusionary Housing Program to provide floor area bonuses that would encourage the development of permanently affordable housing. The Commission believes that providing such incentives for affordable housing will appropriately expand the City's commitment to provide affordable housing in an area where city-owned land is scarce. The Commission notes that developments using the Inclusionary Housing Program would maintain height limits for the new contextual districts while receiving a floor area bonus of 33 percent in exchange for providing 20 percent of floor area to households eligible under affordable housing criteria.

The Commission notes that the related zoning text amendment (N 110209 ZRQ) to allow small sidewalk cafes responds to distinct characteristics of sections of Queens Boulevard and Skillman Avenue. The Commission believes that the proposed text change will provide appropriate opportunities for sidewalk cafes to enliven these shopping streets while ensuring adequate pedestrian circulation space.

The Commission believes the proposed actions represent a comprehensive rezoning strategy which would protect and reinforce the existing scale of the Sunnyside and Woodside neighborhoods by generally limiting the height of new development, while also providing incentives for the creation of affordable housing through the Inclusionary Housing Program along Queens Boulevard, a wide street well-served by transit. In addition, the proposed actions would support local retail corridors while protecting the character of residential side streets.

## **RESOLUTION**

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

**RESOLVED**, by the City Planning Commission, pursuant to Sections 197-c and 200 of the New York city Charter, that based on the environmental determination and the consideration described in this report, the Zoning Resolution of the City of New York, effective as of

December 15, 1961, and as subsequently amended, is further amended by changing the Zoning Map, Section Nos. 9b, and 9d:

1. eliminating from within an existing R5 District a C1-2 District bounded by:
  - a. a line 150 feet northerly of Queens Boulevard, 41<sup>st</sup> Street, Queens Boulevard, 40<sup>th</sup> Street, a line 150 southerly of Queens Boulevard, and a line midway between 39<sup>th</sup> Place and 39<sup>th</sup> Street;
  - b. a line 150 feet northerly of 47<sup>th</sup> Avenue, 40<sup>th</sup> Street, 47<sup>th</sup> Avenue, and a line midway between 39<sup>th</sup> Place and 39<sup>th</sup> Street;
  - c. a line 150 northwesterly of Greenpoint Avenue, 42<sup>nd</sup> Street, Greenpoint Avenue, 43<sup>rd</sup> Street, 47<sup>th</sup> Avenue, a line 150 feet southeasterly of Greenpoint Avenue, 48<sup>th</sup> Avenue, and 41<sup>st</sup> Street;
  - d. a line 150 feet northerly of 48<sup>th</sup> Avenue, 44<sup>th</sup> Street, 48<sup>th</sup> Avenue, and 43<sup>rd</sup> Street; and
  - e. 47<sup>th</sup> Avenue, 48<sup>th</sup> Street, a line 150 feet southerly of 47<sup>th</sup> Avenue, and 47<sup>th</sup> Street;
2. eliminating from within an existing R6 District a C1-2 District bounded by a line 150 feet northeasterly of 39<sup>th</sup> Avenue, a line midway between 61<sup>st</sup> Street and 62<sup>nd</sup> Street, a line 150 feet northerly of Roosevelt Avenue, 63<sup>rd</sup> Street, a line 150 northeasterly of 39<sup>th</sup> Avenue, 65<sup>th</sup> Street, a line 150 feet southerly of Roosevelt Avenue, a line 150 feet southeasterly of 61<sup>st</sup> Street, Woodside Avenue, 60<sup>th</sup> Street, Roosevelt Avenue, 59<sup>th</sup> Street, a line 150 feet northwesterly of Roosevelt Avenue, the northeasterly boundary line of the Long Island Railroad right-of-way (Main Line), and 61<sup>st</sup> Street;
3. eliminating from within an existing R7-1 District a C1-2 District bounded by:
  - a. a line 150 feet northerly of Queens Boulevard, 44<sup>th</sup> Street, Queens Boulevard, and 41<sup>st</sup> Street; and
  - b. a line 150 feet northerly of 47<sup>th</sup> Avenue, 44<sup>th</sup> Street, 47<sup>th</sup> Avenue, and 43<sup>rd</sup> Street;
4. eliminating from within an existing R5 District a C2-2 District bounded by Queens Boulevard, 41<sup>st</sup> Street, a line 150 feet southerly of Queens Boulevard, and 40<sup>th</sup> Street;
5. eliminating from within an existing R6 District a C2-2 District bounded by:
  - a. a line 150 feet northerly of 43<sup>rd</sup> Avenue, 52<sup>nd</sup> Street, a line 150 feet northwesterly of Roosevelt Avenue, Skillman Avenue, 55<sup>th</sup> Street, Roosevelt Avenue, 43<sup>rd</sup> Avenue, 51<sup>st</sup> Street, Roosevelt Avenue, 50<sup>th</sup> Street, 43<sup>rd</sup> Avenue, and a line midway between 50<sup>th</sup> Street and 49<sup>th</sup> Street;

- b. Woodside Avenue, 58<sup>th</sup> Street, a line 150 feet northeasterly of Woodside Avenue, 59<sup>th</sup> Street, Roosevelt Avenue, and 57<sup>th</sup> Street; and
  - c. a line 100 feet northerly of Roosevelt Avenue, 69<sup>th</sup> Street, 38<sup>th</sup> Avenue, a line 100 feet easterly of 69<sup>th</sup> Street, a line 100 feet northerly of Roosevelt Avenue, 70<sup>th</sup> Street and its northerly centerline prolongation, a line 150 feet southerly of Roosevelt Avenue, 65<sup>th</sup> Place, and 65<sup>th</sup> Street;
6. eliminating from within an existing R7-1 District a C2-2 District bounded by:
- a. Queens Boulevard, 44<sup>th</sup> Street, a line 150 feet southerly of Queens Boulevard, and 41<sup>st</sup> Street; and
  - b. 43<sup>rd</sup> Avenue, 50<sup>th</sup> Street, a line 100 feet northwesterly of Roosevelt Avenue, and a line midway between 50<sup>th</sup> Street and 49<sup>th</sup> Street;
7. changing from an R7-1 District to an R4 District property bounded by Skillman Avenue - L. Mumford Way, 48<sup>th</sup> Street, a line 190 feet southerly of 43<sup>rd</sup> Avenue, a line midway between 48<sup>th</sup> Street and 47<sup>th</sup> Street, a line 200 feet northerly of Queens Boulevard, and a line 72 feet westerly of 47<sup>th</sup> Street;
8. changing from a C4-2 District to an R4 District property bounded by a line 200 feet northerly of Queens Boulevard, a line midway between 47<sup>th</sup> Street and 48<sup>th</sup> Street, a line 96 feet northerly of Queens Boulevard, 47<sup>th</sup> Street, a line 45 feet northerly of Queens Boulevard, and a line 72 feet westerly of 47<sup>th</sup> Street;
9. changing from an M1-1 District to an R4 District property bounded by a line 100 feet northerly of 39<sup>th</sup> Avenue - Middleburg Avenue, 48<sup>th</sup> Street, 39<sup>th</sup> Avenue - Middleburg Avenue, and a line 200 feet westerly of 48<sup>th</sup> Street;
10. changing from an R4 District to an R4-1 District property bounded by the northerly boundary line of the Long Island Rail Road Railroad right-of-way (Main Line), a line 125 feet westerly of 54<sup>th</sup> Street, a line 100 feet northerly of 39<sup>th</sup> Avenue, 55<sup>th</sup> Street and its northerly centerline prolongation, the northeasterly boundary line of the Long Island Rail Road Railroad right-of-way (Main Line), 57<sup>th</sup> Street, a line 100 feet southerly of 39<sup>th</sup> Avenue, a line midway between 57<sup>th</sup> Street and 58<sup>th</sup> Street, a line 500 feet southerly of 39<sup>th</sup> Avenue, a line midway between 54<sup>th</sup> Street and 55<sup>th</sup> Street, and Woodside Avenue;
11. changing from an R6 District to an R4-1 District property bounded by:
- a. 37<sup>th</sup> Avenue, 64<sup>th</sup> Street, a line 100 feet northerly of 39<sup>th</sup> Avenue, and a line midway between 62<sup>nd</sup> Street and 61<sup>st</sup> Street; and
  - b. a line perpendicular to the easterly street line of 63<sup>rd</sup> Street distant 100 feet southerly (as measured along the street line) from the point of intersection of the

southerly street line of Roosevelt Avenue and the easterly street line of 63<sup>rd</sup> Street, a line midway between 63<sup>rd</sup> Street and 64<sup>th</sup> Street, a line 100 feet southerly of Roosevelt Avenue, a line 530 feet northerly of Woodside Avenue, 65<sup>th</sup> Place, a line 240 feet southerly of Roosevelt Avenue, 67<sup>th</sup> Street, a line 390 feet northerly of Woodside Avenue, a line midway between 65<sup>th</sup> Place and Burrough Place, a line 110 feet northerly of Woodside Avenue, 64<sup>th</sup> Street, Trimble Road, and 63<sup>rd</sup> Street;

12. changing from an R4 District to an R5B District property bounded by:

- a. a line 380 feet southerly of 39<sup>th</sup> Avenue-Middleburg Avenue, a line midway between 49<sup>th</sup> Street - Heiser Street and 50<sup>th</sup> Street, a line 100 feet southerly of 39<sup>th</sup> Avenue-Middleburg Avenue, 50<sup>th</sup> Street, a line 150 feet southerly of 39<sup>th</sup> Avenue-Middleburg Avenue, a line midway between 50<sup>th</sup> Street and 51<sup>st</sup> Street, a line 100 feet southerly of 39<sup>th</sup> Avenue - Middleburg Avenue, 51<sup>st</sup> Street, a line 250 feet northerly of Skillman Avenue, a line midway between 51<sup>st</sup> Street and 52<sup>nd</sup> Street, a line 320 feet northerly of Skillman Avenue, 52<sup>nd</sup> Street, a line 100 feet northerly of Skillman Avenue, and 49<sup>th</sup> Street; and
- b. Barnett Avenue, a line 100 feet easterly of 52<sup>nd</sup> Street, a line 100 feet northerly of 39<sup>th</sup> Avenue, Woodside Avenue, a line midway between 54<sup>th</sup> Street and 55<sup>th</sup> Street, a line 500 feet southerly of 39<sup>th</sup> Avenue, a line midway between 57<sup>th</sup> Street and 58<sup>th</sup> Street, a line 100 feet southerly of 39<sup>th</sup> Avenue, the northeasterly boundary line of the Long Island Rail Road Railroad right-of-way (Main Line), a line 150 feet northerly of Roosevelt Avenue, a line 150 feet northerly of Woodside Avenue, 58<sup>th</sup> Street, Woodside Avenue, 57<sup>th</sup> Street, Roosevelt Avenue, Skillman Avenue, 54<sup>th</sup> Street, 39<sup>th</sup> Drive, 52<sup>nd</sup> Street, 39<sup>th</sup> Avenue, and 52<sup>nd</sup> Street;

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

- a. Skillman Avenue, 40<sup>th</sup> Street, a line 200 feet northerly of 43<sup>rd</sup> Avenue, 39<sup>th</sup> Place, a line 125 feet southerly of 43<sup>rd</sup> Avenue, and a line midway between 39<sup>th</sup> Place and 39<sup>th</sup> Street;
- b. a line 100 feet southerly of Queens Boulevard, 50<sup>th</sup> Street, 47<sup>th</sup> Avenue, and 49<sup>th</sup> Street; and
- c. a line 100 feet southerly of 37<sup>th</sup> Avenue, 61<sup>st</sup> Street, a line 100 feet northerly of Roosevelt Avenue, the northeasterly boundary line of the Long Island Rail Road Railroad right-of-way (Main Line), 58<sup>th</sup> Street, 38<sup>th</sup> Avenue, and a line midway between 57<sup>th</sup> Street and 58<sup>th</sup> Street;

14. changing from an R6 District to an R5B District property bounded by a line 150 feet northerly of Woodside Avenue, a line 150 feet northerly of Roosevelt Avenue, the northeasterly boundary line of the Long Island Rail Road Railroad right-of-way (Main Line), a line 100 feet northerly of Roosevelt Avenue, a line perpendicular to the easterly

street line of 60<sup>th</sup> Street distant 150 feet northerly (as measured along the street line) from the point of intersection of the easterly street line of 60<sup>th</sup> Street and the northerly street line of Roosevelt Avenue, 60<sup>th</sup> Street, a line perpendicular to the westerly street line of 60<sup>th</sup> Street distant 100 feet northerly (as measured along the street line) from the point of intersection of the westerly street line of 60<sup>th</sup> Street and the northerly street line of Roosevelt Avenue, a line midway between 59<sup>th</sup> Street and 60<sup>th</sup> Street, a line 100 feet northerly of Roosevelt Avenue, 59<sup>th</sup> Street, a line 100 feet northerly of Woodside Avenue, and 58<sup>th</sup> Street;

15. changing from an R7-1 District to an R5B District property bounded by Skillman Avenue-Lewis Mumford Way, a line 72 feet westerly of 47<sup>th</sup> Street, a line 100 feet southerly of Skillman Avenue - Lewis Mumford Way, and 43<sup>rd</sup> Street;
16. changing from an R4 District to an R5D District property bounded by:
  - a. a line 175 feet northerly of Skillman Avenue, a line midway between 48<sup>th</sup> Street-Gosman Avenue and 49<sup>th</sup> Street - Heiser Street, Skillman Avenue, and 48<sup>th</sup> Street-Gosman Avenue; and
  - b. a line 100 feet northerly of Skillman Avenue, 52<sup>nd</sup> Street, Skillman Avenue, and a line midway between 50<sup>th</sup> Street and 51<sup>th</sup> Street;
17. changing from an R5 District to an R5D District property bounded by:
  - a. a line 100 feet southerly of Queens Boulevard, a line midway between 41<sup>st</sup> Street and 40<sup>th</sup> Street, 47<sup>th</sup> Avenue, 41<sup>st</sup> Street, a line 200 feet southerly of 47<sup>th</sup> Avenue, 40<sup>th</sup> Street, 47<sup>th</sup> Avenue, and a line midway between 39<sup>th</sup> Place and 39<sup>th</sup> Street; and
  - b. a line 100 feet southeasterly of Greenpoint Avenue, 44<sup>th</sup> Street, 48<sup>th</sup> Avenue, and 43<sup>rd</sup> Street;
18. changing from an R6 District to an R5D District property bounded by:
  - a. Skillman Avenue, the southerly centerline prolongation of 54<sup>th</sup> Street, a line 100 feet northwesterly of Roosevelt Avenue, 52<sup>nd</sup> Street, a line 65 feet northerly of 43<sup>rd</sup> Avenue, a line 100 feet westerly of 52<sup>nd</sup> Street, a line 100 feet southerly of Skillman Avenue, and a line 100 feet easterly of 51<sup>st</sup> Street;
  - b. 37<sup>th</sup> Avenue, a line midway between 61<sup>st</sup> Street and 62<sup>nd</sup> Street, a line 100 feet northerly of 39<sup>th</sup> Avenue, 64<sup>th</sup> Street, 37<sup>th</sup> Avenue, the northeasterly boundary line of the New York Conn. Rail Road Railroad right-of-way, a line 100 feet northerly of Roosevelt Avenue, 65<sup>th</sup> Street, a line 100 feet northerly of 39<sup>th</sup> Avenue, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, 39<sup>th</sup> Avenue, 64<sup>th</sup> Street, a line 100 feet northerly of Roosevelt Avenue, and 61<sup>st</sup> Street; and

- c. a line 100 feet southerly of Roosevelt Avenue, the northeasterly boundary line of the New York Conn. Rail Road Railroad right-of-way, Woodside Avenue, 64<sup>th</sup> Street, a line 110 feet northerly of Woodside Avenue, a line midway between 65<sup>th</sup> Place and Burrough Place, a line 390 feet northerly of Woodside Avenue, 67<sup>th</sup> Street, a line 240 feet southerly of Roosevelt Avenue, 65<sup>th</sup> Place, and a line 530 feet northerly of Woodside Avenue;
19. changing from an R7-1 District to an R5D District property bounded by:
    - a. Skillman Avenue, a line midway between 49<sup>th</sup> Street and 50<sup>th</sup> Street, 43<sup>rd</sup> Avenue, and 48<sup>th</sup> Street; and
    - b. a line 100 feet northerly of Skillman Avenue, 54<sup>th</sup> Street, Skillman Avenue, and 52<sup>nd</sup> Street;
  20. changing from an R5 District to an R6A District property bounded by:
    - a. a line 100 feet southerly of Queens Boulevard, 41<sup>st</sup> Street, 47<sup>th</sup> Avenue, and a line midway between 41<sup>st</sup> Street and 40<sup>th</sup> Street; and
    - b. 47<sup>th</sup> Avenue, 48<sup>th</sup> Street, a line 100 feet southerly of Queens Boulevard, 49<sup>th</sup> Street, a line 300 feet southerly of 47<sup>th</sup> Avenue, 48<sup>th</sup> Street, a line 100 feet southerly of 47<sup>th</sup> Avenue, 44<sup>th</sup> Street, a line 100 feet southeasterly of Greenpoint Avenue, 43<sup>rd</sup> Street, 48<sup>th</sup> Avenue, 40<sup>th</sup> Street, a line 200 feet southerly of 47<sup>th</sup> Avenue, and 41<sup>st</sup> Street;
  21. changing from an R7-1 District to an R6A District property bounded by a line 100 feet southerly of Queens Boulevard, 44<sup>th</sup> Street, 47<sup>th</sup> Avenue, and 41<sup>st</sup> Street;
  22. changing from a C4-2 District to an R6A District property bounded by a line 100 feet southerly of Queens Boulevard, Greenpoint Avenue, 48<sup>th</sup> Street, 47<sup>th</sup> Avenue, and 44<sup>th</sup> Street;
  23. changing from an M1-1 District to an R6A District property bounded by Barnett Avenue, a line 200 feet westerly of 48<sup>th</sup> Street, and 39<sup>th</sup> Avenue - Middleburg Avenue;
  24. changing from an R4 District to an R7A District property bounded by a line 175 feet northerly of Skillman Avenue, 49<sup>th</sup> Street - Heiser Street, a line 100 feet northerly of Skillman Avenue, a line midway between 50<sup>th</sup> Street and 51<sup>st</sup> Street, Skillman Avenue, and a line midway between 48<sup>th</sup> Street - Gosman Avenue and 49<sup>th</sup> Street - Heiser Street;
  25. changing from an R5 District to an R7A District property bounded by Skillman Avenue, 41<sup>st</sup> Street, a line 100 feet northerly of Queens Boulevard, a line midway between 39<sup>th</sup> Place and 39<sup>th</sup> Street, a line 125 feet southerly of 43<sup>rd</sup> Avenue, 39<sup>th</sup> Place, a line 200 feet northerly of 43<sup>rd</sup> Avenue, and 40<sup>th</sup> Street;

26. changing from an R6 District to an R7A District property bounded by Skillman Avenue, a line 100 feet easterly of 51<sup>st</sup> Street, a line 100 feet southerly of Skillman Avenue, a line 100 feet westerly of 52<sup>nd</sup> Street, 43<sup>rd</sup> Avenue, a line midway between 49<sup>th</sup> Street and 50<sup>th</sup> Street, a line 100 feet southerly of Skillman Avenue, and 51<sup>st</sup> Street;
27. changing from an R7-1 District to an R7A District property bounded by:
  - a. Skillman Avenue, 43<sup>rd</sup> Street, a line 100 feet southerly of Skillman Avenue-Lewis Mumford Way, a line 72 feet westerly of 47<sup>th</sup> Street, a line 200 feet northerly of Queens Boulevard, 44<sup>th</sup> Street, a line 100 feet northerly of Queens Boulevard, and 41<sup>st</sup> Street;
  - b. 43<sup>rd</sup> Avenue, 50<sup>th</sup> Street, a line 100 feet northwesterly of Roosevelt Avenue, a line 100 feet northerly of Queens Boulevard, 48<sup>th</sup> Street, a line 200 feet northerly of Queens Boulevard, a line midway between 47<sup>th</sup> Street and 48<sup>th</sup> Street, a line 190 feet southerly of 43<sup>rd</sup> Avenue, and 48<sup>th</sup> Street; and
  - c. Skillman Avenue, 51<sup>st</sup> Street, a line 100 feet southerly of Skillman Avenue, and a line midway between 49<sup>th</sup> Street and 50<sup>th</sup> Street;
28. changing from a C4-2 District to an R7A District property bounded by:
  - a. a line 200 feet northerly of Queens Boulevard, a line 72 feet westerly of 47<sup>th</sup> Street, a line 100 feet northerly of Queens Boulevard, and 44<sup>th</sup> Street; and
  - b. a line 200 feet northerly of Queens Boulevard, 48<sup>th</sup> Street, a line 100 feet northerly of Queens Boulevard, and a line midway between 47<sup>th</sup> Street and 48<sup>th</sup> Street;
29. changing from an R5 District to an R7X District property bounded by a line 100 feet northerly of Queens Boulevard, 41<sup>st</sup> Street, a line 100 feet southerly of Queens Boulevard, and a line midway between 39<sup>th</sup> Place and 39<sup>th</sup> Street;
30. changing from an R7-1 District to an R7X District property bounded by a line 100 feet northerly of Queens Boulevard, 44<sup>th</sup> Street, a line 100 feet southerly of Queens Boulevard, and 41<sup>st</sup> Street;
31. changing from a C4-2 District to a C4-5X District property bounded by a line 100 feet northerly of Queens Boulevard, a line 72 feet westerly of 47<sup>th</sup> Street, a line 45 feet northerly of Queens Boulevard, 47<sup>th</sup> Street, a line 96 feet northerly of Queens Boulevard, a line midway between 47<sup>th</sup> Street and 48<sup>th</sup> Street, a line 100 feet northerly of Queens Boulevard, 48<sup>th</sup> Street, Greenpoint Avenue, a line 100 feet southerly of Queens Boulevard, and 44<sup>th</sup> Street;
32. changing from a C8-1 District to a C4-5X District property bounded by Queens Boulevard, 50<sup>th</sup> Street, a line 100 feet southerly of Queens Boulevard, and 48<sup>th</sup> Street;



33. establishing within an existing R4 District a C1-3 District bounded by 39<sup>th</sup> Avenue - Middleburg Avenue, 51<sup>st</sup> Street, a line 100 feet southerly of 39<sup>th</sup> Avenue - Middleburg Avenue, and a line midway between 51<sup>st</sup> Street and 50<sup>th</sup> Street;
34. establishing within a proposed R5D District a C1-3 District bounded by:
  - a. a line 100 feet northerly of 47<sup>th</sup> Avenue, 40<sup>th</sup> Street, 47<sup>th</sup> Avenue, and a line midway between 39<sup>th</sup> Place and 39<sup>th</sup> Street;
  - b. a line 100 feet northerly of 48<sup>th</sup> Avenue, a line midway between 43<sup>rd</sup> Street and 44<sup>th</sup> Street, 48<sup>th</sup> Avenue, and 43<sup>rd</sup> Street;
  - c. a line 100 feet northerly of Skillman Avenue, a line midway between 51<sup>st</sup> Street and 52<sup>nd</sup> Street, Skillman Avenue, and a line midway between 50<sup>th</sup> Street and 51<sup>st</sup> Street;
  - d. a line 100 feet northerly of 39<sup>th</sup> Avenue, a line midway between 61<sup>st</sup> Street and 62<sup>nd</sup> Street, 39<sup>th</sup> Avenue, and 61<sup>st</sup> Street;
  - e. a line 100 feet northerly of 39<sup>th</sup> Avenue, 64<sup>th</sup> Street, 39<sup>th</sup> Avenue, and 63<sup>rd</sup> Street;
  - f. a line 100 feet northerly of Woodside Avenue, 68<sup>th</sup> Street, Woodside Avenue, 67<sup>th</sup> Street; and
  - g. a line 100 feet northerly of Woodside Avenue, 70<sup>th</sup> Street, Woodside Avenue, and 69<sup>th</sup> Street;
35. establishing within an existing R6 District a C1-3 District bounded by the northeasterly boundary line of the Long Island Rail Road Railroad right-of-way (Main Line), Woodside Avenue, and the southerly centerline prolongation of 62<sup>nd</sup> Street;
36. establishing within a proposed R6A District a C1-3 District bounded by:
  - a. a line 100 feet northerly of 47<sup>th</sup> Avenue, 43<sup>rd</sup> Street, 47<sup>th</sup> Avenue, and 42<sup>nd</sup> Street; and
  - b. a line 170 feet northerly of 47<sup>th</sup> Avenue, a line midway between 47<sup>th</sup> Street and 48<sup>th</sup> Street, a line 100 feet northerly of 47<sup>th</sup> Avenue, 48<sup>th</sup> Street, a line 100 feet southerly of 47<sup>th</sup> Avenue, 47<sup>th</sup> Street, 47<sup>th</sup> Avenue, 46<sup>th</sup> Street, a line 100 feet northerly of 47<sup>th</sup> Street, and a line midway between 46<sup>th</sup> Street and 47<sup>th</sup> Street;
37. establishing within a proposed R7A District a C1-3 District bounded by:
  - a. a line 100 feet northerly of 43<sup>rd</sup> Avenue, a line midway between 44<sup>th</sup> Street and 45<sup>th</sup> Street, a line 100 feet southerly of 43<sup>rd</sup> Avenue, 44<sup>th</sup> Street, a line 50 feet

- southerly of 43<sup>rd</sup> Avenue, 43<sup>rd</sup> Street, a line 150 feet southerly of 43<sup>rd</sup> Avenue, 42<sup>nd</sup> Street, a line 100 feet southerly of 43<sup>rd</sup> Avenue, 41<sup>st</sup> Street, 43<sup>rd</sup> Avenue, and 44<sup>th</sup> Street;
- b. 43<sup>rd</sup> Avenue, 46<sup>th</sup> Street, a line 100 feet southerly of 43<sup>rd</sup> Avenue, and 45<sup>th</sup> Street;
  - c. a line 100 feet northerly of Skillman Avenue, 49<sup>th</sup> Street, Skillman Avenue, and a line midway between 48<sup>th</sup> Street - Gosman Avenue and 49<sup>th</sup> Street - Heiser Street; and
  - d. a line 100 feet northerly of Skillman Avenue, a line midway between 51<sup>st</sup> Street and 50<sup>th</sup> Street, Skillman Avenue, and 50<sup>th</sup> Street;
38. establishing within a proposed R5B District a C1-4 District bounded by a line 125 feet northerly of Woodside Avenue, 59<sup>th</sup> Street, a line 100 feet northerly of Woodside Avenue, and a line midway between 59<sup>th</sup> Street and 58<sup>th</sup> Street;
39. establishing within a proposed R5D District a C1-4 District bounded by:
- a. a line 75 feet northerly of 43<sup>rd</sup> Avenue, 49<sup>th</sup> Street, a line 100 feet northerly of 43<sup>rd</sup> Avenue, a line midway between 50<sup>th</sup> Street and 49<sup>th</sup> Street, 43<sup>rd</sup> Avenue, and a line midway between 49<sup>th</sup> Street and 48<sup>th</sup> Street;
  - b. 39<sup>th</sup> Avenue, a line midway between 61<sup>st</sup> Street and 62<sup>nd</sup> Street, 280 feet southerly of 39<sup>th</sup> Avenue, 62<sup>nd</sup> Street, a line 100 feet northerly of Roosevelt Avenue, and 61<sup>st</sup> Street;
  - c. 39<sup>th</sup> Avenue, 64<sup>th</sup> Street, a line 100 feet northerly of Roosevelt Avenue, and a line midway between 63<sup>rd</sup> Street and 62<sup>nd</sup> Street; and
  - d. 38<sup>th</sup> Avenue, a line 100 feet easterly of 69<sup>th</sup> Street, a line 100 feet northerly of Roosevelt Avenue, and 69<sup>th</sup> Street;
40. establishing within an existing R6 District a C1-4 District bounded by:
- a. 43<sup>rd</sup> Avenue, 51<sup>st</sup> Street, Roosevelt Avenue, and 50<sup>th</sup> Street;
  - b. a line 65 feet northerly of 43<sup>rd</sup> Avenue, 52<sup>nd</sup> Street, a line 100 feet northwesterly of Greenpoint Avenue, the southerly centerline prolongation of 54<sup>th</sup> Street, Skillman Avenue, 55<sup>th</sup> Street, Roosevelt Avenue, 43<sup>rd</sup> Avenue, and a line 100 feet westerly of 52<sup>nd</sup> Street; and
  - c. Woodside Avenue, 58<sup>th</sup> Street, a line 100 feet northerly of Woodside Avenue, 59<sup>th</sup> Street, a line 100 feet northerly of Roosevelt Avenue, a line midway between 59<sup>th</sup> Street and 60<sup>th</sup> Street, a line perpendicular to the westerly street line of 60<sup>th</sup> Street distant 100 feet northerly (as measured along the street line) from the point of

intersection of the northerly street line of Roosevelt Avenue and the westerly street line of 60<sup>th</sup> Street, 60<sup>th</sup> Street, a line perpendicular to the easterly street line of 60<sup>th</sup> Street distant 150 feet distant northerly (as measured along the street line) from the point of intersection of the northerly street line of Roosevelt Avenue and the easterly street line of 60<sup>th</sup> Street, a line 100 feet northerly of Roosevelt Avenue, 64<sup>th</sup> Street, 39<sup>th</sup> Avenue, a line midway between 64<sup>th</sup> Street and 65<sup>th</sup> Street, a line 100 feet northerly of 39<sup>th</sup> Avenue, 65<sup>th</sup> Street, a line 100 feet northerly of Roosevelt Avenue, 70<sup>th</sup> Street and its northerly prolongation, a line 100 feet southerly of Roosevelt Avenue, a line midway between 64<sup>th</sup> Street and 63<sup>rd</sup> Street, a line perpendicular to the easterly street line of 63<sup>rd</sup> Street distant 100 feet southerly (as measured along the street line) from the point of intersection of the southerly street line of Roosevelt Avenue and the easterly street line of 63<sup>rd</sup> Street, 63<sup>rd</sup> Street, a line 100 feet southerly of Roosevelt Avenue, a line 150 feet westerly of 61<sup>st</sup> Street, Woodside Avenue, Roosevelt Avenue, and 57<sup>th</sup> Street;

41. establishing within a proposed R6A District a C1-4 District bounded by a line 145 feet northerly of 48<sup>th</sup> Avenue, 41<sup>st</sup> Street, a line perpendicular to the easterly street line of 41<sup>st</sup> Street distant 125 feet northerly (as measured along the street line) from the point of intersection of the easterly street line of 41<sup>st</sup> Street and the northwesterly street line of Greenpoint Avenue, a line midway between 41<sup>st</sup> Street and 42<sup>nd</sup> Street, a line perpendicular to the westerly street line of 42<sup>nd</sup> Street distant 105 feet northerly (as measured along the street line) from the point of intersection of the westerly street line of 42<sup>nd</sup> Street and the northwesterly street line of Greenpoint Avenue, 42<sup>nd</sup> Street, Greenpoint Avenue, 43<sup>rd</sup> Street, a line 100 feet northerly of 47<sup>th</sup> Avenue, a line 100 feet northwesterly of Greenpoint Avenue, a line midway between 44<sup>th</sup> Street and 45<sup>th</sup> Street, a line 100 feet southerly of Queens Boulevard, 45<sup>th</sup> Street, a line 100 feet northwesterly of Greenpoint Avenue, a line midway between 45<sup>th</sup> Street and 46<sup>th</sup> Street, a line 100 feet southerly of Queens Boulevard, Greenpoint Avenue, 48<sup>th</sup> Street, a line 150 feet southeasterly of Greenpoint Avenue, a line midway between 47<sup>th</sup> Street and 48<sup>th</sup> Street, a line perpendicular to the easterly street line of 47<sup>th</sup> Street distant 190 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of 47<sup>th</sup> Street and the southeasterly street line of Greenpoint Avenue, 47<sup>th</sup> Street, a line perpendicular to the easterly street line of 46<sup>th</sup> Street distant 75 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of 46<sup>th</sup> Street and the southeasterly street line of Greenpoint Avenue, 46<sup>th</sup> Street, 47<sup>th</sup> Avenue, 45<sup>th</sup> Street, a line 100 feet southerly of 47<sup>th</sup> Avenue, 44<sup>th</sup> Street, a line 100 feet southeasterly from Greenpoint Avenue, 43<sup>rd</sup> Street, a line perpendicular to the westerly street line of 43<sup>rd</sup> Street distant 150 feet southerly (as measured along the street line) from the point of intersection of the westerly street line of 43<sup>rd</sup> Street and the southeasterly street line of Greenpoint Avenue, a line midway between 43<sup>rd</sup> Street and 42<sup>nd</sup> Street, a line perpendicular to the easterly street line of 42<sup>nd</sup> Street distant 75 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of 42<sup>nd</sup> Street and the southeasterly street line of Greenpoint Avenue, 42<sup>nd</sup> Street, 48<sup>th</sup> Avenue, and a line midway between 41<sup>st</sup> Street and 40<sup>th</sup> Street;
42. establishing within a proposed R7A District a C1-4 District bounded by:

- a. a line 100 feet northerly of 43<sup>rd</sup> Avenue, 50<sup>th</sup> Street, a line 100 feet northwesterly of Roosevelt Avenue, a line midway between 50<sup>th</sup> Street and 49<sup>th</sup> Street, a line 75 feet southerly of 43<sup>rd</sup> Avenue, 49<sup>th</sup> Street, 43<sup>rd</sup> Avenue, and a line midway between 49<sup>th</sup> Street and 50<sup>th</sup> Street; and
  - b. a line 65 feet northerly of 43<sup>rd</sup> Avenue, a line 100 feet westerly of 52<sup>nd</sup> Street, 43<sup>rd</sup> Avenue, and 51<sup>st</sup> Street; and
43. establishing within a proposed R7X District a C1-4 District bounded by a line 100 feet northerly of Queens Boulevard, 44<sup>th</sup> Street, a line 100 feet southerly of Queens Boulevard, and a line midway between 39<sup>th</sup> Place and 39<sup>th</sup> Street;

Borough of Queens, Community District 2, as shown on a diagram (for illustrative purposes only) dated February 28, 2011 and subject to the conditions of CEQR Declaration E-272.

The above resolution (C 110207 ZMQ), duly adopted by the City Planning Commission on June 6, 2011 (Calendar No. 1), is filed with the Office of the Speaker, City Council, and the Queens Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

**AMANDA M. BURDEN, FAICP**, Chair  
**KENNETH J. KNUCKLES, Esq.**, Vice Chairman  
**ANGELA M. BATTAGLIA, RAYANN BESSER, IRWIN G. CANTOR, PE.,**  
**ALFRED C. CERULLO, III, BETTY Y. CHEN, MARIA M. DEL TORO,**  
**RICHARD W. EADDY, NATHAN LEVENTHAL, ANNA HAYES LEVIN,**  
**SHIRLEY A. MCRAE, KAREN A. PHILLIPS**, Commissioners

# Queens Borough President Recommendation

APPLICATION: ULURP #110207 ZMQ

COMMUNITY BOARD: Q02

## DOCKET DESCRIPTION

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 affecting an area generally bounded by 39th Street, Skillman Avenue, 37th Avenue, the railroad right of way near 72nd Street, Roosevelt Avenue, 50th Street and 48th Avenue, Zoning Map 9b & 9d, Sunnyside, Woodside, Borough of Queens. (Related applications ULURP #110208 ZRQ, #110209 ZRY)

## PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on April 28, 2011 at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were three (3) speakers in favor with none (0) against. The hearing was closed.

## CONSIDERATION

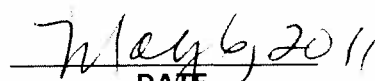
Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

- The Department of City Planning is proposing to change all or portions of approximately 130 blocks and 2800 lots currently zoned R4, R5, R6, R7-1, C4-2, C8-1 and M1-1 to R4, R4-1, R5B, R5D, R6A, R7A, R7X and C4-5X to reinforce existing development patterns. The rezoning proposal also includes removal or reduction in the depths of commercial overlays to protect residential areas. The proposed action would also allow modest increases in residential and commercial density in appropriate areas.;
- Two related applications have also been filed and concurrently under public review with the proposed rezoning. One application proposes text amendments to the NYC Zoning Resolution that would allow the Inclusionary Housing Program on portions of Queens Boulevard where a R7X and C4-5X are to be mapped. The other would allow small sidewalk cafes on specific portions of Queens Boulevard and Skillman Avenue.;
- The Sunnyside Woodside rezoning study was undertaken at the request of the Community Board 2, local residents and area businesses. The primary purposes of the rezoning proposal are to preserve the scale and character of the existing neighborhood while allowing new development and moderate growth in appropriate areas near wide streets and mass transportation stops. The application also revises and adds new commercial overlays to strengthen opportunities for commercial activity while protecting residential blocks.;
- The Queens Office of the Department City Planning has held numerous meetings over several months in the community with the affected residents, civic and business associations to review and shape the rezoning recommendations. The Department of City Planning has once again demonstrated great patience and dedication to making sure that the zoning in Queens appropriately reflects the future needs of our borough's neighborhoods.;
- Community Board 2 approved this application by a vote of thirty-five (35) in favor, one (1) against and none (0) abstaining at a public hearing held on April 7, 2011.

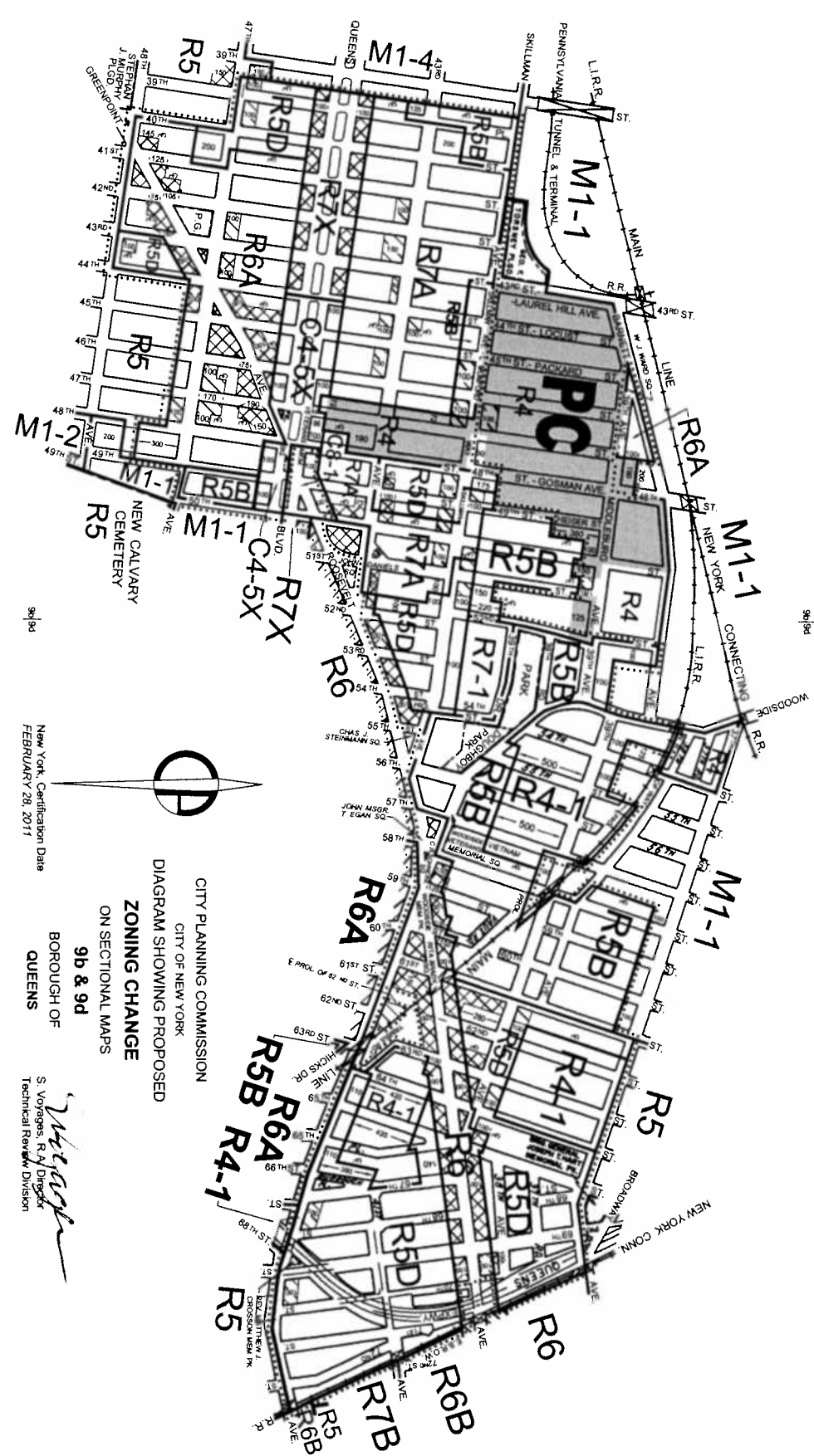
## RECOMMENDATION

Based on the above consideration, I hereby recommend approval of this application.

  
PRESIDENT, BOROUGH OF QUEENS

  
DATE

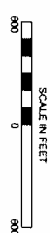




CITY PLANNING COMMISSION  
 CITY OF NEW YORK  
 DIAGRAM SHOWING PROPOSED  
 ZONING CHANGE  
 ON SECTIONAL MAPS  
 9b & 9d

New York, Certification Date  
 FEBRUARY 28, 2011

BOROUGH OF  
 QUEENS  
 S. Voyages, R.A. Director  
 Technical Review Division



NOTE:  
 Indicates Zoning District Boundary.  
 The areas enclosed by the dotted lines are proposed to be rezoned by eliminating C1-2 and C2-2 Districts from within existing R5, R6 and R7-1 Districts, by changing R4, R5, R6, R7-1, C4-2, C8-1 and M1-1 Districts to R4, R4-1, R5B, R5D, R6A, R7A, R7X and C4-5X Districts, and by establishing within existing R4 and R8 Districts and proposed R5B, R5D, R6A, R7A and R7X Districts C1-3 and C1-4 Districts.

- Indicates a C1-2 District.
- Indicates a C1-3 District.
- Indicates a C1-4 District.
- Indicates a C2-2 District.
- Indicates a C2-3 District.
- Indicates a C2-4 District.
- Indicates a Special Planned Community Preservation District.

THIS DIAGRAM IS FOR ILLUSTRATIVE PURPOSES ONLY.