



CITY PLANNING COMMISSION

September 29, 2010/Calendar No. 10

C 100409 ZMQ

IN THE MATTER OF an application submitted by the Department of City Planning pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section Nos. 10c, 10d, 11b, 15a:

1. eliminating from within an existing R3-2 District a C1-2 District bounded by:
 - a. a line 150 feet northerly of 46th Avenue, Utopia Parkway, 46th Avenue, 189th Street, a line 150 feet southerly of Hollis Court, Utopia Parkway, Ashby Avenue, and Auburndale Lane;
 - b. a line 150 feet northwesterly of Horace Harding Expressway, 198th Street, 58th Avenue, a line 100 feet northeasterly of 198th Street, a line 100 feet northwesterly of Horace Harding Expressway, 198th Street, Horace Harding Expressway, and 197th Street; and
 - c. a line 220 feet northwesterly of Union Turnpike, a line 150 feet northeasterly of Springfield Boulevard, a line 150 feet northerly of Union Turnpike, a line 150 feet westerly of 226th Street, a line 100 feet northerly of Union Turnpike, and a line 125 feet northeasterly of Springfield Boulevard; and
 - d. a line 100 feet southerly of Union Turnpike, Springfield Boulevard, a line 150 feet southerly of Union Turnpike, and 222nd Street;
2. eliminating from within an existing R3-2 District a C2-2 District bounded by a line 150 feet northwesterly of the Horace Harding Expressway, 183rd Street, Booth Memorial Avenue, a line 100 feet southwestly of 185th Street, Horace Harding Expressway, and 182nd Street;
3. changing from an R1-2 District to an R1-2A District property bounded by the southeasterly service road of Horace Harding Expressway, a line midway between 215th Street and Bell Boulevard, a line 175 feet southeasterly of Horace Harding Expressway, Bell Boulevard, 67th Avenue, and 210th Street;
4. changing from an R2 District to an R2A District property bounded by:
 - a. Station Road, 168th Street, Station Road, Auburndale Lane, a line 100 feet northeasterly of Northern Boulevard, a line midway between 169th Street and 170th Street, Northern Boulevard, 167th Street, a line 100 feet northeasterly of Northern Boulevard, and 165th Street;

- b. a line 100 feet southwesterly of Northern Boulevard, 168th Street, 43rd Avenue, 170th Street, a line 100 feet southerly of Northern Boulevard, 171st Street, a line 100 feet southerly of Northern Boulevard, a line midway between Utopia Parkway and 172nd Street, a line perpendicular to the easterly street line of 172nd Street distant 120 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of 172nd Street and the southerly street line of 45th Avenue, 172nd Street, a line 150 feet northerly of 46th Avenue, Auburndale Lane, 46th Avenue, a line 100 feet westerly of 166th Street, 45th Avenue, and 166th Street,
- c. Laburnum Avenue, 156th Street, a line 100 feet northerly of Oak Avenue, 164th Street, Meadow Road, Auburndale Lane, Bagley Avenue, Utopia Parkway, 48th Avenue, Hollis Court Boulevard, 50th Avenue, Underhill Avenue, 188th Street, Peck Avenue, 192nd Street, the northwesterly service road of Horace Harding Expressway, 185th Street, 56th Avenue, a line midway between 185th Street and 186th Street, 50th Avenue, Utopia Parkway, 56th Avenue, a line midway between 175th Place and 175th Street, Booth Memorial Avenue, Fresh Meadow Lane, a northerly boundary of Kissena Park, a northeasterly boundary of Kissena Park and its northwesterly prolongation, Underhill Avenue and its northeasterly centerline prolongation, 164th Street, Oak Avenue, Rose Avenue, Parsons Boulevard, Quince Avenue, Bowne Street, a line midway between Quince Avenue and Rose Avenue, Robinson Street, a line 95 feet northwesterly of Oak Avenue, Burling Street, Negundo Avenue, and Parsons Boulevard;
- d. 46th Avenue, 195th Street, a line 100 feet southerly of 45th Avenue, 196th Street, 45th Road, a line 100 feet easterly of 196th Place, 46th Avenue, a line midway between 196th Place and 197th Street, 47th Avenue, 194th Street, a line 100 feet northwesterly of 47th Avenue, and a line midway between 193rd Street and 194th Street;
- e. Weeks Lane, 201st Street, a line 250 feet northwesterly of 48th Avenue, 202nd Street, a line 150 feet northwesterly of 48th Avenue, a line midway between 202nd Street and 203rd Street, a line 100 feet northwesterly of 50th Avenue, a line midway between 203rd Street and the Clearview Expressway, 53rd Avenue, the Clearview Expressway, a line 100 feet northwesterly of Horace Harding Expressway and its northeasterly prolongation, 201st Street, a line 150 feet northerly of Horace Harding Expressway, Francis Lewis Boulevard, 53rd Avenue, 201st Street, a line 140 feet northwesterly of 53rd Avenue, a line midway between 201st Street and 202nd Street, a line 100 feet southeasterly of 50th Avenue, 201st Street, 50th Avenue, and Francis Lewis Boulevard; and

- f. 76th Avenue, Cloverdale Boulevard, the northwesterly street line of former Motor Parkway, Springfield Boulevard, a line 220 feet northwesterly of Union Turnpike, a line 100 feet southwesterly of Springfield Boulevard, Union Turnpike, 222nd Street, a line 150 feet southeasterly of Union Turnpike, Springfield Boulevard, a northwesterly service road of Grand Central Parkway, 86th Avenue, Bell Boulevard, 86th Road and its westerly centerline prolongation, the southwesterly street line of 212th Street, Hollis Hills Terrace and its southeasterly centerline prolongation, the southeasterly street line of former Motor Parkway, Oceania Street, the centerline of former Motor Parkway, a line 200 feet northeasterly of Bell Boulevard, 77th Avenue, 217th Street, a line 120 feet northwesterly of 77th Avenue, and Springfield Boulevard;
5. changing from an R3-1 District to an R2A District property bounded by a line 100 feet southeasterly of 64th Avenue, 233rd Street, Lee Goldman Lane, 67th Avenue, and a line 100 feet southwesterly of Cloverdale Boulevard;
 6. changing from an R3-2 District to an R2A District property bounded by:
 - a. the easterly centerline prolongation of Bagley Avenue, 188th Street, 47th Avenue, a line 100 feet southwesterly of 188th Street, 48th Avenue, and Utopia Parkway;
 - b. a line 230 feet southeasterly of 47th Avenue, a line midway between 190th Street and 189th Street, 48th Avenue, and a line midway between 189th Street and 188th Street;
 - c. a line 205 feet southeasterly of 56th Avenue, 185th Street, Booth Memorial Avenue, and a line midway between 185th Street and 184th Street;
 - d. a line 100 feet northerly of 47th Avenue, 194th Street, 47th Avenue, and a line midway between 193rd Street and 194th Street,
 - e. a line 100 feet southeasterly of 47th Avenue, 192nd Street, 47th Avenue, Hollis Court Boulevard, a line perpendicular to the northeasterly street line of Hollis Court Boulevard distant 270 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of Hollis Court Boulevard and the southwesterly street line of 194th Street, a line 100 feet northeasterly of Hollis Court Boulevard, a line midway between 193rd Street and 194th Street, a line 100 feet southerly of 47th Avenue, 195th Street, 48th Avenue, a line midway between 196th Place and 196th Street, a line 180 feet northwesterly of 48th Avenue, a line midway between 195th Street and 196th Street, 47th Avenue, 197th Street, a line 340 feet northwesterly of 48th Avenue, a line midway between 197th Street and 196th Place, 48th Avenue, 196th Place, a line midway between 48th

Avenue and 49th Avenue, Weeks Lane, 49th Avenue, a line 100 feet easterly of Weeks Lane, 48th Avenue, Weeks Lane, Francis Lewis Boulevard, 50th Avenue, a line midway between 199th Street and Francis Lewis Boulevard, 53rd Avenue, Francis Lewis Boulevard, a line 100 feet southeasterly of 58th Avenue, Hollis Court Boulevard, 58th Avenue, a line 100 feet northeasterly of 198th Street, a line 100 feet northwesterly of Horace Harding Boulevard and its southwesterly prolongation, 197th Street, the northwesterly service road of Horace Harding Expressway, 192nd Street, Peck Avenue, 188th Street, Underhill Avenue, 50th Avenue, Hollis Court Boulevard, 48th Avenue, and 190th Street, and excluding the area bounded by Weeks Lane, a line perpendicular to the northwesterly street line of 53rd Avenue distant 140 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of 53rd Avenue and the northeasterly street line of Hollis Court Boulevard, 53rd Avenue, Hollis Court Boulevard, a line 350 feet northwesterly of 56th Avenue, a line 100 feet southwesterly of Hollis Court Boulevard, a line 220 feet northwesterly of 56th Avenue, 196th Street, a line 100 feet northwesterly of 56th Avenue, 194th Street, 56th Avenue, a line midway between 194th Street and 193rd Street, a line 100 feet southeasterly of 53rd Avenue, 196th Street, and Hollis Court Boulevard;

- f. the northeasterly prolongation of a line 100 feet northwesterly of Horace Harding Expressway, a northwesterly service road of Horace Harding Expressway, and 203rd Street;
 - g. 69th Avenue, 230th Street, 73rd Avenue, and a line midway between 223rd Street and 222nd Street; and
 - h. a line 100 feet southeasterly of Union Turnpike, Springfield Boulevard, a line 150 feet southeasterly of Union Turnpike, and 222nd Street;
7. changing from an R4-1 District to an R2A District property bounded by a line 130 feet northerly of 45th Avenue, 166th Street, 45th Avenue, and a line midway between 165th Street and 166th Street;
8. changing from an R2 District to an R3-1 District property bounded by:
- a. a line 150 feet northwesterly of 48th Avenue, 203rd Street, 48th Avenue, a line 100 feet northwesterly of 50th Avenue, and a line midway between 202nd Street and 203rd Street; and
 - b. 50th Avenue, 201st Street, a line 100 feet southeasterly of 50th Avenue, a line midway between 201st Street and 202nd Street, a line 140 feet northwesterly of 53rd Avenue, 201st Street, 53rd Avenue, and Francis Lewis Boulevard;

9. changing from an R3-2 District to an R3-1 District property bounded by:
 - a. Holly Avenue, Parsons Boulevard, Laburnum Avenue, and Burling Street;
 - b. 50th Avenue, a line midway between 185th Street and 186th Street, 56th Avenue, 185th Street, a line 205 feet southeasterly of 56th Avenue, a line midway between 184th Street and 185th Street, a line 295 feet northwesterly of 58th Avenue, a line 100 feet southwesterly of 184th Street, 56th Avenue, and Utopia Parkway;
 - c. Booth Memorial Avenue, 185th Street, the northwesterly service road of Horace Harding Expressway, and Utopia Parkway;
 - d. 50th Avenue, Francis Lewis Boulevard, 53rd Avenue, a line midway between 199th Street and Francis Lewis Boulevard;
 - e. Rocky Hill Road, 48th Avenue, a line midway between 207th Street and 208th Street, 53rd Avenue, 207th Street, 56th Avenue, 208th Street, 58th Avenue, a line midway between 207th Street and 208th Street, the northwesterly service road of Horace Harding Expressway, a line midway between 206th Street and 207th Street, 56th Avenue, the Clearview Expressway, 53rd Avenue, a line midway between 203rd Street and Clearview Expressway, 48th Avenue, 203rd Street, a line 150 feet northwesterly of 48th Avenue, 202nd Street, a line 250 feet northwesterly of 48th Avenue, and 201st Street; and
 - f. 67th Avenue, Bell Boulevard, 69th Avenue, and 210th Street;
10. changing from an R2 District to an R3X District property bounded by:
 - a. a line midway between 172nd Street and Utopia Parkway, a line 150 feet northerly of 48th Avenue, 172nd Street, and a line perpendicular to the to the easterly street line of 172nd Street distant 120 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of 172nd Street and the southerly street line of 45th Avenue; and
 - b. 45th Avenue, Francis Lewis Boulevard, 47th Avenue, a line midway between 196th Place and 197th Street, 46th Avenue, a line 100 feet easterly of 196th Place, 45th Road, 196th Street, a line 100 feet northerly of 45th Avenue, and 196th Street;
11. changing from an R3-1 District to an R3X District property bounded by Horace Harding Expressway, a service exit of Horace Harding Expressway, 233rd Street, a line 100 feet southeasterly of 64th Avenue, and a line 100 feet southwesterly of Cloverdale Boulevard;
12. changing from an R3-2 District to an R3X District property bounded by:

- a. Station Road, 190th Street, 42nd Avenue, 194th Street, a line 100 feet southerly of Station Road, 196th Street, 42nd Avenue, Francis Lewis Boulevard, a line 140 feet southerly of 42nd Road, 196th Street, a line 100 feet southerly of 42nd Avenue, 194th Street, a line 100 feet northerly of Northern Boulevard, 192nd Street, a line 270 feet southerly of 42nd Avenue, 191st Street, a line 100 feet northerly of Northern Boulevard, and a line 80 feet easterly of 172nd Avenue;
 - b. a line 100 feet southerly of 46th Avenue, a line 100 feet southerly of Hollis Court Boulevard, a line midway between 188th Street and 189th Street, a line 565 feet northwesterly of 47th Avenue, 189th Street, a line 440 feet northwesterly of 47th Avenue, a line midway between 189th Street and 190th Street, a line 340 feet northwesterly of 47th Avenue, 190th Street, a line 100 feet southwestly of Hollis Court Boulevard, a line 100 feet southwestly of 192nd Street, 47th Avenue, 188th Street, Bagley Avenue and its easterly centerline prolongation, and Auburndale Lane;
 - c. a line 100 feet southerly of Northern Boulevard, a line midway between 193rd Street and 194th Street, a line 100 feet northerly of 45th Avenue, 195th Street, a line 280 feet northerly of 45th Avenue, 196th Street, a line 100 feet northwesterly of 44th Avenue, a line 100 feet southwestly of Francis Lewis Boulevard, 44th Avenue, Francis Lewis Boulevard, 45th Avenue, 195th Street, 46th Avenue, a line midway between 194th Street and 195th Street, a line 370 feet northerly of 46th Avenue, a line midway between 192nd Street and 193rd Street, Hollis Court Boulevard, a line 220 feet westerly of 192nd Street, a line midway between 46th Avenue and 46th Road, a line 100 feet westerly of 192nd Street, a line midway between 45th Drive and 46th Avenue, a line 100 feet easterly of 189th Street, 46th Avenue, Utopia Parkway, a line perpendicular to the westerly street line of Utopia Parkway distant 360 feet southerly (as measured along the street line) from the point of intersection of the westerly street line of Utopia Parkway and the southerly street line of 45th Avenue, and a line midway between 172nd Street and Utopia Parkway; and
 - d. 57th Avenue, East Hampton Boulevard, West Alley Place, a service exit of Horace Harding Expressway, Horace Harding Expressway, 229th Street and its southerly centerline prolongation, 57th Road, and the westerly boundary line of a park and its northerly and southerly prolongation;
13. changing from an R5 District to an R3X District property bounded by:

- a. a line 100 feet southerly of Station Road, a line midway between 190th Street and 191st Street, a line 215 feet northerly of 42nd Avenue, 191st Street, 42nd Avenue, and 190th Street; and
 - b. a line 240 feet northerly of 42nd Avenue, 194th Street, 42nd Avenue, and 193rd Street;
14. changing from an R5 District to an R4 District property bounded by Station Road, 194th Street, a line 240 feet northerly of 42nd Avenue, 193rd Street, 42nd Avenue, 191st Street, a line 215 feet northerly of 42nd Avenue, a line midway between 191st Street and 190th Street, a line 100 feet southerly of Station Road, and 190th Street;
15. changing from an R1-2 District to an R4-1 District property bounded by the southeasterly service road of Horace Harding Expressway, Bell Boulevard, a line 175 feet southeasterly of Horace Harding Expressway, and a line midway between Bell Boulevard and 215th Street;
16. changing from an R3-2 District to an R4-1 District property bounded by:
- a. a line midway between 45th Drive and 46th Avenue, a line 100 feet westerly of 192nd Street, a line midway between 46th Avenue and 46th Road, a line 220 feet westerly of 192nd Street, Hollis Court Boulevard, 190th Street, a line 340 feet northwesterly of 47th Avenue, a line midway between 189th Street and 190th Street, a line 440 feet northwesterly of 47th Avenue, 189th Street, 46th Avenue, and a line 100 feet easterly of 189th Street,
 - b. 64th Avenue, 219th Street, 67th Avenue, and Bell Boulevard; and
 - c. 57th Road, 229th Street, a southeasterly service exit of Horace Harding Expressway, and a line 100 feet southwesterly of 229th Street;
17. changing from an R4 District to an R4-1 District property bounded by:
- a. 56th Avenue, 226th Street, a line 470 feet northwesterly of 57th Road, Cloverdale Boulevard, 57th Avenue, the westerly boundary line of a park and its northerly and southerly prolongations, 57th Road, a line 100 feet southwesterly of 229th Street, a southeasterly service exit of Horace Harding Expressway, Horace Harding Expressway, Springfield Boulevard, 58th Avenue, and 223rd Street; and
 - b. the southeasterly service road of Horace Harding Boulevard, a line midway between Bell Boulevard and 217th Street, a line 100 feet northwesterly of 64th Avenue, 218th Street, 64th Avenue, and Bell Boulevard;
18. changing from an R3-2 District to an R4B District property bounded by:

- a. Station Road, a line 80 feet easterly of 172nd Street, a line 100 feet northerly of Northern Boulevard, Auburndale Lane, 42nd Avenue, and 172nd Street; and
 - b. Station Road, 195th Street, a line 100 feet southerly of Station Road, and 194th Street;
19. changing from an R5 District to an R4B District property bounded by the southerly railroad right-of-way of the Long Island Rail Road (Northside Division), Francis Lewis Boulevard, Station Road, the northerly prolongation of the westerly street line of 193rd Street;
 20. changing from an R2 District to an R5D District property bounded by 77th Avenue, a line 200 feet northeasterly of Bell Boulevard, the northeasterly centerline prolongation of former Motor Parkway, and Bell Boulevard;
 21. changing from an R3-2 District to an R5D District property bounded by a line 220 feet northwesterly of Union Turnpike, a line 125 feet northeasterly of Springfield Boulevard, a line 100 feet northwesterly of Union Turnpike, a line 150 feet southwesterly of 226th Street, Union Turnpike, a northwesterly service road of Grand Central Parkway, Springfield Boulevard, a line 100 feet southeasterly of Union Turnpike, 222nd Street, Union Turnpike, and a line 100 feet southwesterly of Springfield Boulevard;
 22. changing from an R4 District to an R5D District property bounded by 73rd Avenue, 217th Street, 77th Avenue, Bell Boulevard, the centerline of former Motor Parkway and its northeasterly prolongation, and 210th Street;
 23. establishing within a proposed R3-1 District a C1-2 District bounded by a line 150 feet northwesterly of the Long Island Expressway, 183rd Street, Booth Memorial Avenue, a line 100 feet southwesterly of 185th Street, a northwesterly service road of Long Island Expressway, and 182nd Street; and
 24. establishing within an existing R3-2 District a C1-3 District bounded by a line 150 feet northerly of 46th Avenue, Utopia Parkway, 46th Avenue, a line 70 feet westerly of 189th Street, Hollis Court Boulevard, a line midway between 189th Street and Utopia Parkway, a line 100 southerly of Hollis Court Boulevard, a line 100 feet southerly of 46th Avenue, Auburndale Lane, 46th Avenue, and Auburndale Lane;

Borough of Queens, Community Districts Nos. 7, 8, & 11, as shown on a diagram (for illustrative purposes only) dated May 24, 2010 and subject to the conditions of CEQR Declaration E-253.

The application for an amendment to the Zoning Map was filed by the Department of City Planning on May 20, 2010 to rezone all or portions of 418 blocks in the northeast Queens neighborhoods of Auburndale, Oakland Gardens and Hollis Hills in Community Districts 7, 8, and 11. The proposed rezoning from R1-2, R2, R3-1, R3-2, R4, R4-1, and R5 districts to R1-2A, R2A, R3X, R3-1, R4, R4-1, R4B, and R5D districts is intended to protect neighborhood character from out-of-scale development, more closely reflect established one- and two-family development patterns, provide a limited density increase on primary corridors, including Springfield and Bell Boulevards, and update commercial overlays to prevent commercial intrusion onto residential blocks.

BACKGROUND

The Department of City Planning proposes a modification to the Zoning Map affecting 418 blocks in the northeastern Queens neighborhoods of Auburndale, Oakland Gardens and Hollis Hills in Community Districts 7, 8 and 11. The proposed rezoning encompasses two distinct areas: Auburndale in the western portion of the rezoning area and Oakland Gardens-Hollis Hills in the eastern portion of the rezoning area. The Auburndale area is generally bounded by Long Island Rail Road to the north, by Kissena Park and the Long Island Expressway to the south, by Robinson Street and 166th Street to the west and by Francis Lewis Boulevard and 208th Street to the east. The Oakland Gardens-Hollis Hills area is generally bounded by the Long Island Expressway and 56th Avenue to the north, by Cunningham Park to the west, by Alley Pond Park to the east and by Grand Central Parkway to the south. Auburndale, Hollis Hills and Oakland Gardens have convenient access to the Long Island Expressway, Grand Central Parkway, and Clearview Expressway, and a commuter rail connection is provided by the Auburndale Station on the Port Washington Line of the Long Island Rail Road. The rezoning area is also served by two express bus lines and regular bus service is found on all primary streets, including Northern Boulevard, 46th Avenue, Horace Harding Expressway, Hollis Court Boulevard, Francis Lewis Boulevard, 48th Avenue, 73rd Avenue, Union Turnpike, Springfield Boulevard, and Bell Boulevard.

In Auburndale, suburban-style residential development began in the early 1900's spurred by the construction of the Long Island Rail Road (LIRR) from Great Neck in Nassau County to Flushing. Through the 1930's, residential development continued with single-family homes being the prominent building type, mixed with some row houses particularly near the railroad tracks. In the Oakland Gardens-Hollis Hills area, residential development occurred mainly during the post-World War II era. Developers began to sub-divide tracts of land and develop single-family homes and garden apartments. Some multi-family apartment buildings were developed along Bell Boulevard and Union Turnpike in the 1950's and 1960's.

Today, Auburndale, Oakland Gardens and Hollis Hills are attractive residential areas dominated by one- and two-family, detached housing types with smaller areas of semi-detached buildings and elevator apartments. For local shopping and services, residents are in close proximity to the commercial corridors along Northern Boulevard and Bell Boulevard, as well as small commercial nodes along the Long Island Expressway, Utopia Parkway, Bell Boulevard, and Union Turnpike. Auburndale, Oakland Gardens and Hollis Hills are adjacent to large parks and open spaces, including Kissena Park, Cunningham Park, and Alley Pond Park.

Over the last several years, the neighborhoods that make up the rezoning area have been experiencing development pressure largely due to outdated zoning which generally has remained unchanged since 1961 when the current Zoning Resolution was adopted. The area's R3-2, R4, and R5 zoning districts allow a variety of housing types and densities that are inconsistent with the prevailing character of low density, one- and two-family detached homes. In areas zoned R1-2 and R2 for single-family detached residences, large new homes have been recently constructed that are considerably out-of-scale with the existing neighborhood context.

An R1-2 district is located in Oakland Gardens generally southwest of the Long Island Expressway and Bell Boulevard. The R1-2 district permits one-family, detached residences on minimum 5,700 square-foot lots that have a minimum width of 60 feet. The maximum floor area ratio (FAR) is 0.5. There is no maximum building height; instead, the building's maximum height is determined by its sky exposure plane, which has a varying height depending on where

the building is located on its zoning lot. Community facilities are permitted at a maximum FAR of 0.5. One parking space per dwelling unit is required.

R2 districts are generally located in Auburndale on the blocks to the north of Kissena Park, between Station Road and Flushing Cemetery, and between Francis Lewis Boulevard and the Clearview Expressway. In Hollis Hills, R2 zoning is found on the blocks generally between 76th and 86th Avenues. The R2 district permits only single-family, detached residences on lots that have a minimum area of 3,800 square feet and a minimum lot width of 40 feet. The maximum FAR is 0.5. There is no maximum building height; instead, the building's maximum height is determined by its sky exposure plane, which has a varying height depending on where the building is located on its zoning lot. Community facilities are permitted at a maximum FAR of 0.5. One parking space per dwelling unit is required.

In Oakland Gardens, an R3-1 district is located southeast of the Long Island Expressway and Cloverdale Boulevard. The R3-1 zoning district permits one- and two-family, detached or semi-detached residences. The maximum FAR is 0.6, which includes a 0.1 attic allowance. The minimum lot width and lot area depend upon the housing configuration: detached residences require a minimum 40-foot lot width and 3,800 square feet of lot area; semi-detached residences require at least 18 feet of width and 1,700 square feet of lot area. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. Community facilities are permitted at a maximum FAR of 1.0. One parking space is required for each dwelling unit.

R3-2 districts are located in discrete sections or larger swaths of the rezoning area. One is located on three blocks southeast of Holly Avenue and Burling Street, while a larger R3-2 district is generally located east of Utopia Parkway. In Oakland Gardens, smaller R3-2 zoning districts are generally located northeast of the Long Island Expressway and 228th Street and east of Union Turnpike and Springfield Boulevard. A larger R3-2 district stretches from the Long Island Expressway on the north to Alley Pond Park on the south and east and 210th Street on the west. The R3-2 zoning district is the lowest-density general residence district in which multi-family structures are permitted. A variety of housing types are permitted including garden apartments, row houses, semi-detached and detached houses. The maximum FAR is 0.6, which includes a 0.1

attic allowance. Minimum lot width and lot area depend upon the housing configuration: detached residences require a 40-foot lot width and 3,800 square feet of lot area; other housing types require lots that have at least 18 feet of width and 1,700 square feet of lot area. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. One parking space is required for each dwelling unit.

An R4 district in the Oakland Gardens area is generally located northeast of the Long Island Expressway and Springfield Boulevard. Another R4 district is generally located southwest of 73rd Avenue and Bell Boulevard, and it is developed with six-story elevator apartment buildings that are part of the 1,828-unit Windsor Park co-operative complex. The R4 zoning district allows the same variety of housing types as the R3-2 district but at a slightly higher density. The maximum FAR is 0.9, which includes a 0.15 attic allowance. Detached residences require a minimum area of 3,800 square feet, and which also have a minimum lot width of 40 feet. Semi-detached and attached residences require lots with a minimum area of 1,700 square feet and a minimum lot width of 18 feet. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. In a predominantly built up area, a maximum FAR of 1.35 is permitted with the R4 infill provision. Community facilities are permitted at an FAR of 2.0. One parking space is required for each dwelling unit.

An R4-1 district in the Auburndale area is generally located northwest of 45th Avenue and 166th Street. The R4-1 zoning district permits one- and two-family detached or semi-detached residential development. The maximum FAR is 0.9, which includes a 0.15 attic allowance. 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 at least 18 feet of width and 1,700 square feet of lot area. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. Community facilities are permitted at a maximum FAR of 2.0. One parking space is required for each dwelling unit.

An R5 district in Auburndale is generally located southeast of 190th Street and Station Road. The R5 district allows all housing types with a maximum FAR of 1.25. R5 zoning districts allow all housing types, including detached, semi-detached, attached and multi-family residences.

Detached residences require lots with a minimum area of 3,800 square feet and a minimum lot width of 40 feet. All other housing types require lots with a minimum area of 1,700 square feet and a minimum lot width of 18 feet. The maximum building height is 40 feet, with a maximum perimeter wall height of 35 feet. In a predominantly built up area, a maximum FAR of 1.65 is permitted with the R5 infill provision. Community facilities are permitted an FAR of 2.0. Off-street parking in a grouped facility is required for 85 percent of the dwelling units.

C1-2 and C2-2 commercial overlays in Auburndale are generally located along 46th Avenue and Utopia Parkway, at major intersections along the Long Island Expressway, and along Northern Boulevard. C1-2 commercial overlays in the Oakland Garden-Hollis Hills area are generally located in commercial nodes at Union Turnpike and Springfield Boulevard, 73rd Avenue and Bell Boulevard, and Springfield Boulevard and Long Island Expressway. C1 commercial overlay districts are mapped within residential districts and permit Use Groups 1 through 6, which allow a range of retail and service establishments that serve residential neighborhoods. When mapped in R1 through R5 residence districts, the maximum commercial floor area is 1.0 FAR, with commercial uses limited to the first floor in mixed-use buildings. Most retail uses require one accessory parking space per 300 square feet of commercial floor space, though the requirements may range between one space per 200 square feet and one space per 800 square feet of commercial floor area. C2 commercial overlays districts are mapped within residential districts and permit Use Groups 1 through 9 and 14, which include a wider range of commercial uses than allowed in C1. When mapped in R1 through R5 residence districts the maximum commercial floor area is 1.0 FAR, with commercial uses limited to the first floor in mixed-use buildings. Most retail uses require one accessory parking space per 300 square feet of commercial floor space, though the requirements may range between one space per 200 square feet and one space per 800 square feet.

The proposed zoning for Auburndale, Oakland Gardens and Hollis Hills is intended to preserve the established scale and character of these communities and ensure that future residential development would be more consistent with the surrounding building patterns. The proposed rezoning also allows for a limited density increase to reinforce the existing scale of elevator apartments along Union Turnpike and Bell Boulevard. In addition, commercial overlay modifications would more closely match the existing land use patterns and prevent commercial uses from encroaching onto predominantly residential streets.

R1-2A zoning is proposed on all or portions of 12 blocks generally bounded by the Long Island Expressway to the north, 67th Avenue to the south, 210th Street on the west and Bell Boulevard on the east. R1-2A zoning districts permit only single-family, detached houses at a maximum FAR of 0.5 and require a minimum lot width of 60 feet and a minimum area lot area of 5,700 square feet. The R1-2A district has a maximum building height of 35 feet and a maximum perimeter wall height of 25 feet. Unlike R1-2 districts, floor area exemptions would be more limited in the R1-2A district and include no more than 300 square feet for a one-car garage and 500 square feet for a two-car garage. In addition to the 20-foot minimum front yard requirement, a deeper front yard would be required (up to 25 feet) if needed to line up with the yard depth of an adjacent building. The maximum lot coverage under R1-2A would be 30 percent, excluding any exterior garage in the calculation. Community facilities are permitted at a maximum FAR of 0.5. One parking space per dwelling unit is required.

The proposed R1-2A district would provide a firm perimeter wall height and building height which would prevent the construction of taller houses that would be out-of-scale to surrounding residences.

R2A zoning is proposed for all or portions of 295 blocks throughout Auburndale, Oakland Gardens and Hollis Hills. In Auburndale, R2A is the principal zoning change to replace existing R2 and R3-2 districts. A large R2A district is generally located south of 47th Avenue, east of Robinson Street, west of the Clearview Expressway and north of the Long Island Expressway. Two smaller R2A districts are proposed in Auburndale just to the north and south of Northern Boulevard between 166th and 172nd Streets, with one generally located south of Station Road and

the other one located north of 46th Avenue. In Oakland Gardens, two R2A districts are proposed. The first is generally located south of 64th Avenue, east of Cloverdale Boulevard, west of 233rd Street and north of 67th Avenue. The second is generally located south of 69th Avenue, east of 233rd Street, west of 230th Street, and north of 73rd Avenue. In Hollis Hills, an R2A district is proposed generally south of 76th and 77th Avenues, east of Hollis Hills Terrace, west of Springfield Boulevard and north of Grand Central Parkway.

R2A districts permit only single-family, detached houses at a maximum FAR of 0.5. Compared to R2 zoning, the R2A district has more limited floor area exemptions, including no more than 300 square feet for enclosed accessory parking and firm height limits. The maximum building height in R2A districts is 35 feet, and the maximum perimeter wall height is 21 feet. In addition to the 15-foot minimum front yard requirement, a deeper front yard would be required (up to 20 feet) if needed to line up with the yard depth of an adjacent building. The maximum lot coverage is 30 percent, including any exterior garage in the calculation. Community facilities are permitted at a maximum FAR of 0.5. One parking space per dwelling unit is required.

The limited floor area exemptions and height limits of the R2A district will retain and strengthen the existing low-scale detached single-family character found within substantial portions of the rezoning area. Furthermore, the proposed R2A zoning would prevent instances of out-of-context development in locations currently zoned R3-2 by limiting the range of housing types to only detached structures.

R3X zoning is proposed for all or portions of 71 blocks. In Auburndale, there are three areas where R3X is proposed. The first area is generally bounded by Station Road to the north and Northern Boulevard to the south, between 172nd Street and Francis Lewis Boulevard. The second area is generally bounded by Northern Boulevard to the north and 47th Avenue to the south, between 172nd Street and Francis Lewis Boulevard. The third area is generally bounded by Hollis Court Boulevard to the north, 47th Avenue to the south and Fresh Meadow Lane to the west. In Oakland Gardens, an R3X district is proposed for an area generally bounded by 57th Avenue to the north and 67th Avenue to the south, between Cloverdale Boulevard and 233rd Street. The R3X district permits one- or two-family detached houses with a maximum FAR of 0.6, which includes

a 0.1 attic allowance. R3X districts require a minimum lot width of 35 feet and a minimum lot area of 3,325 square feet. In addition to the 10-foot minimum front yard requirement, a deeper front yard would be required to match the yard depth of an adjacent building up to 20 feet. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. Community facilities are permitted at a maximum FAR of 1.0. One parking space is required for each dwelling unit.

The proposed R3X zoning would more closely match current development conditions in these proposed areas of which 88 percent of houses are one- or two-family detached buildings.

R3-1 zoning is proposed for all or portions of 38 blocks. Four small areas in Auburndale are proposed to be rezoned to R3-1, as well as a larger area south of Rocky Hill Road and north of the Long Island Expressway between the Clearview Expressway and 208th Street. In Oakland Gardens, R3-1 is proposed for six blocks located south of 67th Avenue and north of 69th Avenue between 210th Street and Bell Boulevard.

The R3-1 district allows one- and two-family detached and semi-detached developments. The maximum FAR is 0.6, which includes a 0.1 attic allowance. The minimum lot width for detached structures is 40 feet, and the minimum lot area is 3,800 square feet. Semi-detached homes require lots that are at least 18 feet wide with a minimum 1,700 square feet. A front yard of at least 15 feet is required. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. Community facilities are permitted at a maximum FAR of 1.0. One parking space is required for each dwelling unit.

The proposed R3-1 more closely reflects the existing character in these areas of which 96 percent of the houses are one- and two-family detached or semi-detached buildings.

The R4 district is proposed for all or portions of four blocks. The proposed R4 district is generally bounded on the north by Station Road and 42nd Avenue on the south and between 190th Street and 194th Street. The R4 district permits a variety of housing types, including detached, semi-detached, attached and multi-family buildings. The maximum FAR is 0.9, which includes

a 0.15 attic allowance. 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 of 1,700 square feet in area and a minimum lot width of 18 feet. A front yard of at least 10 feet is required, and if the front yard exceeds 10 feet, then a front yard depth of 18 feet is required. 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.

The proposed R4 district would reflect the variety of existing residential building types and would more closely match their built FAR, with 70 percent of buildings at 0.9 FAR or less.

R4-1 zoning is proposed for all or portions of 23 blocks. There are three areas proposed for this district. One area is in Auburndale generally located south of 46th Avenue and north of Hollis Court Boulevard between 189th and 192nd Streets. Two areas are in Oakland Gardens: one is generally located south of 56th Avenue and north of the Long Island Expressway between Springfield Boulevard and 229th Street, and one is generally located south of the Long Island Expressway and north of 67th Avenue between Bell Boulevard and 219th Street. The R4-1 district allows one- and two-family, detached and semi-detached residential development. The maximum FAR is 0.9, which includes a 0.15 attic allowance. For detached development the minimum lot area is 2,375 square feet and the minimum lot width is 25 feet. For semi-detached development, the minimum lot area is 1,700 square feet and the minimum lot width is 18 feet. A front yard of at least 10 feet is required, and it 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. Community facilities are permitted an FAR of 2.0. One parking space is required for each dwelling unit.

The proposed R4-1 district would more closely match the existing character in these areas of which 95 percent of the houses are one- and two-family semi-detached buildings.

The R4B zoning is proposed for all or portions of five blocks located in two areas in Auburndale. The first area is located along Station Road between 193rd Street and Francis Lewis Boulevard.

The second area is located along 172nd Street between Northern Boulevard and Station Road. The R4B district permits one- and two-family residences and is primarily characterized by low-rise row houses. The maximum FAR is 0.9. The maximum building height is 24 feet. Detached residences require a minimum lot area of 2,375 square feet and a minimum lot width of 25 feet. All other housing types require a minimum area of 1,700 square feet and a minimum lot width of 18 feet. A front yard of at least 5 feet is required, and it must be as deep as an adjacent front yard up to 20 feet. Community facilities are permitted an FAR of 2.0. One parking space is required for each dwelling unit, and it is not permitted in the front yard.

The proposed R4B district would more closely match the existing character in these areas of which 98 percent of the houses are one- and two-family rowhouses with rear alley parking.

R5D zoning is proposed for all or portions of 10 blocks located in two sections of Oakland Gardens. The first section is generally bounded by 73rd Avenue to the north, 210th Street to the west, 217 Street to the east and the Vanderbilt Motor Parkway historic site to the south. The second section generally encompasses the block fronts at the intersection of Union Turnpike and Springfield Boulevard and extends southeasterly to 86th Avenue and the Grand Central Parkway.

The proposed R5D districts permit all types of residential buildings and have a maximum FAR of 2.0. The maximum building height is 40 feet. 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 it must be as deep as an adjacent front yard up to a maximum of 20 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 R5D district would more closely match the density of the elevator apartment buildings that predominate at these locations compared to the existing R3-2 and R4 districts.

The proposed modifications to the commercial overlay districts are intended to prevent encroachment of commercial uses on residential blocks.

A C1-2 overlay is proposed to replace a C2-2 overlay, along the north side of the Long Island Expressway between 182nd and 185th Streets and C1-2 overlays along the Long Island Expressway, Hollis Court Boulevard and Union Turnpike will be removed or have their depths reduced in order to preclude commercial uses from intruding into residential mid-blocks. A C1-3 overlay with a 100-foot depth is proposed to replace a C1-2 overlay with a 150-foot depth along 46th Avenue between Auburndale Lane and 189th Street. These overlay changes would more closely reflect the locations of existing commercial development.

Maximum commercial floor area in C1-2 and C1-3 districts is 1.0 FAR with commercial uses limited to the first floor in mixed-use buildings. Changing the existing C2-2 commercial overlay to C1-2 would limit commercial development to local retail and service uses in Use Group 6, such as grocery stores and restaurants. In C1-2 districts most retail uses require one accessory off-street parking space per 300 square feet of commercial floor space, though the requirements may range between one space per 200 square feet and one space per 800 square feet of commercial floor area. Changing existing C1-2 overlays to C1-3 overlays would reduce required off-street parking for most retail uses from one space per 300 square feet of commercial floor space to one space per 400 square feet of commercial space.

ENVIRONMENTAL REVIEW

This application (C 100409 ZMQ), was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et seq. and the City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 10DCP037Q. The lead is the City Planning Commission.

After a study of the potential environmental impact of the proposed action (C 100409 ZMQ), a Negative Declaration was issued on May 24, 2010. The Negative Declaration included (E) designations which would be mapped as part of the proposed action to avoid the potential for significant adverse hazardous material impacts and air quality impacts (E-253). The proposed rezoning includes (E) designations for hazardous materials on the following properties:

Block 7780, Lot 1

Block 7799, Lots 1, 8

Block 7842, Lot 12

Block 7912, Lots 24, 30

Block 7798, Lot 1

The (E) designation would require that the fee owner of the sites conduct a testing and sampling protocol, and remediation where appropriate, to the satisfaction of the NYCDEP before the issuance of a building permit by the Department of Buildings pursuant to the provisions of Section 11-15 of the Zoning Resolution (Environmental Requirements). The (E) designation will also include a mandatory construction-related health and safety plan which must be approved by NYCDEP. The text for the (E) designation is as follows:

Task 1-Sampling Protocol

A. Petroleum

A soil, soil gas, and groundwater testing protocol (including a description of methods), and a site map with all sampling location represented clearly and precisely, must be submitted to the NYCDEP by the fee owner(s) of the lot which is restricted by this (E) designation, for review and approval.

A site map with the sampling locations clearly identified and a testing protocol with a description of methods, for soil, soil gas, and groundwater, must be submitted by the fee owner(s), of the lot which is restricted by the (E) designation, to the NYCDEP for review and approval.

B. Non-Petroleum

The fee owner(s) of the lot restricted by this (E) designation will be required to prepare a scope of work for any sampling and testing needed to determine if contamination exists and to what extent remediation may be required. The scope of work will include all relevant supporting documentation, including site plans and sampling locations. This scope of work will be submitted to NYCDEP for review and approval prior to implementation. It will be reviewed to ensure that an adequate number of samples will be collected and that appropriate parameters are selected for laboratory analysis. For all non-petroleum (E) designated sites, the three generic NYCDEP soil and ground-water sampling protocols should be followed.

A scope of work for any sampling and testing to be completed, which will determine the extent of on-site contamination and the required remediation, must be prepared by the fee owner(s) of the lot restricted by this (E) designation. The scope of work will include the following: site plans, sampling locations, and all other relevant supporting documentation. The scope of work must be submitted to the NYCDEP for review and confirmation that an adequate testing protocol (i.e., number of samples collected, appropriate parameters for laboratory analysis) has been prepared. The NYCDEP must approve the scope of work before it can be implemented.

For non-petroleum (E) designated sites, one of the three generic soil and groundwater sampling protocols prepared by the NYCDEP should be followed.

The protocols are based on three types of releases to soil and groundwater sampling protocols prepared by the NYCDEP should be followed.

The protocols are based on three types of releases to soil and groundwater, including: the release of a solid hazardous material to ground surface; the release of a liquid hazardous material to the ground surface; and the release of a hazardous material to the subsurface (i.e., storage tank or piping). The type of release defines the areas of soil to be sampled from surface, near-surface, to subsurface. Additionally, it determines the need for groundwater sampling.

A written approval of the sampling protocol must be received from the NYCDEP before commencement of sampling activities. Sample site quantity and location should be determined so as to adequately characterize the site, the source of contamination, and the condition of the remainder of the site. After review of the sampling data, the characterization should have been complete enough to adequately determine what remediation strategy (if any) is necessary. Upon request, NYCDEP will provide guidelines and criteria for choosing sampling sites and performing sampling.

Finally, a Health and Safety Plan must be devised and approved by the NYCDEP before the commencement on any on-site activities.

Task 2-Remediation Determination and Protocol

After sample collection and laboratory analysis have been completed on the soil and/or groundwater samples collected in Task 1, a summary of the data and findings in the form of a written report must be presented to the NYCDEP for review and approval. The NYCDEP will provide a determination as to whether remediation is necessary.

If it is determined that no remediation activities are necessary, a written notice will be released to that effect. However, if it is the NYCDEP's determination that remediation is necessary the fee owner(s) of the lot restricted by the (E) designation must submit a proposed remediation plan to the NYCDEP for review and approval. Once approval has been obtain, and the work completed, the fee owner(s) of the lot restricted by the (E) designation must provide proof to the NYCDEP that the work has been completed satisfactorily.

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

To preclude the potential for significant adverse air quality impacts related to HVAC emissions, an (E) designation would be incorporated into the rezoning proposal for each of the following properties:

Block 7732, Lot 150

Block 7748, Lot 400

Block 7798, Lot 1

Block 7799, Lots 1, 8

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

Block 7732, Lot 150 (Projected Development Site 1)

Any new residential development on the above-referenced property must use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant air quality impacts.

Block 7748, Lot 400 (Projected Development Site 2)

Any new residential development on the above-referenced property must use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant air quality impacts.

Block 7798, Lot 1 (Potential Development Site B)

Any new residential development on the above-referenced property must use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant air quality impacts.

Block 7799, Lot 1 (Potential Development Site C)

Any new residential development on the above-referenced property must use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant air quality impacts.

Block 7799, Lot 8 (Potential Development Site D)

Any new residential development on the above-referenced property must use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant air quality impacts.

With the placement of the (E) designations on the above blocks and lots, no significant adverse impacts related to stationary source air quality would occur.

To preclude the potential for significant adverse impacts related to noise, an (E) designation would be incorporated into the rezoning proposal for each of the following properties:

Block 7780, Lot 1
Block 7798, Lot 1
Block 7799, Lots 1, 8
Block 7842, Lot 12
Block 7912, Lot 24, 30

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

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 35 dB(A) window/wall attenuation on all facades in order to maintain an interior noise level of 45 dB(A). In order 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 or air conditioning sleeves containing air conditioners.

With the placement of the (E) designation for noise, no significant adverse impacts related to noise would occur and no further analysis is warranted.

UNIFORM LAND USE REVIEW

This application (C 100409 ZMQ) was certified as complete by the Department of City Planning on May 24, 2010, and was duly referred to Community Board 7, 8, 11 and the Borough President, in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b).

Community Board Public Hearing

Community Board 11 held a public hearing on this application (C 100409 ZMQ) on June 7, 2010, and on that day, by a vote of 39 to 1 with 1 abstention, adopted a resolution recommending approval of this application with the following conditions:

That DCP actively pursue the creation of a new zoning designation for single family attached/ row houses citywide.

That the M1-1 district in Station Road area of Auburndale be rezoned residential to contextually match the surrounding neighborhood. Even though this section is in CB7, CB 11 supports the residents of this neighborhood in their effort to change the M1-1 zone.

Community Board 7 held a public hearing on this application (C 100409 ZMQ) on June 14, 2010, and on that day, by a vote of 37 to 0 with no abstentions, adopted a resolution recommending approval of this application with the following conditions:

The City to set up enforcement of the City regulations governed by the New York City Police Department, The Department of Buildings, Department of Environmental Protection, Department of Transportation and Department of Consumer Affairs.

City Planning agrees to determine by August 2010 whether the zoning can be changed

City Planning agrees if the zoning can be changed, then an environmental review will be completed no later than 1 year from August 2010.

City Planning agrees that once the environmental review is completed, the ULURP process will be done in 6 months.

Community Board 8 held a public hearing on this application (C 100409 ZMQ) on June 23, 2010, and on that day, 8 executive board members voted unanimously to adopt a resolution recommending approval of this application.

Borough President Recommendation

This application (C 100409 ZMQ) was considered by the Borough President of Queens, who issued a recommendation approving the application on July 27, 2010, with the following conditions:

The proposed R2A district for the area bounded by 64th and 73rd Avenue between Cloverdale and Springfield Boulevard should be reviewed and reconsidered by the Department of City Planning. There were many speakers at the Borough President's Land Use Public Hearing who were opposed to the proposed R2A district. A petition signed by one hundred fifty-two (152) area residents who would be directly impacted by the proposed change was submitted at the hearing;

The area directly north of the proposed R2A district described above has been recommended as an R3X district reflecting the detached one- and two-family buildings that currently exist there. A high percentage of the area south of 64th Avenue is similarly developed with a mix of detached one- and two family homes. The areas to the north and west have been proposed to be rezoned with the R3-2 zoning district allowing general residential building reflecting the large percentage of garden apartments and multiple dwellings that currently exist;

The R3X district is a detached one- and two-family designation that fits the current context of that area. The Department of City Planning should review and reconsider the existing development in the area and modify the proposed rezoning accordingly.

Borough Board Review

The Borough Board held a public hearing on July 14, 2010, and on that day, by a vote of 3 to 0, with 6 abstentions recommended approval of this application (C 100409 ZMQ).

City Planning Commission Public Hearing

On July 28, 2010 (Calendar No. 11), the City Planning Commission scheduled August 11, 2010 for a public hearing on this application (C 100409 ZMQ). The hearing was duly held on August 11, 2010 (Calendar No. 22). There were 14 speakers in favor of the application and 26 speakers in opposition.

Speakers in favor of the application included the City Councilmember from District 19, the First Vice-President of the Auburndale Improvement Association, a member from the Oakland Garden Terrace Community Council and the Board President of the Windsor Park Apartments. In addition, several speakers from Oakland Gardens spoke in favor of the two proposed R2A districts in the eastern portion of the rezoning area near Alley Pond Park and in favor of the proposed R5D located at the Windsor Park Apartments.

The Councilmember noted that the proposed rezoning was a beneficial and comprehensive contextual strategy that preserves the established low density of one- and two-family homes in Auburndale, Oakland Gardens and Hollis Hills. The Councilmember noted that the existing M1-1 district along Station Road in Auburndale should be rezoned contextually to match the residential districts that abut the M1-1 district. The First Vice-President of the Auburndale Improvement Association thanked the Commission and Department for their efforts in preserving these areas in northeastern Queens. In addition, the speaker voiced concern over the M1-1 district along Station Road in Auburndale and requested the Commission pursue the creation of a new zoning designation for single-family rowhouses. A member from the Oakland Garden Terrace Community Council noted erosion of neighborhood character and strain on area infrastructure and services created by recent development trends and urged the Commission to quickly adopt the proposed zoning. The speaker along with six other speakers supported the proposed two R2A districts near Alley Pond Park in Oakland Gardens.

Four speakers spoke in support of the proposed R5D district along Bell Boulevard and 73rd Avenue in the Windsor Park area of Oakland Gardens including the Board President, the architect, a board member and shareholder of Windsor Park Apartments. The President of Windsor Park Board of Directors testified that the proposed rezoning would facilitate the development of 72 additional residential units clustered on two locations on the site. The sale of the proposed new residential units would allow the coop board to increase its reserve funds to make necessary capital improvements on the site, currently developed with 20 elevator apartment buildings with a total of 1,828 dwelling units.

19 speakers were opposed to the two proposed R2A districts near Alley Pond Park in Oakland Gardens. Two speakers noted that a petition in favor of an R3X designation with 152 signatures from residents living in the affected area was submitted to the Queens Borough President. The speakers noted that R2A would be highly restrictive and that an R3X designation would preserve the detached character of one- and two-family houses in the neighborhood area, while preventing the development of out-of-character semi-detached housing. Other speakers noted that there was adequate on-street parking in the neighborhood, available space for new students at Public School 213 and sufficient infrastructure and services.

There were five speakers opposed to the proposed R5D zoning for the Windsor Park Apartment complex that would allow the development of 72 housing units in three-story rowhouses clustered in two locations on the site. Several speakers were concerned that the new development would adversely affect the availability of parking for current residents. One speaker noted that the new development would adversely affect the open space existing on the site.

A member of the Station Road Civic Association opposed the rezoning and expressed her concern that the M1-1 district along Station Road in Auburndale needs to be residentially rezoned in order to promote development compatible with surrounding residences. A representative from an automotive repair business located in the M1-1 district testified that they have and will continue to work with the local community to resolve any concerns, such as the exiting procedures and signaling system for the curb cut located at Station Road and Auburndale Lane.

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

CONSIDERATION

The Commission believes that this application to amend the Zoning Map (C 100409 ZMQ), as modified herein is appropriate.

The Commission notes that the rezoning proposal was developed in response to the concerns of Community Boards 7 and 11, local City Council members, local civic groups and area residents regarding new development that was inconsistent with existing built neighborhood character. The proposal was refined over the last two years by the Department of City Planning through an extensive public outreach process and in close collaboration with Community Boards 7 and 11, local City Council members and local civic groups from the Auburndale, Oakland Gardens and Hollis Hills area.

The Commission notes that the existing zoning in Auburndale, Oakland Gardens and Hollis Hills has remained unchanged since 1961. The existing zoning has recently resulted in the construction of several out-of-context buildings that contrast sharply with surrounding development patterns. The existing zoning districts do not closely reflect some of the important characteristics of existing development, especially in R3-2 districts where one- and two-family detached homes are allowed to be replaced with multi-family buildings or semi-detached and attached structures.

The Commission believes that the proposed lower density and contextual residential zoning designations more closely correspond to the existing building patterns found throughout Auburndale, Oakland Gardens and Hollis Hills. The Commission also notes that the proposed R2A and R3X will preserve and reinforce the established pattern of one- and two-family detached houses found in Auburndale, Oakland Gardens and Hollis Hills. The Commission further notes that the proposed R3-1 and R4-1 districts reflect the one- and two-family, semi-detached structures that predominate in these areas. The Commission also believes that the limited density increase provided by the R5D district to be mapped at Springfield Boulevard and Union Turnpike will more closely match the existing building pattern of elevator apartments in this area and provide appropriate opportunities for new residential development along these two major thoroughfares. The Commission also believes that modifications to several of the existing commercial overlays will prevent commercial encroachment onto primarily residential blocks.

In response to the Borough President's condition and the testimony received at the Planning Commission's public hearing, the Commission notes that it has reviewed and reconsidered the

two R2A districts proposed near Alley Pond Park in Oakland Gardens. The Commission believes that a R3X district would better match the predominant detached one- and two-family housing types found in the area. The Commission notes the R3X district will prevent out-of-context developments, such as semi-detached structures. In addition, the Commission notes that the conformance rate for the area will increase from 67 percent to 97 percent with an R3X designation that allows one- and two-family detached buildings. Therefore, the Commission hereby modifies the rezoning proposal to change the two proposed R2A areas near Alley Pond Park in Oakland Gardens to R3X.

In response to the concerns raised by several residents of the Windsor Park Apartments regarding the effects of the proposed two clusters of new three-story rowhouses containing 72 new dwelling units, the Commission believes that additional outreach to the affected residents is needed to ensure that their concerns can be addressed as much as possible. Also, the Commission notes that the development was only schematically designed and further work is needed to ensure that the buildings will attractively enhance their setting within the Windsor Park campus. The Commission hereby modifies the rezoning proposal to retain the existing R4 zoning where R5D had been proposed for vicinity of the Windsor Park Apartments.

The Commission acknowledges Community Board 11's recommendation for a new zoning designation for single-family attached rowhouses citywide. The Commission recognizes, however, that the current application is only for a Zoning Map amendment, and it notes that changes to the text of the Zoning Resolution are beyond the scope of the current application. The Commission notes that current zoning regulations generally curb the conversion of single-family attached houses to two-family occupancy in lower density districts, including the R3-2 districts that will remain in Auburndale. It further notes that the recently adopted Residential Streetscape Text strengthened these restrictions by requiring any new units created in these single-family attached houses to provide an additional off-street parking space for each additional unit. Such new off-street parking spaces may occupy no more than 50 percent of the lot area not covered by buildings containing residences. Therefore, the Commission believes that the Department of City

Planning should monitor the effectiveness of these new regulations to see if it can be determined whether there is a need for a single-family row house district.

In response to Community Board 11's second condition, the Commission notes that the request for the M1-1 district in Auburndale's Station Road area to be residentially rezoned would affect an area outside of the current zoning proposal, and it is, therefore, beyond the scope of this application. The Commission further notes that the M1-1 district contains active commercial uses that have experienced a significant growth in employment over the last decade. The Commission notes that the Department of City Planning has studied the M1-1 district as requested by the local Councilmember and has discussed the findings of its study with the local Councilmember as described below.

The Commission acknowledges Community Board 7's recommendation regarding increased enforcement by City agencies that regulate the M1-1 district in the Station Road Area of Auburndale. While the Commission recognizes that the application is for a Zoning Map amendment which does not influence the City's enforcement procedures, the Commission is pleased to note that the Department of City Planning, with the assistance of the Department of Buildings, the Department of Transportation and the Department of Environmental Protection has and will continue to work with the local civic associations to address any zoning enforcement issue that is brought to its attention.

In response to concerns raised by the Councilmember from the 19th District regarding the M1-1 district in the Station Road area of Auburndale, the Commission notes that the M1-1 district is adjacent to an R2 district along Station Road and Auburndale Lane. The Commission also notes that there are 11 other locations throughout the Borough of Queens where R2 districts share a common zoning boundary line with other manufacturing districts. Furthermore, the Commission reports that M1-1 and C8-1 districts in the Station Road area have experienced no extended vacancies during the past decade. Rather, there has been substantial investment and development on a number of properties. This development activity has led to an expanding job base, dramatically increasing area employment by more than 600 percent for the period of 2002-2008.

Therefore, the Commission does not have at this time a sound planning basis for rezoning the area's M1-1 designation with a residential district which would put existing uses out of compliance. The Commission believes that only viable rezoning option for the M1-1 district at this time is a C8-1 commercial zoning district, which would allow the existing uses to remain compliant with zoning, while precluding future use of the area for manufacturing use. The Commission asks the Department of City Planning to work with the local Councilmember to determine whether there is a consensus for commercially rezoning this area.

The Commission believes the proposed actions represent a comprehensive rezoning strategy for the Auburndale, Oakland Gardens and Hollis Hills neighborhoods in northeast Queens that will broadly protect their existing lower density character by more closely reflecting one- and two-family building patterns, and preventing commercial intrusion onto residential blocks.

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. 10c, 10d, 11b, 15a:

1. eliminating from within an existing R3-2 District a C1-2 District bounded by:
 - a. a line 150 feet northerly of 46th Avenue, Utopia Parkway, 46th Avenue, 189th Street, a line 150 feet southerly of Hollis Court, Utopia Parkway, Ashby Avenue, and Auburndale Lane;
 - b. a line 150 feet northwesterly of Horace Harding Expressway, 198th Street, 58th Avenue, a line 100 feet northeasterly of 198th Street, a line 100 feet northwesterly

of Horace Harding Expressway, 198th Street, Horace Harding Expressway, and 197th Street;

- c. a line 220 feet northwesterly of Union Turnpike, a line 150 feet northeasterly of Springfield Boulevard, a line 150 feet northerly of Union Turnpike, a line 150 feet westerly of 226th Street, a line 100 feet northerly of Union Turnpike, and a line 125 feet northeasterly of Springfield Boulevard; and
 - d. a line 100 feet southerly of Union Turnpike, Springfield Boulevard, a line 150 feet southerly of Union Turnpike, and 222nd Street;
2. eliminating from within an existing R3-2 District a C2-2 District bounded by a line 150 feet northwesterly of the Horace Harding Expressway, 183rd Street, Booth Memorial Avenue, a line 100 feet southwestly of 185th Street, Horace Harding Expressway, and 182nd Street;
 3. changing from an R1-2 District to an R1-2A District property bounded by the southeasterly service road of Horace Harding Expressway, a line midway between 215th Street and Bell Boulevard, a line 175 feet southeasterly of Horace Harding Expressway, Bell Boulevard, 67th Avenue, and 210th Street;
 4. changing from an R2 District to an R2A District property bounded by:
 - a. Station Road, 168th Street, Station Road, Auburndale Lane, a line 100 feet northeasterly of Northern Boulevard, a line midway between 169th Street and 170th Street, Northern Boulevard, 167th Street, a line 100 feet northeasterly of Northern Boulevard, and 165th Street;
 - b. a line 100 feet southwestly of Northern Boulevard, 168th Street, 43rd Avenue, 170th Street, a line 100 feet southerly of Northern Boulevard, 171st Street, a line 100 feet southerly of Northern Boulevard, a line midway between Utopia Parkway and 172nd Street, a line perpendicular to the easterly street line of 172nd Street distant 120 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of 172nd Street and the southerly street line of 45th Avenue, 172nd Street, a line 150 feet northerly of 46th Avenue, Auburndale Lane, 46th Avenue, a line 100 feet westerly of 166th Street, 45th Avenue, and 166th Street,

- c. Laburnum Avenue, 156th Street, a line 100 feet northerly of Oak Avenue, 164th Street, Meadow Road, Auburndale Lane, Bagley Avenue, Utopia Parkway, 48th Avenue, Hollis Court Boulevard, 50th Avenue, Underhill Avenue, 188th Street, Peck Avenue, 192nd Street, the northwesterly service road of Horace Harding Expressway, 185th Street, 56th Avenue, a line midway between 185th Street and 186th Street, 50th Avenue, Utopia Parkway, 56th Avenue, a line midway between 175th Place and 175th Street, Booth Memorial Avenue, Fresh Meadow Lane, a northerly boundary of Kissena Park, a northeasterly boundary of Kissena Park and its northwesterly prolongation, Underhill Avenue and its northeasterly centerline prolongation, 164th Street, Oak Avenue, Rose Avenue, Parsons Boulevard, Quince Avenue, Bowne Street, a line midway between Quince Avenue and Rose Avenue, Robinson Street, a line 95 feet northwesterly of Oak Avenue, Burling Street, Negundo Avenue, and Parsons Boulevard;
- d. 46th Avenue, 195th Street, a line 100 feet southerly of 45th Avenue, 196th Street, 45th Road, a line 100 feet easterly of 196th Place, 46th Avenue, a line midway between 196th Place and 197th Street, 47th Avenue, 194th Street, a line 100 feet northwesterly of 47th Avenue, and a line midway between 193rd Street and 194th Street;
- e. Weeks Lane, 201st Street, a line 250 feet northwesterly of 48th Avenue, 202nd Street, a line 150 feet northwesterly of 48th Avenue, a line midway between 202nd Street and 203rd Street, a line 100 feet northwesterly of 50th Avenue, a line midway between 203rd Street and the Clearview Expressway, 53rd Avenue, the Clearview Expressway, a line 100 feet northwesterly of Horace Harding Expressway and its northeasterly prolongation, 201st Street, a line 150 feet northerly of Horace Harding Expressway, Francis Lewis Boulevard, 53rd Avenue, 201st Street, a line 140 feet northwesterly of 53rd Avenue, a line midway between 201st Street and 202nd Street, a line 100 feet southeasterly of 50th Avenue, 201st Street, 50th Avenue, and Francis Lewis Boulevard; and
- f. 76th Avenue, Cloverdale Boulevard, the northwesterly street line of former Motor Parkway, Springfield Boulevard, a line 220 feet northwesterly of Union Turnpike, a line 100 feet southwesterly of Springfield Boulevard, Union Turnpike, 222nd Street, a line 150 feet southeasterly of Union Turnpike, Springfield Boulevard, a northwesterly service road of Grand Central Parkway, 86th Avenue, Bell Boulevard, 86th Road and its westerly centerline prolongation, the southwesterly street line of 212th Street, Hollis Hills Terrace and its southeasterly centerline prolongation, the southeasterly street line of former Motor Parkway, Oceania

Street, the centerline of former Motor Parkway, a line 200 feet northeasterly of Bell Boulevard, 77th Avenue, 217th Street, a line 120 feet northwesterly of 77th Avenue, and Springfield Boulevard;

5. changing from an R3-2 District to an R2A District property bounded by:
 - a. the easterly centerline prolongation of Bagley Avenue, 188th Street, 47th Avenue, a line 100 feet southwesterly of 188th Street, 48th Avenue, and Utopia Parkway;
 - b. a line 230 feet southeasterly of 47th Avenue, a line midway between 190th Street and 189th Street, 48th Avenue, and a line midway between 189th Street and 188th Street;
 - c. a line 205 feet southeasterly of 56th Avenue, 185th Street, Booth Memorial Avenue, and a line midway between 185th Street and 184th Street;
 - d. a line 100 feet northerly of 47th Avenue, 194th Street, 47th Avenue, and a line midway between 193rd Street and 194th Street,
 - e. a line 100 feet southeasterly of 47th Avenue, 192nd Street, 47th Avenue, Hollis Court Boulevard, a line perpendicular to the northeasterly street line of Hollis Court Boulevard distant 270 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of Hollis Court Boulevard and the southwesterly street line of 194th Street, a line 100 feet northeasterly of Hollis Court Boulevard, a line midway between 193rd Street and 194th Street, a line 100 feet southerly of 47th Avenue, 195th Street, 48th Avenue, a line midway between 196th Place and 196th Street, a line 180 feet northwesterly of 48th Avenue, a line midway between 195th Street and 196th Street, 47th Avenue, 197th Street, a line 340 feet northwesterly of 48th Avenue, a line midway between 197th Street and 196th Place, 48th Avenue, 196th Place, a line midway between 48th Avenue and 49th Avenue, Weeks Lane, 49th Avenue, a line 100 feet easterly of Weeks Lane, 48th Avenue, Weeks Lane, Francis Lewis Boulevard, 50th Avenue, a line midway between 199th Street and Francis Lewis Boulevard, 53rd Avenue, Francis Lewis Boulevard, a line 100 feet southeasterly of 58th Avenue, Hollis Court Boulevard, 58th Avenue, a line 100 feet northeasterly of 198th Street, a line 100 feet northwesterly of Horace Harding Boulevard and its southwesterly prolongation, 197th Street, the northwesterly service road of Horace Harding Expressway, 192nd Street, Peck Avenue, 188th Street, Underhill Avenue, 50th Avenue, Hollis Court Boulevard, 48th Avenue, and 190th Street, and excluding the

area bounded by Weeks Lane, a line perpendicular to the northwesterly street line of 53rd Avenue distant 140 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of 53rd Avenue and the northeasterly street line of Hollis Court Boulevard, 53rd Avenue, Hollis Court Boulevard, a line 350 feet northwesterly of 56th Avenue, a line 100 feet southwesterly of Hollis Court Boulevard, a line 220 feet northwesterly of 56th Avenue, 196th Street, a line 100 feet northwesterly of 56th Avenue, 194th Street, 56th Avenue, a line midway between 194th Street and 193rd Street, a line 100 feet southeasterly of 53rd Avenue, 196th Street, and Hollis Court Boulevard;

- f. the northeasterly prolongation of a line 100 feet northwesterly of Horace Harding Expressway, a northwesterly service road of Horace Harding Expressway, and 203rd Street; and
 - g. a line 100 feet southeasterly of Union Turnpike, Springfield Boulevard, a line 150 feet southeasterly of Union Turnpike, and 222nd Street;
6. changing from an R4-1 District to an R2A District property bounded by a line 130 feet northerly of 45th Avenue, 166th Street, 45th Avenue, and a line midway between 165th Street and 166th Street;
7. changing from an R2 District to an R3-1 District property bounded by:
- a. a line 150 feet northwesterly of 48th Avenue, 203rd Street, 48th Avenue, a line 100 feet northwesterly of 50th Avenue, and a line midway between 202nd Street and 203rd Street; and
 - b. 50th Avenue, 201st Street, a line 100 feet southeasterly of 50th Avenue, a line midway between 201st Street and 202nd Street, a line 140 feet northwesterly of 53rd Avenue, 201st Street, 53rd Avenue, and Francis Lewis Boulevard;
8. changing from an R3-2 District to an R3-1 District property bounded by:
- a. Holly Avenue, Parsons Boulevard, Laburnum Avenue, and Burling Street;
 - b. 50th Avenue, a line midway between 185th Street and 186th Street, 56th Avenue, 185th Street, a line 205 feet southeasterly of 56th Avenue, a line midway between 184th Street and 185th Street, a line 295 feet northwesterly of 58th Avenue, a line 100 feet southwesterly of 184th Street, 56th Avenue, and Utopia Parkway;

- c. Booth Memorial Avenue, 185th Street, the northwesterly service road of Horace Harding Expressway, and Utopia Parkway;
 - d. 50th Avenue, Francis Lewis Boulevard, 53rd Avenue, a line midway between 199th Street and Francis Lewis Boulevard;
 - e. Rocky Hill Road, 48th Avenue, a line midway between 207th Street and 208th Street, 53rd Avenue, 207th Street, 56th Avenue, 208th Street, 58th Avenue, a line midway between 207th Street and 208th Street, the northwesterly service road of Horace Harding Expressway, a line midway between 206th Street and 207th Street, 56th Avenue, the Clearview Expressway, 53rd Avenue, a line midway between 203rd Street and Clearview Expressway, 48th Avenue, 203rd Street, a line 150 feet northwesterly of 48th Avenue, 202nd Street, a line 250 feet northwesterly of 48th Avenue, and 201st Street; and
 - f. 67th Avenue, Bell Boulevard, 69th Avenue, and 210th Street;
9. changing from an R2 District to an R3X District property bounded by:
- a. a line midway between 172nd Street and Utopia Parkway, a line 150 feet northerly of 48th Avenue, 172nd Street, and a line perpendicular to the to the easterly street line of 172nd Street distant 120 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of 172nd Street and the southerly street line of 45th Avenue; and
 - b. 45th Avenue, Francis Lewis Boulevard, 47th Avenue, a line midway between 196th Place and 197th Street, 46th Avenue, a line 100 feet easterly of 196th Place, 45th Road, 196th Street, a line 100 feet northerly of 45th Avenue, and 196th Street;
10. changing from an R3-1 District to an R3X District property bounded by Horace Harding Expressway, a service exit of Horace Harding Expressway, 233rd Street, Lee Goldman Lane, 67th Avenue, and a line 100 feet southwesterly of Cloverdale Boulevard;
11. changing from an R3-2 District to an R3X District property bounded by:
- a. Station Road, 190th Street, 42nd Avenue, 194th Street, a line 100 feet southerly of Station Road, 196th Street, 42nd Avenue, Francis Lewis Boulevard, a line 140 feet southerly of 42nd Road, 196th Street, a line 100 feet southerly of 42nd Avenue, 194th Street, a line 100 feet northerly of Northern Boulevard, 192nd Street, a line 270 feet southerly of 42nd Avenue, 191st Street, a line 100 feet northerly of Northern Boulevard, and a line 80 feet easterly of 172nd Avenue;

- b. a line 100 feet southerly of 46th Avenue, a line 100 feet southerly of Hollis Court Boulevard, a line midway between 188th Street and 189th Street, a line 565 feet northwesterly of 47th Avenue, 189th Street, a line 440 feet northwesterly of 47th Avenue, a line midway between 189th Street and 190th Street, a line 340 feet northwesterly of 47th Avenue, 190th Street, a line 100 feet southwesterly of Hollis Court Boulevard, a line 100 feet southwesterly of 192nd Street, 47th Avenue, 188th Street, Bagley Avenue and its easterly centerline prolongation, and Auburndale Lane;
 - c. a line 100 feet southerly of Northern Boulevard, a line midway between 193rd Street and 194th Street, a line 100 feet northerly of 45th Avenue, 195th Street, a line 280 feet northerly of 45th Avenue, 196th Street, a line 100 feet northwesterly of 44th Avenue, a line 100 feet southwesterly of Francis Lewis Boulevard, 44th Avenue, Francis Lewis Boulevard, 45th Avenue, 195th Street, 46th Avenue, a line midway between 194th Street and 195th Street, a line 370 feet northerly of 46th Avenue, a line midway between 192nd Street and 193rd Street, Hollis Court Boulevard, a line 220 feet westerly of 192nd Street, a line midway between 46th Avenue and 46th Road, a line 100 feet westerly of 192nd Street, a line midway between 45th Drive and 46th Avenue, a line 100 feet easterly of 189th Street, 46th Avenue, Utopia Parkway, a line perpendicular to the westerly street line of Utopia Parkway distant 360 feet southerly (as measured along the street line) from the point of intersection of the westerly street line of Utopia Parkway and the southerly street line of 45th Avenue, and a line midway between 172nd Street and Utopia Parkway;
 - d. 57th Avenue, East Hampton Boulevard, West Alley Place, a service exit of Horace Harding Expressway, Horace Harding Expressway, 229th Street and its southerly centerline prolongation, 57th Road, and the westerly boundary line of a park and its northerly and southerly prolongation; and
 - e. 69th Avenue, 230th Street, 73rd Avenue, and a line midway between 223rd Street and 222nd Street; and
12. changing from an R5 District to an R3X District property bounded by:
- a. a line 100 feet southerly of Station Road, a line midway between 190th Street and 191st Street, a line 215 feet northerly of 42nd Avenue, 191st Street, 42nd Avenue, and 190th Street; and

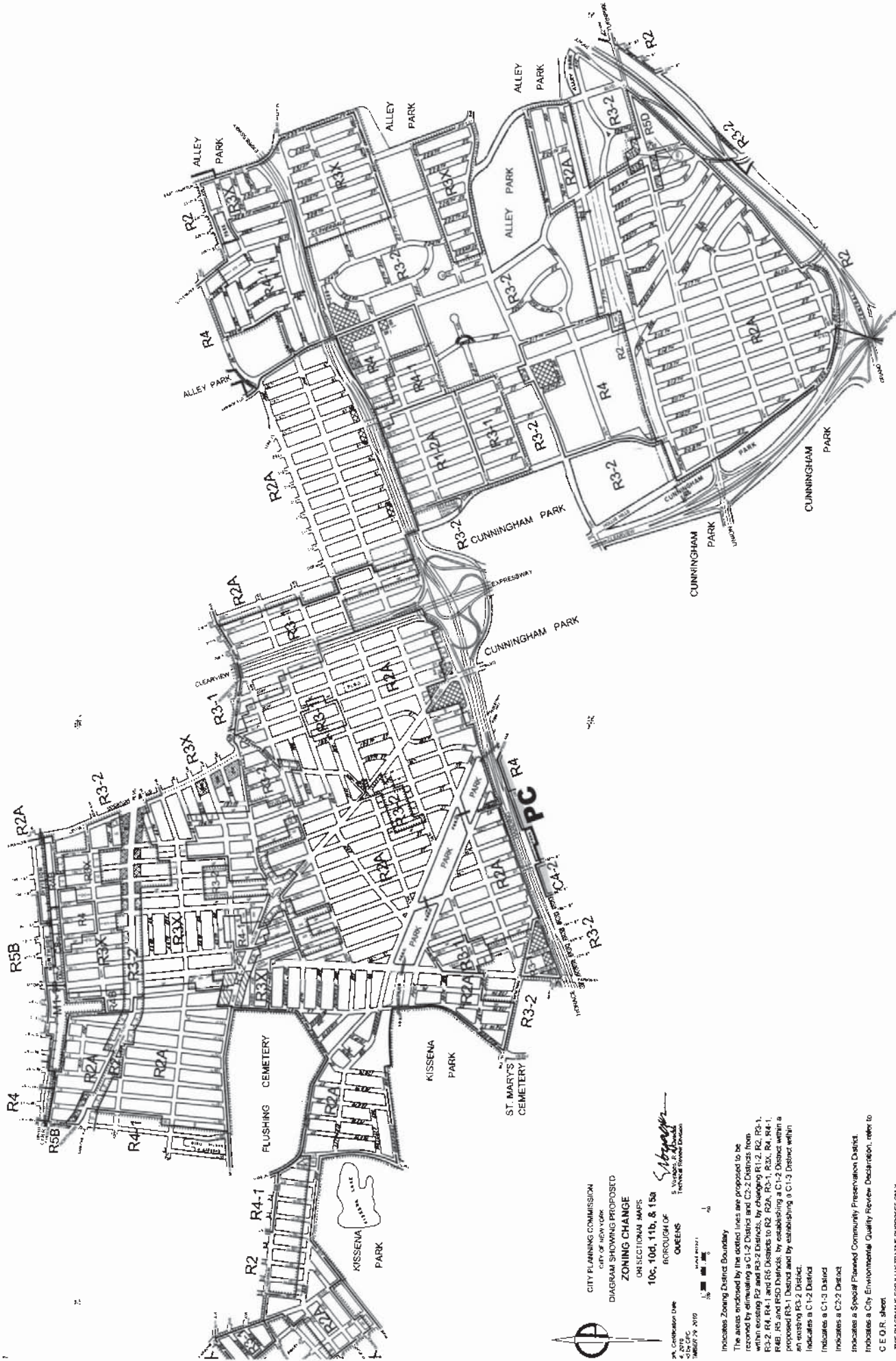
- b. a line 240 feet northerly of 42nd Avenue, 194th Street, 42nd Avenue, and 193rd Street;
- 13. changing from an R5 District to an R4 District property bounded by Station Road, 194th Street, a line 240 feet northerly of 42nd Avenue, 193rd Street, 42nd Avenue, 191st Street, a line 215 feet northerly of 42nd Avenue, a line midway between 191st Street and 190th Street, a line 100 feet southerly of Station Road, and 190th Street;
- 14. changing from an R1-2 District to an R4-1 District property bounded by the southeasterly service road of Horace Harding Expressway, Bell Boulevard, a line 175 feet southeasterly of Horace Harding Expressway, and a line midway between Bell Boulevard and 215th Street;
- 15. changing from an R3-2 District to an R4-1 District property bounded by:
 - a. a line midway between 45th Drive and 46th Avenue, a line 100 feet westerly of 192nd Street, a line midway between 46th Avenue and 46th Road, a line 220 feet westerly of 192nd Street, Hollis Court Boulevard, 190th Street, a line 340 feet northwesterly of 47th Avenue, a line midway between 189th Street and 190th Street, a line 440 feet northwesterly of 47th Avenue, 189th Street, 46th Avenue, and a line 100 feet easterly of 189th Street,
 - b. 64th Avenue, 219th Street, 67th Avenue, and Bell Boulevard; and
 - c. 57th Road, 229th Street, a southeasterly service exit of Horace Harding Expressway, and a line 100 feet southwesterly of 229th Street;
- 16. changing from an R4 District to an R4-1 District property bounded by:
 - a. 56th Avenue, 226th Street, a line 470 feet northwesterly of 57th Road, Cloverdale Boulevard, 57th Avenue, the westerly boundary line of a park and its northerly and southerly prolongations, 57th Road, a line 100 feet southwesterly of 229th Street, a southeasterly service exit of Horace Harding Expressway, Horace Harding Expressway, Springfield Boulevard, 58th Avenue, and 223rd Street; and
 - b. the southeasterly service road of Horace Harding Boulevard, a line midway between Bell Boulevard and 217th Street, a line 100 feet northwesterly of 64th Avenue, 218th Street, 64th Avenue, and Bell Boulevard;
- 17. changing from an R3-2 District to an R4B District property bounded by:

- a. Station Road, a line 80 feet easterly of 172nd Street, a line 100 feet northerly of Northern Boulevard, Auburndale Lane, 42nd Avenue, and 172nd Street; and
 - b. Station Road, 195th Street, a line 100 feet southerly of Station Road, and 194th Street;
18. changing from an R5 District to an R4B District property bounded by the southerly railroad right-of-way of the Long Island Rail Road (Northside Division), Francis Lewis Boulevard, Station Road, the northerly prolongation of the westerly street line of 193rd Street;
 19. changing from an R3-2 District to an R5D District property bounded by a line 220 feet northwesterly of Union Turnpike, a line 125 feet northeasterly of Springfield Boulevard, a line 100 feet northwesterly of Union Turnpike, a line 150 feet southwest of 226th Street, Union Turnpike, a northwesterly service road of Grand Central Parkway, Springfield Boulevard, a line 100 feet southeasterly of Union Turnpike, 222nd Street, Union Turnpike, and a line 100 feet southwest of Springfield Boulevard;
 20. establishing within a proposed R3-1 District a C1-2 District bounded by a line 150 feet northwesterly of the Long Island Expressway, 183rd Street, Booth Memorial Avenue, a line 100 feet southwest of 185th Street, a northwesterly service road of Long Island Expressway, and 182nd Street; and
 21. establishing within an existing R3-2 District a C1-3 District bounded by a line 150 feet northerly of 46th Avenue, Utopia Parkway, 46th Avenue, a line 70 feet westerly of 189th Street, Hollis Court Boulevard, a line midway between 189th Street and Utopia Parkway, a line 100 feet southerly of Hollis Court Boulevard, a line 100 feet southerly of 46th Avenue, Auburndale Lane, 46th Avenue, and Auburndale Lane;

as shown on a diagram (for illustrative purposes only) dated May 24, 2010, modified by the City Planning Commission on September 29, 2010, and subject to the conditions of CEQR Declaration E-253.

The above resolution (C 100409 ZMQ), duly adopted by the City Planning Commission on September 29, 2010 (Calendar No. 10), is filed with the Office of the Speaker, City Council, and the Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

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



CITY PLANNING COMMISSION
 CITY OF NEW YORK
 DIAGRAM SHOWING PROPOSED
ZONING CHANGE
 ON SECTIONAL MAPS
10c, 10d, 11b, & 15a
 BOROUGH OF
QUEENS

S. V. ...
 S. V. ...
 Technical Services Division



Scale: 1" = 100'
 1" = 100'

Indicates Zoning District Boundary
 The areas enclosed by the dotted lines are proposed to be re-zoned by eliminating a C1-2 District and C2-2 Districts from within existing R2 and R3-2 Districts, by changing R1-2, R2, R3-1, R3-2, R4, R4-1 and R5 Districts to R2, R3-2, R3-1, R3-X, R4, R4-1, R4-2, R4-3 and R5 Districts, by establishing a C1-2 District within a proposed R4 District and by establishing a C1-3 District within existing R3-2 District.
 Indicates a C1-2 District
 Indicates a C1-3 District
 Indicates a C2-2 District
 Indicates a Special Planned Community Preservation District.
 Indicates a City Environmental Quality Review Declaration, refer to C.E.Q.R. sheet.
 THIS DIAGRAM IS FOR ILLUSTRATIVE PURPOSES ONLY.

Community/Borough Board Recommendation

CITY PLANNING COMMISSION
22 Reade Street, New York, NY 10007
FAX # (212) 720-3356

Application # C100409 ZSK
CEQR # 10DCP037Q
Community District No. 11 Borough: Queens
Community District No. ___ Borough: ___
Project Name: **Auburndale / Oakland Gardens /**

Hollis Hills Rezoning

INSTRUCTIONS

1. Complete this form and return one copy to the Calendar Information Office, City Planning Commission, Room 2E, at the above address.

2. Send one copy of the completed form with any attachments to the applicant's representative at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

Please see attached.

Applicant(s):

NYC Department of City Planning
120-55 Queens Boulevard - Room 201
Kew Gardens, NY 11424

Applicant's Representative:

John Young
NYC Department of City Planning
120-55 Queens Boulevard - Room 201
Kew Gardens, NY 11424

Community Board No. 11 Borough: **Queens**

Borough Board

Date of public hearing: June 7, 2010

Location: MS 158 46-35 Oceania St. Bayside

Was a quorum present? YES NO

A public hearing shall require a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.

Vote adopting recommendation taken: yes

Location: _____

RECOMMENDATION

Approve

Approve With Modifications/Conditions

Disapprove

Disapprove With Modifications/Conditions

Explanation of Recommendation-Modification/Conditions (Attach additional sheets if necessary)

- 1-that DCP actively pursue the creation of a new zoning designaiton for single family attached/row houses citywide.
- 2-that the M1-1 district in the Station Road area of Auburndale be rezoned residential to contextually match the surrounding neighborhood. Even though this section is in CB7, CB 11 supports the residents of this neighborhood in their effort to change the M1-1 zone.

Voting

In Favor: 39 Against: 1 Abstaining: 1

Total members appointed to the board: 49


Community/Borough Board Officer

District Manager

Title

June 8, 2010
Date

v.012006w

Community/Borough Board Recommendation

CITY PLANNING COMMISSION
22 Reade Street, New York, NY 10007
FAX # (212) 720-3356

DEPARTMENT OF CITY PLANNING

JUN 17 2010

Application # C100409 ZSK
CEQR # 10DCP037Q

Community District No. 07 Borough: Queens
Community District No. 7 Borough: QUEENS
Project Name: Auburndale / Oakland Gardens /

QUEENS OFFICE

Hollis Hills Rezoning

INSTRUCTIONS

1. Complete this form and return one copy to the Calendar Information Office, City Planning Commission, Room 2E, at the above address.

2. Send one copy of the completed form with any attachments to the applicant's representative at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

Please see attached.

Applicant(s):

NYC Department of City Planning
120-55 Queens Boulevard - Room 201
Kew Gardens, NY 11424

Applicant's Representative:

John Young
NYC Department of City Planning
120-55 Queens Boulevard - Room 201
Kew Gardens, NY 11424

Community Board No. 7 Borough: QUEENS Borough Board

Date of public hearing: JUNE 14, 2010

Location: UNION PLAZA CARE CENTER
33-23 UNION STREET, FLUSHING

Was a quorum present? YES NO

A public hearing shall require a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.

Vote adopting recommendation taken: JUNE 4, 2010 Location: SAME

RECOMMENDATION

Approve

Approve With Modifications/Conditions

Disapprove

Disapprove With Modifications/Conditions

Explanation of Recommendation-Modification/Conditions (Attach additional sheets if necessary)

- 1) The City to step up enforcement of City regulations governed by the New York City Police Department, The Department of Buildings, Department of Environmental Protection, Department of Transportation and Department of Consumer Affairs.
- 2) City Planning agrees to determine by August 2010 whether the zoning can be changed. (CONTINUED BELOW)

Voting

In Favor: 37 Against: 0 Abstaining: 0 Total members appointed to the board: 50


Community/Borough Board Officer

CHAIRPERSON
Title

JUNE 15, 2010

v.012006w

Date

- 3) City Planning agrees if the zoning can be changed, then an environmental review will be completed no later than 1 year from August 2010.
- 4) City Planning agrees that once the environmental review is completed, the ULURP process will be done in 6 months.

Community/Borough Board Recommendation

ZMR

CITY PLANNING COMMISSION
22 Reade Street, New York, NY 10007
FAX # (212) 720-3356

Application # C100409 ZSR
CEQR # 10DCP037Q
Community District No. 08 Borough: Queens
Community District No. ___ Borough: ___
Project Name: Auburndale / Oakland Gardens /

Hollis Hills Rezoning

INSTRUCTIONS

1. Complete this form and return one copy to the Calendar Information Office, City Planning Commission, Room 2E, at the above address.

2. Send one copy of the completed form with any attachments to the applicant's representative at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

Please see attached.

Applicant(s):

NYC Department of City Planning
120-55 Queens Boulevard - Room 201
Kew Gardens, NY 11424

Applicant's Representative:

John Young
NYC Department of City Planning
120-55 Queens Boulevard - Room 201
Kew Gardens, NY 11424

Community Board No. 8 Borough: Queens

Borough Board

Date of public hearing: 6/23/2010

Location: 197-15 Hillside Avenue, Hollis, NY 11423

Was a quorum present? YES NO

A public hearing shall require a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.

Vote adopting recommendation taken: _____

Location: _____

RECOMMENDATION

Approve

Approve With Modifications/Conditions

Disapprove

Disapprove With Modifications/Conditions

Explanation of Recommendation-Modification/Conditions (Attach additional sheets if necessary)

Voting

In Favor:

Against:

Abstaining:

Total members appointed to the board: 48

8 Executive Board Members voted unanimously in favor.

Aloin Washaniak ^{mao}
Community/Borough Board Officer

Chair
Title

Date 7/7/2010

v.012006w

Queens Borough President Recommendation

APPLICATION: ULURP 100409 ZMQ

COMMUNITY BOARDS: Q07, 08, 11

DOCKET DESCRIPTION

IN THE MATTER of an application submitted by the Department of City Planning, pursuant to Sections 197-c and 201 of the NYC Charter, for an amendment of the zoning map to rezone all or portions of 418-blocks in an area composed of two-sub areas, the **Auburndale sub-area bounded by Station Road to the north, the Long Island Expressway to the south, 166th and Robinson Streets to the west and Francis Lewis Boulevard, Rocky Hill Road and 208th Street to the east. The Oakland Gardens-Hollis Hills sub area is bounded by the Long Island Expressway and 56th Avenue to the north; the Clearview Expressway to the west; Alley Pond Park to the east and the Grand Central Parkway to the south.** Zoning maps 10c, 10d, 11b, 15a, Borough of Queens.

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, July 8, 2010 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 eight (8) speakers in favor and fourteen (14) speakers opposed to the application. The hearing was closed.

CONSIDERATION

Subsequent to 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 (DCP) is proposing changes to the Zoning Map on all or portions of 418-blocks in the northeastern Queens neighborhoods Auburndale, Oakland Gardens and Hollis Hills which are located in Community Districts 7, 8 and 11;
- The overall goals of the rezoning are to: contextually rezone areas to help maintain the lower-density character of portions of Auburndale, Oakland Gardens, and Hollis Hills communities; rezone districts to allow a limited increase in residential and mixed-use development; modification of existing C1-2 and C2-2 commercial overlays to C1-2 and C1-3; reducing the depths of commercial overlay districts to coincide with existing development patterns; eliminate certain C1-2 overlay districts where residential uses exist;
- The Auburndale-Oakland Gardens-Hollis Hills rezoning area is located in Northeast Queens and contains a variety of housing types, ranging from detached houses and multi-family garden apartment complexes. Within the study area, residentially developed lots comprise approximately 94% of the tax lots. Of the lots, 69% are developed as detached one and two family buildings, 20% are classified as semi-detached buildings and 9% are attached buildings. Commercial uses are concentrated along portions of the major thoroughfares Northern Boulevard, Francis Lewis Boulevard, 46th Avenue, Horace Harding Service Road, Springfield Boulevard and Union Turnpike. Of the 418 Blocks, 337 blocks are located in Community District 11; 80 blocks in Community 7 and 1 block Community District 8. Most of the zoning in the study area remains unchanged since 1961. The study area is within easy reach of nearby highways, including the Grand Central Parkway, Long Island and Clearview Expressways. The area's public transit options are limited to service by local and express buses and the Long Island Rail Road Auburndale station;
- The rezoning study area was broken down into nine (9) sub-areas:

Proposed R1-2A

R1-2A zoning is proposed for all or portions of 12 blocks bounded by the Long Island Expressway to the north, 67th Avenue to the south and between 210th Street and Bell Boulevard.

Proposed R2A

R2A zoning is proposed for all or portions of 259 blocks including two areas in Auburndale, most of Hollis Hills and a portion of Oakland Gardens.

Proposed R3X

R3X zoning is proposed for all or portions of 71 blocks. In Auburndale, there are three areas where R3X is proposed. The area is bounded by Station Road to the north and Northern Boulevard to the south, between 172nd Street and Francis Lewis Boulevard. The second area is bounded by Northern Boulevard to the north and 47th Avenue to the south, between 172nd Street and Francis Lewis Boulevard. The third area is generally bounded by Hollis Court Boulevard to the north, 47th Avenue to the south and Fresh Meadow Lane to the west. In Oakland Gardens, R3X is proposed for the area bounded by 57th Avenue to the north and 67th Avenue to the south, between Cloverdale Boulevard and 233rd Street.

continued...

QUEENS BOROUGH PRESIDENT RECOMMENDATION

ULURP #100409 ZMQ

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Proposed R3-1

R3-1 zoning is proposed for all or portions of 38 blocks. Four small areas in Auburndale are proposed to be rezoned R3-1, as well as a larger area south of Rocky Hill Road and north of the Long Island Expressway between the Clearview Expressway and 208th Street. In Oakland Gardens, R3-1 is proposed for six blocks located south of 67th Avenue and north of 69th Avenue, between 210th Street and Bell Boulevard.

Proposed R4

The R4 district is proposed for portions or all of 4 blocks. The area is bounded on the north by Station Road and 42nd Avenue on the south and between 190th and 194th Streets.

Proposed R4-1

R4-1 zoning is proposed for all or portions of 23 blocks. There are three areas proposed for this district. One area is in Auburndale generally located south of 46th Avenue and north of Hollis Court Boulevard between 189th and 192nd Streets. Two areas are in Oakland Gardens: one is located south of 56th Avenue and north of the Long Island Expressway between Springfield Boulevard and 229th Street, and one is generally located south of the Long Island Expressway and north of 67th Avenue between Bell Boulevard and 219th Street.

Proposed R4B

The R4B zoning is proposed for all or portions of five blocks located in two sections of Auburndale. The first area is located along Station Road between 193rd Street and Francis Lewis Boulevard. The second area is located along 172nd Street between Northern Boulevard and Station Road.

Proposed R5D

R5D zoning is proposed for all or portions of 10 blocks located in two sections of Oakland Gardens. The first section is bounded by 73rd Avenue to the north, 210th Street to the west, 217th Street to the east and the Vanderbilt Motor Parkway historic site to the south. The section encompasses the block fronts at the intersection of Union Turnpike and Springfield Boulevard and extends southeasterly to 86th Avenue and the Grand Central Parkway.

Commercial Overlay District Modifications

A C1-2 overlay is proposed to replace a C2-2 overlay, along the north side of the Long Island Expressway service road between 182nd and 185th Streets and other C1-2 overlays along the service road of the Long Island Expressway, Hollis Court Boulevard and Union Turnpike will be removed or have their depths reduced in order to preclude commercial uses from intruding into residential side streets and mid-blocks. A C1-3 overlay mapped to an 100 feet depth is proposed to replace existing 150 feet deep C1-2 overlays along 46th Avenue between Auburndale Lane and 189th Street.

- The Queens Department of City Planning has worked closely with neighborhood residents, community Boards 7, 8 and 11, local elected officials and civic associations. This rezoning was initiated in response to community concerns that recent residential development was inconsistent with the established scale and character of these neighborhoods. There have been many informational meetings in the community during which the findings and recommendations were presented and discussed extensively. The proposed rezoning reflects the many meetings and would not have been possible without the diligence and hard work of the Department of City Planning;
- Community Board 7 (CB 7) approved the application with conditions by a vote of thirty-seven (37) in favor none (0) opposed or abstentions at a public hearing held on June 14, 2010. CB 7s conditions were as follows: the City should step up the routine enforcement for regulations within the jurisdiction of the Police Department, Department of Buildings, Department of Environmental Protection, Department of Transportation, and the Department of Consumer Affairs. The Department of City Planning should agree to determine by August 2010 whether the zoning on the lower portion of the T (M1-1 zone around Station Road) can be changed, if so, then an environmental review will be completed no later than 1-year from August 2010 and that upon completion of the environmental review the ULURP process should be completed in 6-months.;
- Community Board 8 approved the application by a vote of eight (8) Executive Members in favor and none (0) opposed at a public hearing held on June 23, 2010. ;
- Community Board 11 (CB 11) approved the application with conditions by a vote of thirty-nine (39) in favor, one (1) opposed and one (1) abstention. CB 11s conditions were: that the Department of City Planning actively pursue the creation of a new zoning designation for single family-attached row houses; the M1-1 district in the Station Road area of Auburndale should be rezoned residentially to contextually match the surrounding neighborhood. Although this portion of the study-area is in CB7, CB 11 supports the residents of this neighborhood in their effort to change the M1-1 zone.;
- At the Borough President's Land Use Public Hearing held on Thursday, July 8, 2010 at Queens Borough Hall, a petition signed by one hundred fifty-two (152) area residents of the Oakland Gardens-Hollis Hills sub area was submitted requesting support for an R3X zoning designation instead of the R2A proposed for the entire area of homes located south of 64th Avenue to 73rd Avenue and bounded by Cloverdale Boulevard and Springfield Boulevard to the west;

continued...

QUEENS BOROUGH PRESIDENT RECOMMENDATION

ULURP #100409 ZMQ

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RECOMMENDATION

Based upon the above consideration, I hereby recommend approval of this application with the following condition:

- The proposed R2A district for the area bounded by 64th and 73rd Avenues between Cloverdale and Springfield Boulevards should be reviewed and reconsidered by the Department of City Planning. There were many speakers at the Borough President's Land Use Public Hearing who were opposed to the proposed R2A district. A petition signed by one hundred fifty two (152) area residents who would be directly impacted by the proposed change was submitted at the hearing.;
- The area directly north of the proposed R2A district described above has been recommended as an R3X district reflecting the detached one- and two-family buildings that currently exist there. A high percentage of the area south of 64th Avenue is similarly developed with a mix of detached one- and two-family homes. The areas to the north and west have been proposed to be rezoned with the R3-2 zoning district allowing general residential building reflecting the large percentage of garden apartments and multiple dwellings that currently exist.;
- The R3X district is a detached one- and two-family designation that fits the current context of that area. The Department of City Planning should review and reconsider the existing development in the area and modify the proposed rezoning accordingly.


PRESIDENT, BOROUGH OF QUEENS


DATE

Queens Borough Board Recommendation

APPLICATION: ULURP 100409 ZMQ

COMMUNITY BOARDS: Q07, 08, 11

DOCKET DESCRIPTION

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PUBLIC MEETING

A Public Meeting was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, July 12, 2010 at 5:30 PM pursuant to Section 85 of the New York City Charter. The applicant made a presentation.

CONSIDERATION

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

- The Department of City Planning (DCP) is proposing changes to the Zoning Map on all or portions of 418-blocks in the northeastern Queens neighborhoods Auburndale, Oakland Gardens and Hollis Hills which are located in Community Districts 7, 8 and 11;
- The overall goals of the rezoning are to: contextually rezone areas to help maintain the lower-density character of portions of Auburndale, Oakland Gardens, and Hollis Hills communities; rezone districts to allow a limited increase in residential and mixed-use development; modification of existing C1-2 and C2-2 commercial overlays to C1-2 and C1-3; reducing the depths of commercial overlay districts to coincide with existing development patterns; eliminate certain C1-2 overlay districts where residential uses exist;
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QUEENS BOROUGH BOARD RECOMMENDATION

ULURP #100409 ZMQ

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- Community Board 7 (CB 7) approved the application with conditions by a vote of thirty-seven (37) in favor none (0) opposed or abstentions at a public hearing held on June 14, 2010. CB 7s conditions were as follows: the City should step up the routine enforcement for regulations within the jurisdiction of the Police Department, Department of Buildings, Department of Environmental Protection, Department of Transportation, and the Department of Consumer Affairs. The Department of City Planning should agree to determine by August 2010 whether the zoning on the lower portion of the T (M1-1 zone around Station Road) can be changed, if so, then an environmental review will be completed no later than 1-year from August 2010 and that upon completion of the environmental review the ULURP process should be completed in 6-months.;
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- The Queens Borough Board approved this application by a vote of three (0) in favor with none (0) opposed and six (6) abstentions for cause at a public meeting held on Monday, July 12, 2010 at Queens Borough Hall. The attending Councilmembers abstained from voting because the application will go before the City Council as part of the ULURP review process.

RECOMMENDATION

Based upon the above consideration, the Queens Borough Board hereby recommends approval of this application.



PRESIDENT, BOROUGH OF QUEENS



DATE