

CITY PLANNING COMMISSION

August 9, 1989 / Calendar No. 94

C 890609 ZMQ

IN THE MATTER OF an application submitted by the Department of City Planning pursuant of Sections 197-c and 200 of the New York City Charter for an amendment of the Zoning Map, Sections 11a and 11b:

- a) changing from an R3-2 district to an R3-1 district property bounded by the north boundary line of the Long Island Rail Road (Northside Division) right-of-way, the northerly prolongation of 217th Street, the south boundary line of the Long Island Rail Road (Northside Division) right-of-way, and the northerly prolongation of 216th Street;
- b) changing from an R4 district to an R2 district property bounded by:
 - 1) a line 100 feet south of Northern Boulevard, a line 100 feet east of 220th Place, 46th Avenue, Springfield Boulevard, 47th Avenue, a line midway between 217th Street and 218th Street, 46th Avenue and 218th Street; and
 - 2) 47th Road, Springfield Boulevard, 48th Avenue, and 217th Street;
- c) changing from an R4 district to an R3-1 district property bounded by:
 - 1) 35th Avenue, 214th Place, 39th Avenue, Corporal Stone Street, 36th Avenue, and a line 150 feet east of Bell Boulevard;
 - 2) a line 100 feet south of Northern Boulevard, 218th Street, 46th Avenue, a line midway between 217th Street and 218th Street, 47th Avenue, Springfield Boulevard, 47th Road, 217th Street, 47th Avenue, 216th Street, 46th Avenue, and a line midway between 215th Place and 216th Street;
 - 3) 45th Road, a line 150 feet west of Bell Boulevard, 47th Avenue, and 211th Street; and
 - 4) the south boundary line of the Long Island Rail Road (Northside Division) right-of-way, 217th Street and its northerly prolongation, a line 100 feet south of 43rd Avenue, 215th Place, 43rd Avenue, a line midway between 215th Place and 216th Street, 42nd Avenue and 216th

Street and its northerly prolongation;

- d) changing from an R4 district to an R4A district property bounded by 39th Avenue, 213th Street, a line 100 feet north of 41st Avenue and Corporal Kennedy Street;
- e) changing from an R4 district to an R5B district property bounded by:
 - 1) a line 100 feet north of Northern Boulevard, 220th Place, Northern Boulevard, 220th Place, a line 200 feet south of Northern Boulevard and 215th Street; and
 - 2) a line 100 feet north of Northern Boulevard, 213th Street and its southerly prolongation, 45th Road, Oceania Street, Northern Boulevard, and Corporal Kennedy Street; and
- f) changing from a C8-1 district to an R3-2 district property bounded by 41st Avenue, 216th Street and its southerly prolongation, the north boundary line of the Long Island Rail Road (Northside Division) right-of-way, and 215th Street and its southerly prolongation,

Borough of Queens, Community District 11, as shown on a diagram dated June 5, 1989 and subject to the conditions of CEQR Declarations E-21 through E-25.

The application for the amendment of the Zoning Map was filed by the New York City Department of City Planning on February 22, 1989 to rezone an R4 section of Bayside to R2, R3-1, R4A, and R5B, and to rezone a C8-1 section to R3-2.

RELATED ACTION

In addition to the amendment of the Zoning Map which is the subject of this report, the proposed rezoning of two subareas is proposed

in conjunction with action by the City Planning Commission and the Board of Estimate on the following application which is being considered concurrently with this application:

N 891000 ZRY relating to the extension of the E designation of Section 11-15 (Environmental Requirements) of the Zoning Resolution to hazardous waste associated with gasoline service stations.

BACKGROUND

In response to community concerns regarding the demolition of sound housing and the construction of higher density buildings out of character with the surrounding neighborhood, the Department of City Planning studied land use and zoning in Bayside to determine the appropriate zoning to permit appropriate development while preserving the neighborhood character. The Bayside study area is generally bounded on the north by 34th Road, on the west by Corporal Kennedy Street, on the south by 48th Avenue, and on the east by 220th Place. The study area is the heart of Bayside. Two major thoroughfares, Bell Boulevard and Northern Boulevard, intersect within the area. A Long Island Rail Road station is also located in the area. To the south is the Long Island Expressway, to the north, Crocheron Park and Bay Terrace, a residential development, to the east, the Cross Island Parkway and Alley Pond Park, and the Clearview Expressway is to the west.

The study area is zoned almost entirely R4. The Northern Boulevard portion of the area proposed for rezoning includes a C2-2 overlay. From 38th Avenue to 45th Road the Bell Boulevard corridor includes a commercial district zoned C4-2 which was excluded from the study area. Also excluded was most of a C8-1 zone east of Bell Boulevard and adjacent to the Long Island Rail Road tracks.

While Bayside development dates back to the middle of the 1800s, most of the housing in Bayside was built since the Long Island Rail Road was extended to Bayside at the turn of the century. Most of the construction took place in the 1930s and after the Second World War. During the 1950s, one- and two-family houses and garden apartments were constructed, most of them on small lots surrounded by older housing. More recently, attached homes and small multiple dwellings have been constructed, many under R4 infill regulations which permit additional bulk and density on small sites in built-up areas.

The study area was divided into ten subareas which are proposed to be rezoned. In addition, within the study area there are areas characterized by attached and multiple dwellings or a mix of housing types at the bulk and density permitted in R4 zoning districts. These areas will remain R4. A number of blocks, however, will be split between R4 and another zone, blocks the optional infill regulations are not applicable.

Existing Zoning Regulations

Most of the area proposed for rezoning is currently zoned R4. On those blocks wholly zoned R4, the optional infill regulations are applicable except for lots occupied on October 21, 1987 by one- or two-family detached and semi-detached houses, and located on facing blockfronts characterized by these houses. R4 and R4 infill permit a variety of housing types; there are no restrictions on configuration or occupancy (units per dwelling). R4 permits a maximum FAR of .9, including an attic allowance (floor space under a pitched roof less than eight feet high) of .15. R4 infill permits 1.35 FAR, with no attic allowance. The R4 and R4 infill height and setback rules are identical, with a maximum perimeter wall height of 25 feet, above which a building would have to be pitched or set back, and a maximum height of 35 feet at the apex of a pitched roof.

The C2-2 overlay along Northern Boulevard allows a commercial FAR of 1.0, and a community facility FAR of 2.0. The zone permits as-of-right convenience retail, and local service uses.

The area zoned C8-1, located north of the Long Island Rail Road right-of-way in the vicinity of 216th Street, permits as-of-right a wide range of commercial uses, including automotive-related uses;

residential uses are not permitted.

Description of Rezoning Proposal

Subarea A - R4 to R3-1

The proposed R3-1 would permit detached and semi-detached one- and two-family houses with an FAR of .6, including the .1 attic allowance. Subarea A is characterized by these housing types; 89 percent of the houses are detached or semi-detached and 91 percent are one- and two-family buildings. Four-fifths of the buildings have FARs of .6 or less. Three-quarters of the buildings are two stories high.

Subarea B - R4 to R4A

The proposed R4A would permit detached one- and two-family houses with an FAR of .9, including the .15 attic allowance. Subarea B is characterized by these housing types. Seventy percent of the buildings are detached, and 81 percent are one- and two-family houses. Eighty-six percent of the residential buildings have FARs of .9 or less, and most of the buildings are two stories high.

Subarea C - R4 (C2-2) to R5B (C2-2)

The proposed rezoning to R5B with a C2-2 overlay would permit detached, semi-detached and row house development with a maximum

FAR of 1.35. The 100-foot-deep C2-2 overlay along Northern Boulevard would remain.

Subarea C contains portions of six blocks and one entire block abutting Northern Boulevard between Oceania Street and Corporal Kennedy Street on the west, and 213th Street on the east, and 45th Road on the south. The area is a mix of commercial, community facility, and residential uses. There are several types of commercial uses, including a produce store, a car wash, an animal hospital, plumbing and heating supply stores, exercise studios, new and used car dealerships, a bank, and accessory parking. All these uses front on Northern Boulevard, and some extend through to 45th Road, opposite residential uses outside the area proposed for rezoning. There are nine residential lots.

R5B permits the same bulk and density as R4 infill. All blocks in Subarea C are now eligible for infill, except block 7313 (located between 211th Street and Bell Boulevard), which is not eligible for R4 infill because it is not entirely within an R4 district. On this block, R5B would allow a 50 percent increase in achievable residential bulk and density. This block is currently developed at a relatively low commercial bulk. It is anticipated that the rezoning will spur redevelopment with a mix of residential and commercial uses along Northern Boulevard, and residential development along 45th Road. However, if the entire R5B portion of

the block, which comprises 70,000 square feet, is developed residentially in place of the commercial uses, 105 units could be generated, instead of the 72 units possible under the present R4 zoning.

By splitting blocks, the R5B mapping in Subarea C will curtail the applicability of infill in areas that remain in an R4 district.

Subarea D - R4 to R3-1

The proposed R3-1 would restrict this area to one- and two-family detached and semi-detached houses with an FAR of .6, including the .1 attic allowance. Ninety-eight percent of the houses in this area are one- and two-family, detached or semi-detached houses. Most have an FAR of .6 or less, and are two stories high.

Subarea E - C8-1 to R3-2

This 19,800-square-foot area is now zoned C8-1. Now vacant, it formerly contained two warehouses and one railroad freight house. The site was acquired by the city in an in rem proceeding several years ago. The site borders the Long Island Rail Road tracks on the south and an R3-2 district to the north. Access to the site is available only through the residential area zoned R3-2 since 41st Avenue is undeveloped. R3-2 does not restrict building configuration or occupancy. The maximum permitted FAR is .6,

including a .1 attic allowance.

Subarea F - R4 to R3-1

The proposed R3-1 would restrict this area to one- and two-family detached and semi-detached houses with FARs of .6, including the attic allowance of .1. This area is predominantly residential with some vacant warehouses in the northern portion. Of the residential buildings, 84 percent are detached and semi-detached, 94 percent are one- and two-family houses, and most are two stories high.

Subarea G - R4 (C2-2) to R5B (C2-2)

The proposed rezoning to R5B would permit detached, semi-detached and row house development with a maximum FAR of 1.35. The 100-foot -deep C2-2 overlay along Northern Boulevard would remain.

Subarea G contains 14 blockfaces fronting Northern Boulevard between 215th Street on the west, and 220th Place on the east. The north and south boundaries are 100-foot-deep along Northern Boulevard. There are only two residential lots in this subarea. The remainder are commercial uses, including four gas stations, a new car dealership, a motor inn, a drycleaner, an office building, several fast-food outlets and restaurants, and some smaller retail outlets.

The four gasoline service stations will require a special E designation to mitigate potential environmental impacts associated with the proposed action.

R4 infill is currently applicable on ten of the 14 blockfronts. Remapping to R5B maintains the current R4 infill bulk and density. The four blockfronts on which infill is not applicable (Blocks 6320-6323, located on the north side of Northern Boulevard between 220th Place and 217th Street), are split between an R4 and an R3-2 district. On each of these blockfronts, remapping to R5B would encourage mixed residential/commercial development. It would increase the residential development capacity by ten units per block in a mixed commercial/residential or solely residential development.

Subarea H - R4 to R3-1

The proposed R3-1 permits one- and two-family detached and semi-detached houses with an FAR of .6, including the .1 attic allowance. Most of the residential buildings in this area (92 percent) are semi-detached, and all are one- and two-family structures. Ninety-nine percent have an FAR of .6 or less, and 96 percent are two stories high.

Subarea I - R4 to R2

The proposed R2 zoning permits only single-family detached houses with an FAR of .5. Most of the houses in this area are detached, and 82 percent are single-family houses. Ninety percent have FARs under .6. Lot widths are typically 40 feet or wider.

Subarea J - R4 to R2

The proposed R2 zoning permits only single-family detached houses with an FAR of .5. In this area, most of the houses (95 percent) are detached with FARs under .6. Eighty-nine percent are single-family structures. Lot widths are typically 40 feet or wider.

The existing zoning in subareas A, B, D, F, H, I and J does not reflect actual patterns of development. Although the various housing types in Bayside are clustered in a way that allows distinctions to be drawn among its subareas, the current R4 zone does not draw those distinctions. It permits a variety of housing types, as well as a greater density and bulk, than are found in many of these subareas.

ENVIRONMENTAL REVIEW

This application (C 890609 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 New York City Environmental Quality Review (CEQR) procedures set forth in Executive Order No. 91 of 1977. The designated CEQR number is 89-271Q.

The Department of Environmental Protection and the Department of City Planning submitted to the Commission for its consideration the results of their study of the potential environmental impact of the proposed action. A negative declaration was issued on June 5, 1989.

UNIFORM LAND USE REVIEW

This application was certified as complete by the City Planning Commission on June 7, 1989, and was duly referred to Community Board 11 in accordance with Article 3 of the Uniform Land Use Review Procedure (ULURP) rules.

Community Board Public Hearing

Community Board 11 held a public hearing on this application on July 10, 1989, and adopted a resolution on that date recommending approval by a vote of 32 in favor and none in opposition with no abstentions with the following amendments:

1) That the proposed R5B district in Subarea C, fronting on 45th Road between Oceania Street and 200 feet west of Bell Boulevard, be rezoned to R3-2 and R3-1 to keep the "continuity of design and density";

2) That the property encompassed by the Lawrence Cemetery, a New York City Historic Landmark, be rezoned from C8-1 to R3-1; and

3) That the C1-2 overlay on both sides of 48th Avenue between 211th and 212th streets be removed. These two blockfronts are occupied by single-family attached houses and by a religious center.

City Planning Commission Public Hearing

On July 5, 1989 (Calendar No. 2), the City Planning Commission scheduled July 26, 1989, for a public hearing on this application (C 890609 ZMQ). The hearing was duly held on July 26, 1989 (Calendar No. 28).

There were no appearances, and the hearing was closed.

Following the public hearing, written testimony was submitted by the councilman who represents the 16th Councilmanic District. He expressed his strong support for the rezonings with the changes recommended by the community board.

CONSIDERATION

The Commission believes that the proposed amendment to the Zoning map is appropriate. The proposed rezoning better reflects the Character of the Bayside area.

Although most of these subareas are fully developed, the present zoning would permit substantial change over time by the introduction of out-of-character development, often preceded by the demolition of sound housing. The proposed rezoning seeks to maintain the present diverse character and attractive environment of these parts of Bayside by restricting the configuration and occupancy of new development, and by reducing the permitted bulk and density. On the other hand, the City Planning Commission believes modestly higher density development is appropriate on Northern Boulevard, a 100-foot-wide roadway. The low-rise, low lot coverage buildings in the C2-2 overlay district along this thoroughfare afford opportunities for residential and mixed-use development. The Commission also believes encouragement of residential redevelopment on the low-rise, mixed-use northern frontages of 45th Road is appropriate.

The current R4 zoning permits a variety of housing types (e.g., attached houses, garden apartments) and does not restrict occupancy. Moreover, it permits a greater bulk and density in several of the areas to be rezoned than the existing built form.

The rezoning will ensure that future development is compatible with the existing built context. Those subareas to be rezoned to a district which restricts housing types will be maintained as neighborhoods of one-family, or one- and two-family houses. In those subareas to be rezoned to a lower density district (including areas to remain R4 but without the optional infill regulations), the incentive to demolish sound housing will be reduced. The proposed R5B rezonings, which are located on mixed use blocks, will encourage residential development appropriate for Northern Boulevard and 45th Road.

Rezone to R3-1 (Areas A, D and H, and F)

R3-1 permits only one- and two-family houses, either detached or semi-detached. The FAR is limited to .6 including a .1 attic allowance. The current R4 does not restrict configuration or occupancy, and the permitted FAR is .9, including the .15 attic allowance. It is 1.35 under the optional infill regulations.

These areas are characterized by one- and two-family, detached and semi-detached houses with FARs generally below .6. The R3-1 rezoning will reduce the incentive to demolish sound housing and replace it with out-of-character development. By limiting the number of units per building to two, the R3-1 rezoning will ensure that these areas remain one- and two-family neighborhoods.

Rezone from C8-1 to R3-2 (Area E)

This area is separated from the rest of the C8-1 district by the Long Island Rail Road tracks to the south and is accessible only from the residential blocks to the north. These blocks are currently zoned R3-2 and this zoning is not proposed to be changed. The property became in rem in 1986 and is city-owned.

Rezoning this area to R3-2 would eliminate the potential for development with C8 uses and would ensure that future development would be compatible with the R3-2 residential area to the north. The rail spur immediately adjacent to the site is inactive, and rail road development commercial redevelopment of this site is unlikely. The Long Island Rail Road tracks to the south are below grade, in an open cut, and would not interfere with the site's potential for residential development. Private development of this site would require a street remapping action and a disposition agreement which would be subject to the Uniform Land Use Review Procedure.

Rezone to R4A (Area B)

R4A is a new contextual zoning district that permits only detached one- and two-family houses with a maximum FAR of .9, including the .15 attic allowance. This area is currently zoned R4, which does not restrict housing type or occupancy. The permitted FAR is the same as R4A, although infill with a permitted FAR of 1.35, would be eliminated on those lots where it is currently applicable.

This area is characterized by one- and two-family detached houses. R4A is appropriate because it would restrict housing configuration to detached houses, and would ensure that this area remains a one- and two-family neighborhood.

Rezone to R5B (Areas C and G)

R5B permits detached, semi-detached and attached housing with a maximum FAR of 1.35, a maximum density of 666 square feet of lot area per dwelling unit, and a maximum building height of 33 feet (including the apex of a roof) and a streetwall height of 30 feet. Except for five partial blocks, R4 infill is currently applicable in this area. R4 infill permits the same bulk and density as R5B and has the same parking requirement of 66 percent. R5B prohibits curb cuts on lots 40 feet wide or less existing on the date of the remapping, and prohibits front yard parking.

Subareas C and G are generally characterized by commercial uses although there are some residential buildings. Most of the R5B rezoning area faces Northern Boulevard, a wide street which is appropriate for higher density development than the surrounding blocks. The R5B rezoning represents a modest increase in density only on five partial blocks where R4 infill is currently not applicable. The R5B zone maintains the current infill density in the remainder of subareas C and G. The C2-2 commercial overlay, which permits neighborhood shopping and services, would be unaffected by this change. The bulk permitted in the underlying R5B residential district, coupled with the existing C2-2 commercial overlay, will encourage residential or mixed-use residential and commercial buildings.

The R5B rezoning in Subarea C extends from Northern Boulevard to 45th Road. The community board recommended that the portions of Block 7309, between Oceania and 211th Street, and Block 7313, between 211th Street and 200 feet west of Bell Boulevard, fronting on 45th Road, be rezoned to R3-2 and R3-1, respectively. The Commission notes that these blockfronts are currently zoned R4, and that rezoning to R3-2 and R3-1 would be beyond the scope of the proposed action. Moreover, the Commission believes R5B is appropriate because it would encourage residential development more compatible with the facing residential blockfronts than the commercial uses in the area being rezoned.

The two blockfronts on 45th Road facing the proposed R5B blockfronts are characterized by residential development. The proposed R5B blockfronts facing this residential development on 45th Road are characterized, however, by a mix of commercial and residential uses. These commercial uses on 45th Road are non-conforming (the C2-2 overlay extends only 100 feet deep along Northern Boulevard) and generally occur on through lots fronting on Northern Boulevard.

The Commission believes R5B is appropriate to encourage residential development on 45th Road. Such development would enhance the residential character of these facing blockfronts by encouraging the replacement of existing commercial uses along 45th Road with residential uses. While future residential development cannot be assured, the Commission believes the R3-1 and R3-2 suggested by the board is likely to maintain the current mix of uses on 45th Road and would not enhance the residential character. The Commission notes that R4 infill is currently applicable on Block 7309, and that R5B would maintain the R4 infill density. On Block 7313, R4 infill is not applicable because the block is partially zoned C4-2, and R5B would represent a modest increase in density.

The Commission is aware of the concerns of area residents who believe the automotive-related uses on Northern Boulevard that

extend to 45th Avenue are detrimental to the area. The Commission plans to review this situation in the near future.

The Commission also supports the application of the E designation of Section 11-15 of the Zoning Resolution to four gas stations in Subarea G, and two lots in Subarea C on Northern Boulevard. A separate text amendment is proceeding concurrently with this mapping action to extend the E designation to sites on which potential hazardous wastes associated with gasoline service stations may exist. The E designation on these sites will ensure that prior to any future development, potential impacts associated with any possible leakage of petroleum products would be fully mitigated.

Rezone to R2 (Areas I and J)

R2 permits only single-family detached houses on lots 40 feet wide or greater. The permitted FAR is .5. R4 zoning does not restrict housing type or occupancy, and permits an FAR of .9, including the .15 attic allowance.

Areas I and J consist almost exclusively of single-family detached houses on large lots, many with FARs under .5. Because the built context is of a lower bulk and density than that permitted by R4, there has been a strong incentive to demolish existing, sound

houses and replace them with higher density, multiunit development. The R2 rezoning is appropriate to prevent further out-of-character development, and to preserve the detached, single-family character of these areas.

Retain the R4 zoning in those areas of Bayside characterized by a variety of housing types

The R4 zoning is appropriate for areas of Bayside that are developed with a variety of housing types, including multiple dwellings with FARs in the range of .9, and in some cases with FARs above .9. The infill option would be eliminated on blocks that are not entirely zoned R4. On these blocks, elimination of infill will restrict new development to a bulk and density more characteristic of the built context. The R4 zoning will permit future development to follow existing patterns.

The community board recommended two other map changes: rezoning the Lawrence Cemetery from C8-1 to R3-1, and removing a C1-2 overlay on the north and south sides of 48th Avenue between 211th and 212th streets. The north side of this street is occupied by one-family attached houses; the south side by a religious center. The Commission has reviewed these proposed changes and notes that they are beyond the scope of the proposed action. Moreover, the cemetery cannot be developed and the suggested rezoning would have

no effect.

The Commission believes that the proposed rezoning of the ten subareas, and the maintenance of the existing R4 zone, with and without infill, will preserve the character and diversity of Bayside while providing, in appropriate locations, new housing compatible with its neighbors.

RESOLUTION

RESOLVED, that the City Planning Commission finds that the action described herein will have no significant effect on the environment subject to the requirements of the E designation; 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. 11a and 11b:

- a) changing from an R3-2 district to an R3-1 district property bounded by the north boundary line of the Long Island Rail Road (Northside Division) right-of-way, the northerly prolongation of 217th Street, the south boundary line of the Long Island Rail Road (Northside Division) right-of-way, and the northerly prolongation of 216th Street;

- b) changing from an R4 district to an R2 district property bounded by:
- 1) a line 100 feet south of Northern Boulevard, a line 100 feet east of 220th Place, 46th Avenue, Springfield Boulevard, 47th Avenue, a line midway between 217th Street and 218th Street, 46th Avenue and 218th Street; and
 - 2) 47th Road, Springfield Boulevard, 48th Avenue, and 217th Street;
- c) changing from an R4 district to an R3-1 district property bounded by:
- 1) 35th Avenue, 214th Place, 39th Avenue, Corporal Stone Street, 36th Avenue, and a line 150 feet east of Bell Boulevard;
 - 2) a line 100 feet south of Northern Boulevard, 218th Street, 46th Avenue, a line midway between 217th Street and 218th Street, 47th Avenue, Springfield Boulevard, 47th Road, 217th Street, 47th Avenue, 216th Street, 46th Avenue, and a line midway between 215th Place and 216th Street;
 - 3) 45th Road, a line 150 feet west of Bell Boulevard, 47th Avenue, and 211th Street; and
 - 4) the south boundary line of the Long Island Rail Road (Northside Division) right-of-way, 217th Street and its northerly prolongation, a line 100 feet south of 43rd Avenue, 215th Place, 43rd Avenue, a line midway between 215th Place and 216th Street, 42nd Avenue and 216th Street and its northerly prolongation;
- d) changing from an R4 district to an R4A district property bounded by 39th Avenue, 213th Street, a line 100 feet north of 41st Avenue and Corporal Kennedy Street;
- e) changing from an R4 district to an R5B district property bounded by:
- 1) a line 100 feet north of Northern Boulevard, 220th Place, Northern Boulevard, 220th Place, a line 200 feet south of Northern Boulevard and 215th Street; and
 - 2) a line 100 feet north of Northern Boulevard, 213th Street and its southerly prolongation, 45th Road, Oceania Street, Northern Boulevard, and Corporal Kennedy Street; and

f) changing from a C8-1 district to an R3-2 district property bounded by 41st Avenue, 216th Street and its southerly prolongation, the north boundary line of the Long Island Rail Road (Northside Division) right-of-way, and 215th Street and its southerly prolongation,

Borough of Queens, Community District 11, as shown on a diagram dated June 5, 1989 (C 890609 ZMQ).

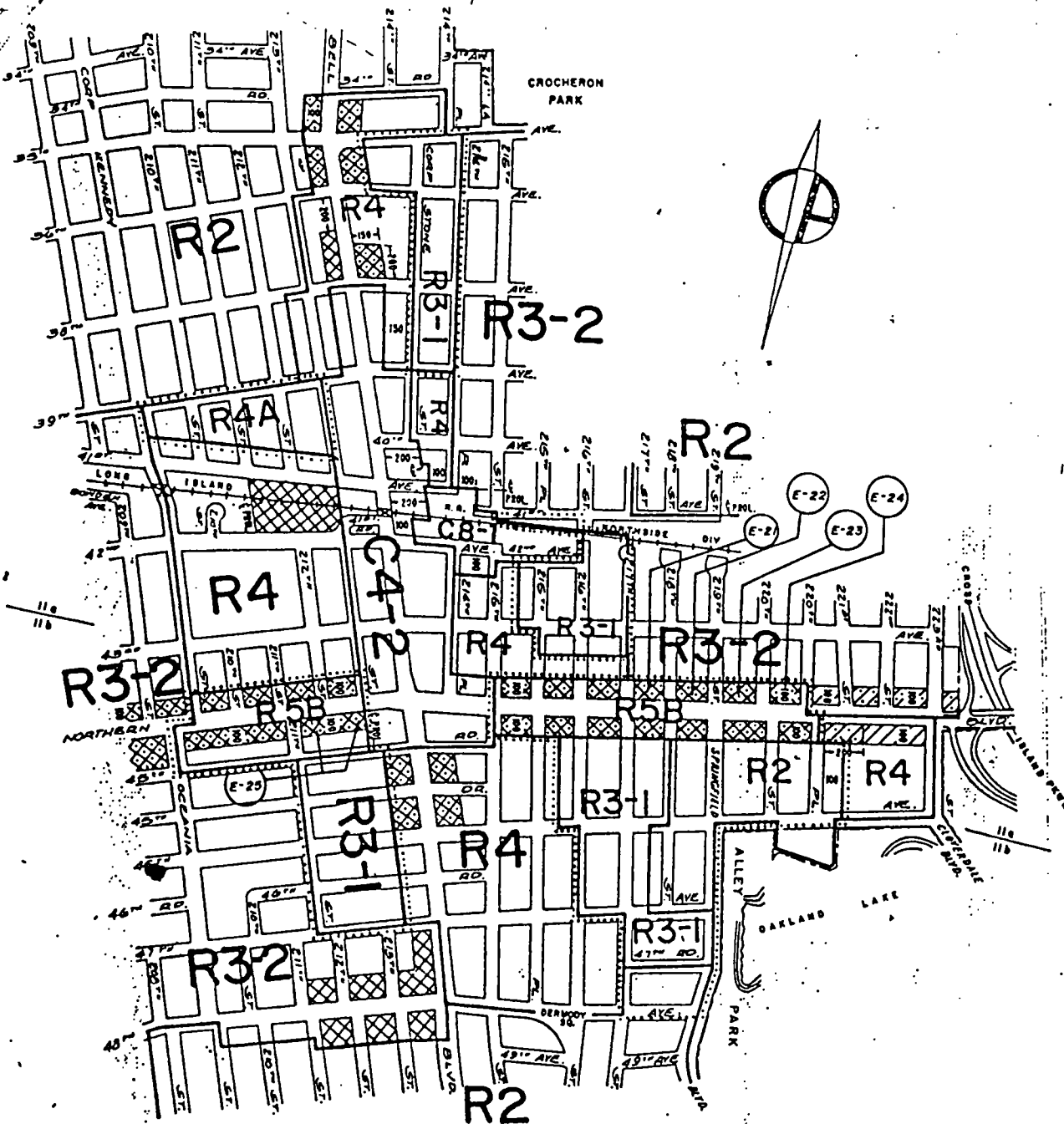
The above resolution, duly adopted by the City Planning Commission on August 9, 1989 (Calendar No. 94), is filed with the Secretary of the Board of Estimate in accordance with the requirements of Sections 197-c and 200 of the New York City Charter.

SYLVIA DEUTSCH, Chairperson

DENISE M. SCHEINBERG, Vice-Chairperson

SALVATORE C. GAGLIARDO, MARILYN MAMMANO, Wm. GARRISON McNEIL,

DANIEL T. SCANNELL, Commissioners



CITY PLANNING COMMISSION
CITY OF NEW YORK

DIAGRAM SHOWING PROPOSED,
ZONING CHANGE
ON SECTIONAL MAPS
11a & 11b
BOROUGH OF
QUEENS

New York Consolidation Date
June 5, 1989

Sam Pura
Director for Technical Review
Land Use Review Division
Anthony J. Petrosino, P.E.
CHECKED



- NOTE:**
- indicates Zoning District boundary.
 - The areas enclosed by the fine dotted lines are proposed to be changed from R4 and C8-1 Districts to R2, R3-1, R3-2, R4A and R5B Districts.
 - ▨ indicates a C1-1 District.
 - ▩ indicates a C1-2 District.
 - ▧ indicates a C2-1 District.
 - ▦ indicates a C2-2 District.
 - (E) indicates a City Environmental Quality Review Declaration, for detail refer to C.E.Q.R. sheet.