



Bayside Rezoning - **Approved!**

Overview

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The Department of City Planning (DCP) is proposing citywide text amendments and zoning map changes for an area of approximately 350 blocks in the Bayside area of northeastern Queens, Community District 11 (CD11). The proposal reinforces Bayside's prevailing residential character and ensures that future development fits the context and scale of the area's existing housing mix. It is the largest to date of DCP's lower density rezoning initiatives in Queens.



Although typically developed with one- and two-family detached and semi-detached houses, the area is widely zoned R3-2, a district that permits housing of all types, including multifamily buildings and attached row houses. Much of the area would be rezoned to contextual districts, permitting development of only one- and two-family homes, to maintain Bayside's longstanding neighborhood character. To curb recent development trends toward unusually large single-family houses in areas currently zoned R2, DCP proposes the establishment of a new low-density contextual zoning district, R2A. This new district would have limits on floor area and height and other bulk regulations that are different from the existing R2 district.



Bayside is located along the northern and eastern boundaries of CD11, bordering Little Neck Bay. The rezoning area is generally bounded as follows: 24th and 26th Avenues to the north; the Cross Island Parkway to the east; Francis Lewis Boulevard and the Clearview Expressway to the west; and the Long Island Expressway to the south.

The area is characterized by large concentrations of one- and two-family detached and, to a lesser extent, semi-detached houses. Multifamily and attached houses tend to cluster near 48th Avenue and Bell Boulevard, and the Bayside town center extends from the intersection of Bell and Northern boulevards.

At the request of Community Board 11, the Borough President's Zoning Task Force and the local City Councilmember, DCP undertook this zoning study to respond to community concerns about out-of-context and out-of-scale development that could change the character of Bayside. Detached and semi-detached one- and two-family homes are being replaced by new semi-detached or attached structures with multiple units. To preserve the integrity of established housing patterns in these areas, DCP proposes a range of lower density, contextual districts including R1-2, R3-1, R3A, R3X, R4-1 and R4B. The new zoning will assure that new development will be consistent with the surrounding housing context and streetscape.

In addition, continuing development of so-called "McMansions" in the area's R2 districts has raised increasing community concerns about the effect of these out-sized houses on neighborhood character. In response, the proposal calls for the establishment of a new single-family contextual zoning district—R2A—which would replace existing R2 districts within the Bayside area. The new R2A district would apply bulk, height and setback controls similar to those of other contextual districts, but adapted to the low-density detached framework of the existing R2. The R2A regulations would still permit expansion of existing homes, but with a more predictable building envelope, consistent with the scale and character of neighboring homes.

Public Review

On November 1, 2004, the Department of City Planning certified the [Uniform Land Use Review Procedure \(ULURP\)](#) application for the proposed zoning map changes, beginning the formal public review process. The application (N 050148 ZRY) for the establishment of the proposed R2A district was concurrently referred to Community Board 11. On January 3, 2005 Community Board 11 voted to recommend approval of the proposed zoning map and text change, subject to conditions. On February 7, 2005 the Queens Borough President submitted her recommendation of the proposed zoning map and text changes, subject to conditions. The City Planning Commission held a public hearing on February 16, 2005 and, on March 14, 2005, adopted the proposed zoning map changes and adopted the proposed zoning text changes with modifications. The modifications allow for a variety of roof designs and remove an offset requirement for detached

garages. (📄 Read the [CPC Reports](#)). On April 12, 2005, the City Council approved the Department's rezoning proposal for Bayside and the new R2A district both of which are now in effect.

As a result of community input, on April 5, 2005 the Department filed a text amendment to the R2A designation that will establish a requirement for new development to match an adjacent front yard if they are deeper than the minimum 15 feet.

For more information about the Bayside rezoning proposal, please contact the Queens Office of the Department of City Planning at (718) 286-3170.

Bayside Rezoning - **Approved!**

Existing Context and Zoning



Existing Zoning Map

 [View a larger image.](#)

Like other Queens neighborhoods of its size, Bayside has a variety of land uses and building types, most in the form of low-scale residential and commercial development. The area's predominant context is characterized by low-density one- and two-family, detached and semi-detached residential development. While much of the earliest development in Bayside dates to the middle of the 1800s, most of the area's residential and commercial structures were built after the extension of the Long Island Rail Road in the late 1800s. The period of greatest construction growth took place in the 1930s and after World War II. Of the 7,046 lots proposed to be rezoned, 95 percent are residentially developed, most of them with detached residences.

Retail shops and other commercial uses serving the residential community are located along Northern, Bell, and Francis Lewis boulevards; a one-block length of 35th Avenue; three blocks along 48th Avenue; and three blocks along the Long Island Expressway. These streets, including the strong town center at the intersection of Bell and Northern boulevards, have various commercial zoning designations as described below. Other than these commercial corridors, Bayside is zoned solely for lower density residential use. However, the existing zoning districts—R2, R3-1, R3-2, R4, R4A—do not always match the existing housing context and therefore do not sufficiently protect against new development that is

inconsistent with that context. The key requirements of each existing district follow.

R2

The R2 district permits one-family, detached residences on 3,800 square-foot lots that have a minimum width of 40 feet. The maximum floor area ratio (FAR) is 0.5. There is no absolute established maximum building height; instead the building's maximum height is determined by its sky exposure plane, which varies depending on where a building is located on its zoning lot.

R3-1

The R3-1 district limits residential development to one- and two-family housing, in detached or semi-detached buildings. Detached residences have a minimum lot area of 3,800 square feet and a minimum lot width of 40 feet. Semi-detached residences have a minimum lot area of 1,700 square feet and a minimum lot width of 18 feet. The maximum FAR is 0.6, which includes a 0.1 attic allowance. The maximum building height is 35 feet, and the maximum perimeter wall height is 21 feet.

R3-2

The R3-2 district is the lowest density general residence district in which multifamily structures are permitted. A variety of housing types are permitted including garden apartments, row houses and semi-detached and detached houses. The maximum FAR is 0.5, plus a 0.1 attic allowance. Density, minimum lot width and lot area depend upon the housing configuration: detached structures require a 40-foot lot frontage and 3,800 square feet of lot area; other housing types require lots that have at least 18 feet of frontage and 1,700 square feet of area. The maximum building height is 35 feet, and the maximum perimeter wall height is 21 feet.

R4

The R4 district allows the same variety of housing types as the R3-2 district but at a moderately higher density. Detached residences are limited to lots with a minimum of 3,800 square feet in area, and which also have a minimum lot width of 40 feet. Semi-detached and attached residences are limited to lots with a minimum of 1,700 square feet in area, and which also have a minimum lot width of 18 feet. The maximum FAR is 0.9, which includes a 0.15 attic allowance. The maximum building height in this district is 35 feet.

R4A

The R4A district limits residential development to one- and two-family detached residences, on 2,850 square-foot lots with a lot width of at least 30 feet. The maximum FAR is 0.9, which includes a 0.15 attic allowance. The maximum building height is 35 feet, and the maximum perimeter wall height is 21 feet.

Commercial Overlays

The C1-2, C2-2 and C2-3 overlay districts mapped within residential districts along Bayside's commercial corridors permit the range of local retail and service establishments typically needed in residential neighborhoods. The C2 district permits a wider range of uses than the C1 district, but the maximum FAR of 1.0 is the same for both. Commercial uses are limited to the first or second floor. Accessory parking requirements are determined by a given site's use and may range from one space per 300 square feet to one space per 1,000 square feet in the C2-3 district.

In addition to the C1 and C2 overlays, a small C8-1 district, which allows automotive and other heavy commercial uses, is located between Bell Boulevard and 216th Street, along both sides of the Long Island Rail Road.

Bayside Rezoning - Approved!

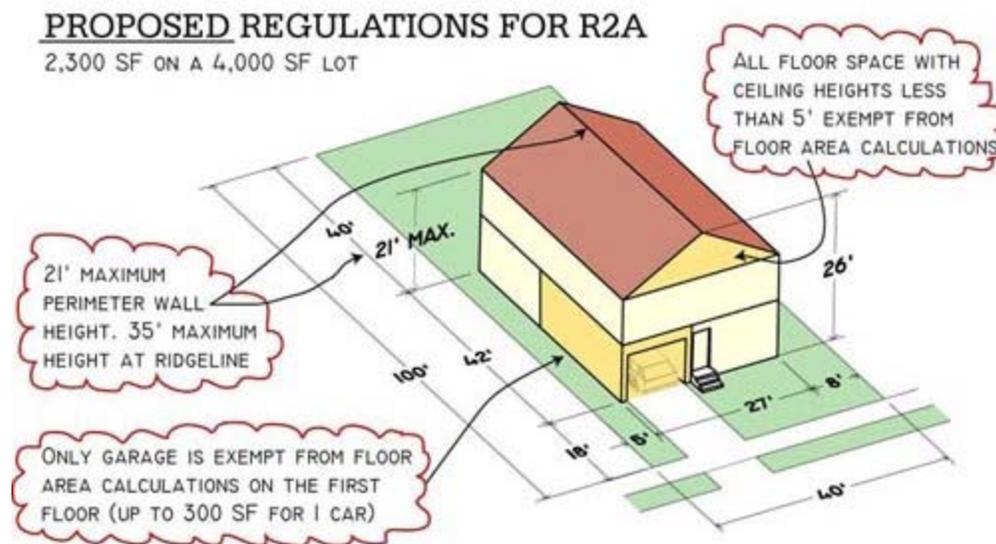
Proposed Zoning - overview

Proposal Update March 14, 2005:

On March 14, 2005, the City Planning Commission adopted the proposed Bayside zoning map changes and adopted the proposed zoning text changes with modifications.

View the [Modified Zoning Text Amendment](#)

The modifications allow for a variety of roof designs and remove an offset requirement for detached garages. The following graphic shows the modified proposed R2A regulations.



View an update to the Department's [presentation materials](#) that reflect the CPC's modifications regarding the proposed R2A framework.



Proposed Zoning Map

[View a larger image.](#)

The goals of the Bayside rezoning proposal are to preserve the area's established detached and semi-detached character and to ensure that future residential development is consistent with that character. The proposal has three principal components.

The proposal is comprised of three principal components, each consisting of several associated actions:

- **Citywide Text Change:** Establishment of a new citywide R2A zoning district, based on the current R2 district but with new floor area allowances, lot coverage requirements, and revised height and setback regulations;
- **Contextual Rezoning:** Rezoning of much of the Bayside area from R2, R3-1, R3-2, R4 and R4A to lower-density or contextual zoning districts (R1-2, R2A, R3A, R3X, R3-1, R4-1, R4B); and
- **Commercial Overlay Rezoning and Modifications to Existing Overlays:** Rezoning of selected C1-2 selected commercial overlays, including removing overlays on two block fronts and modifying selected C1-2 and C2-3 overlays by reducing their depth from 150 feet to 100 feet.

Bayside Rezoning - **Approved!**

Proposed Zoning - Zoning Text Amendments

Zoning Text Amendments

A  [proposed zoning text amendment](#) would establish a new residential zoning district, R2A, which can be mapped in appropriate areas. The new district maintains the general use, density and lot configuration requirements as set forth in the current R2 district. Development would still be limited to single-family detached residences, but it would be subject to different floor area, height and setback, and lot coverage regulations to better protect against inappropriate development.

The principal components of this change are as follows:

- **New Floor Area Regulations Regarding the Exemption of Lowest-Floor Space that Includes a Garage:** Under current R2 provisions, space on the lowest floor of a house may be deducted from zoning floor area if it meets certain defined criteria, such as whether it contains a garage. Maximum use of this allowance has resulted in new buildings substantially larger than surrounding ones, and clearly not matching the traditional neighborhood context. The proposed R2A designation would include revised floor area definitions and allowances to limit the amount of deductible square footage for a floor containing a garage. Using guidelines adapted from the recent Lower-Density Growth Management initiative, the new R2A designation would allow the exemption of only the floor area used for the garage, and only up to a maximum of 300 square feet—either for a garage in the house itself or as a separate garage building on the same lot.
- **New Height, Setback and Yard Regulations:** Under the current R2 designation, building bulk is determined in part by the zoning district's height and setback regulations. Current regulations allow a front wall height of 25 feet, at a distance of 15 feet from the front property line. The maximum height of the front wall and the maximum overall building height are determined by the Sky Exposure Plane, which starts at a height of 25 feet and rises one foot vertically for each foot the front wall or building portion is set back from the front yard line. No absolute maximum height is established. These height and setback provisions have resulted in new buildings substantially out-of-scale with surrounding ones in terms of building size and profile. The proposed R2A district would include revised height and setback regulations to reduce the maximum height of any building wall to 21 feet. At a height of 21 feet, sloping planes would project inward from all sides of a structure, up to an absolute maximum of 35 feet at the ridgeline. In addition, under the proposed R2A designation, one minimum 20-foot side yard would be required on all corner lots.
- **New Floor Area Restrictions and Lot Coverage Regulations:** Under the current R2 regulations, floor area calculations permit the deduction of any attic floor space where the ceiling height is less than eight feet. This encourages roofs with a lower slope, and has resulted also in new buildings substantially out-of-scale with surrounding ones in terms of building size and profile. As originally planned, the R2A proposal set a 20 percent limit as the maximum amount of exempt square footage beneath a pitched roof. This exemption has been eliminated, along with other floor area exemptions generally allowed for residences including mechanical equipment, such as boilers and HVAC, and bulkheads for stairs and elevators. Lot coverage limits would be established at a maximum of 30 percent, which would include any separate garage structure on the lot.

The image below illustrates how a new one-family detached structure can be constructed under the existing R2 zoning. This schematic drawing shows a building—typical of recently constructed development—which maximizes available floor area allowances to yield a structure that effectively doubles the allowable FAR.

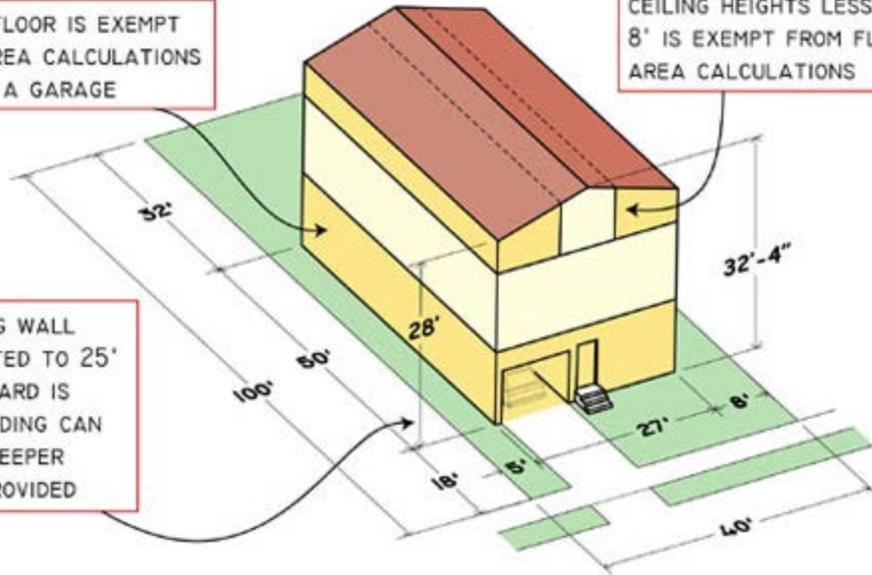
EXISTING REGULATIONS FOR R2

4,050 SF on a 4,000 SF lot

ENTIRE FIRST FLOOR IS EXEMPT FROM FLOOR AREA CALCULATIONS IF IT INCLUDES A GARAGE

ALL FLOOR SPACE WITH CEILING HEIGHTS LESS THAN 8' IS EXEMPT FROM FLOOR AREA CALCULATIONS

FRONT BUILDING WALL HEIGHT IS LIMITED TO 25' IF 15' FRONT YARD IS PROVIDED. BUILDING CAN BE HIGHER IF DEEPER FRONT YARD PROVIDED



221st Street at 39th Avenue

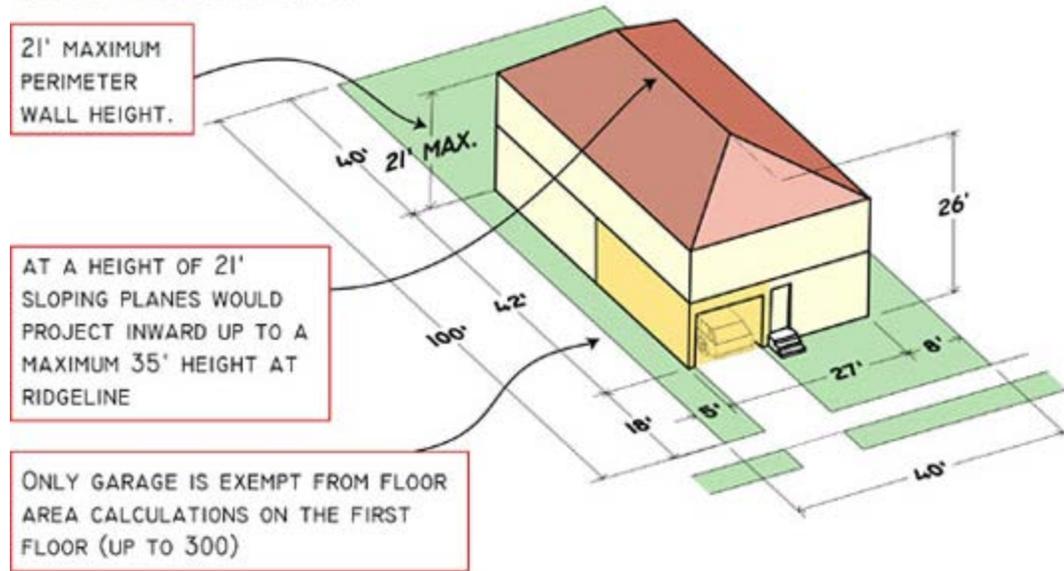


40th Avenue at 217th Street

The following image illustrates how a proposed new one-family detached structure could be constructed under the proposed R2A zoning, maximizing the available floor area allowances. As shown in this schematic drawing, the revisions to the available allowances—in concert with the proposed new building envelope controls—yields a structure that is lower in profile and that has significantly less zoning floor area than the recent out-of-scale development being constructed in parts of Bayside.

PROPOSED REGULATIONS FOR R2A

2,300 SF on a 4,000 SF lot



As part of the related zoning map amendments, DCP proposes to apply the new R2A district in Bayside to replace existing R2 districts and to also replace portions of existing R3-2 and R4A districts. [View the Department's presentation materials regarding the proposed R2A framework.](#)

Bayside Rezoning - **Approved!**

Proposed Zoning - Zoning Map Amendments

Zoning Map Amendments

The proposal, encompassing all or part of 346 blocks throughout the Bayside area, would amend the zoning map by rezoning selected R2, R3-1, R3-2, R4 and R4A districts to lower-density or contextual districts (R1-2, R2A, R3A, R3X, R3-1, R4-1, R4B) where appropriate, in order to preserve the area's predominant detached character and ensure that future residential development is consistent with its surrounding neighborhood. As part of these zoning map amendments, most existing R2 districts, as well as selected portions of R3-2 districts and a small portion of an existing R4A district, would be rezoned to R2A.

For descriptive and analytical purposes, the Bayside Rezoning Area has been divided into thirteen sub-areas.  [View a summary table of the existing and proposed zoning designations.](#)

Sub-Area One: R2 to R2A - [View a map of the proposed Sub-Area](#) (1.53 mb).

One-hundred ninety-six blocks, whole or in part and generally bounded as follows:

- From Francis Lewis Boulevard east to the Cross Island Parkway and Springfield Boulevard; and 26th Avenue south to the Long Island Expressway.

The existing R2 districts have a strong cohesive character typified by the single-family, detached homes built in the 1950s. Under the R2A zoning proposed for most of these blocks (see Sub-Area Four for small exceptions), that character will be maintained and strengthened with the tighter floor area allowances and envelope controls.

Sub-Area Two: R3-2 to R2A - [View a map of the proposed Sub-Area](#) (1.41 mb).

Forty-one blocks, whole or in part and generally bounded as follows:

- A six-block area from 34th Avenue south to 35th Avenue; and 200th Street east to the Clear view Expressway.
- A three-block area consisting of the block front on the north side of 38th Avenue from Francis Lewis Boulevard east to 203rd Street; and the block front on the west side of 203rd Street from 36th Avenue south to 38th Avenues.
- A one-block area (seven lots) from 39th Avenue south to 41st Avenue; and 209th Street east to Corporal Kennedy Street.
- A two-block area (seventeen lots) from 41st Road south to the Long Island Railroad; and 217th Street east to 222nd Street.
- A seven-block area from the Long Island Railroad south to 43rd Avenue; and 217th Street east to 223rd Street.
- A 13-block area from 42nd Avenue south to 43rd Avenue and Northern Boulevard; and 203rd Street east to Corporal Kennedy Street.
- A seven-block area from the Long Island Railroad south to 42nd Avenue; and 201st Street east to Corporal Kennedy Street.
- A three-block area (eight lots), in the mid-block area below 48th Avenue, from 211th Street east to Bell Boulevard.

These selected R3-2 areas retain a strong one-family, detached character. As proposed R2A zoning districts, new residential development would be limited to one-family detached houses, maintaining the same housing type and configuration. The lower floor area allowances and tighter envelope controls of the R2A district will retain and strengthen the existing character throughout these areas.

Sub-Area Three: R4A to R2A - [View a map of the proposed Sub-Area](#) (1.39 mb).

A portion of one block, from Corporal Kennedy Street east to 210 th Street and from 39 th Avenue south to 41st Avenue and generally bounded as follows:

- A nine-lot area encompassing the 39th Avenue block front and portions of the block fronts along Corporal Kennedy and 210th Streets.

In a small area currently zoned R4A, the prevailing context reflects a one-family, detached character. As in Sub-Areas One and Two, the proposed R2A zoning would limit new development to one-family detached houses, maintaining the housing type and configuration that currently characterizes this sub-area.

Sub-Area Four: R2 to R1-2 - [View a map of the proposed Sub-Area](#) (1.39 mb).

Twenty-six blocks, whole or in part, in three separate areas and generally bounded as follows:

- An eight-block area (also known as Bayside Gables) from 24th Avenue south to 28th Avenue; and Bell Boulevard east to the Cross Island Parkway.

- A 13-block area from 29th Avenue south to 33rd Avenue and 33rd Road; and Bell Boulevard and 214th Street east to 216th Street.
- A five-block area from Crocheron Park south to 41st Avenue; and 221st and 223rd Streets east to the Cross Island Parkway.

In these proposed R1-2 zoning districts, residential development would continue to be limited to one-family detached houses, as under the current R2 designation, but lot size and width regulations would more closely reflect existing conditions. Lot configuration requirements would increase from 3,800 square feet to 5,700 square feet of area and from 40 to 60 linear feet of frontage for new detached development.

Sub-Area Five: R3-1 to R3A -  [View a map of the proposed Sub-Area](#) (1.38 mb).

Three blocks, generally bounded as follows:

- From 45th Road south to 46th Road; and 211th Street east to a line parallel to, and 100 feet west of, Bell Boulevard.

In R3A zoning districts, residential development is limited to one- and two-family detached houses, whereas the existing R3-1 designation also allows semi-detached housing. New semi-detached residences would no longer be permitted. The minimum lot size and lot width requirements would decrease to 2,375 square feet and 25 linear feet for new detached development, as compared with the 3,800 square feet and 40 linear feet under the R3-1 designation. The housing type and lot controls of the proposed R3A district reflect development patterns in this sub-area.

Sub-Area Six: R3-2 to R3A -  [View a map of the proposed Sub-Area](#) (1.38 mb).

Thirteen blocks, whole or in part, in three separate areas and generally bounded as follows:

- An eight-block area from 35th Avenue south to 38th Avenue; and 200th Street east to 205th Street.
- A two-block area from 34th Avenue south to 35th Avenue; and Jordan Street east to 201st Street.
- A three-block area from 45th Drive south to 47th Avenue; and Oceania Street east to 211th Street.

In Sub-Area Six, as in Sub-Area Five, an R3A zoning district is proposed in order to limit residential development to one- and two-family detached houses, more closely matching the existing built context. New semi-detached and attached residences currently allowed under the R3-2 zoning would no longer be permitted.

Sub-Area Seven: R3-1 to R3X -  [View a map of the proposed Sub-Area](#) (1.38 mb).

Nine blocks, whole or in part, in two separate areas and generally bounded as follows:

- A four-block area from 35th Avenue south to 39th Avenue; and Corporal Stone Street east to 214th Place.
- A five-block area from the Long Island Railroad south to Northern Boulevard; and 215th Street east to 217th Street.

In these proposed R3X zoning districts, residential development would be limited to one- and two-family detached homes. The prevailing character in this sub-area, detached, one- and two-family development, is at odds with the existing R3-1 zoning, which allows semi-detached housing. New semi-detached residences would no longer be permitted. The minimum lot size and lot width requirements would decrease to 3,325 square feet and 35 linear feet for new detached development, as compared with the 3,800 square feet and 40 linear feet currently required for detached development under the R3-1 designation.

Sub-Area Eight: R3-2 to R3X -  [View a map of the proposed Sub-Area](#) (1.39 mb).

Thirty-six blocks, whole or in part, in three separate areas and generally bounded as follows:

- A 19-block area from 35th Avenue and Corbett Road south to the Long Island Railroad; and 214th Place east to 217th Street.
- A seven-block area from 43rd Avenue south to Northern Boulevard; and 217th Street east to 223 rd Street.
- A ten-block area from 45th Avenue south to 47th Avenue; and Francis Lewis Boulevard east to 204th Street.

Here, as in Sub-Area Seven, residential development would be limited to one- and two-family dwellings, the prevailing character on these blocks. New semi-detached, attached and multifamily residences currently allowed under the R3-2 zoning would no longer be permitted. The decrease in minimum lot size and lot width requirements would be the same as in Sub-Area Seven.

Sub-Area Nine: R4 to R3X -  [View a map of the proposed Sub-Area](#) (1.37 mb).

- Portions of one block (six lots) along the west side of 214th Place, from 34th Road south to 35th Avenue.

In this Sub-Area, as in Sub-Areas Seven and Eight, residential development would be limited to one- and two-family detached dwellings; the existing R4 designation allows a greater range of housing types. The prevailing character here is also that of detached, one- and two-family development. New semi-detached, attached and multifamily residences would no longer be permitted, and the minimum lot size and lot width requirements would decrease.

Sub-Area Ten: R3-2 to R3-1 -  [View a map of the proposed Sub-Area](#) (1.39 mb).

Twenty blocks, whole or in part and generally bounded as follows:

- From Northern Boulevard south to 48th Avenue and Rocky Hill Road; and 202nd and 204th Streets east to 211th and 212 th Streets.

In this proposed R3-1 zoning district, residential development would be limited to one- and two-family detached and semi- detached houses, the predominant housing types in this sub-area. New attached houses and multifamily dwellings, currently allowed under the R3-2 zoning, would no longer be permitted.

Sub-Area Eleven: R3-2 to R4-1 -  [View a map of the proposed Sub-Area](#) (1.37 mb).

- A portion of one block (13 lots) on the south side of 34th Avenue, from 205th Street east to the Clearview Expressway Service Road West.

In R4-1 zoning districts, residential development is limited to one- and two-family detached and semi- detached houses, as compared with the existing R3-2 designation, which permits all residence types. Attached houses and multi-unit dwellings currently allowed under the R3-2 zoning would no longer be permitted. The boundaries of Sub-Area Eleven correspond to existing patterns of residential occupancy and built FAR and provide an appropriate contextual basis for low-density zoning in the area, while at the same time maintaining the ability of homeowners to make improvements to their property. The minimum lot size and lot width requirements would decrease to 2,375 square feet and 25 linear feet for new residential development, from the 3,800 square feet and 40 linear feet allowed under the existing R3-2 designation.

Sub-Area Twelve: R3-2 to R4B -  [View a map of the proposed Sub-Area](#) (1.38 mb).

Ten blocks, whole or in part and generally bounded as follows:

- From 47th Avenue south to 48th Avenue; and Oceania Street east to Bell Boulevard.

In this proposed R4B zoning district, residential development would be limited to one- and two-family detached, semi-detached, and attached houses, reflecting the mix of housing types in this sub-area. New multifamily dwellings currently allowed under the R3-2 zoning would no longer be permitted; instead the area's residential character as a one- and two-family, row-house district would be maintained. In keeping with prevailing development patterns, the maximum FAR would increase from 0.6 (including the attic allowance) to 0.9, and the minimum lot size and lot width requirements would decrease to 2,375 square feet and 25 linear feet for detached residences, from the 3,800 square feet and 40 linear feet allowed under the existing R3-2 designation. For semi-detached and attached residences, the minimum lot size and lot width requirements would remain at 1,700 square feet and 18 linear feet, as they are according to existing R3-2 regulations.

Sub-Area Thirteen: R4 to R4B -  [View a map of the proposed Sub-Area](#) (1.36 mb).

Thirteen blocks, whole or in part and generally bounded as follows:

- From Northern Boulevard south to 48th Avenue; and Bell Boulevard east to 216th Street and 215th Place.

As in Sub-Area Twelve, residential development would be limited to one- and two-family detached, semi-detached, and attached houses. New multifamily dwellings currently allowed under the R4 zoning would no longer be permitted. The maximum allowable FAR would be 0.9, the same as R4 districts when the attic allowance is added. The minimum lot size and lot width requirements would decrease to 2,375 square feet and 25 linear feet for detached residences, from the 3,800 square feet and 40 linear feet allowed under the existing R4 designation. For semi-detached and attached residences, the minimum lot size and lot width requirements would remain at 1,700 square feet and 18 linear feet.

Bayside Rezoning - **Approved!**

Proposed Zoning - Proposed Changes to Commercial Overlays

Proposed Changes to Commercial Overlays

Commercial overlays in the rezoning area, C1-2, C2-2 and C2-3 districts along portions of Northern, Bell and Francis Lewis boulevards, the Long Island Expressway, 35th Avenue, and 48th Avenue, are generally zoned to a depth of 150 feet. DCP proposes to eliminate commercial overlays on blocks without commercial uses along 48th Avenue, and to reduce the depths of other overlays to 100 feet to avoid commercial intrusion into the residentially developed midblocks

The actions proposed include:

- Reducing the depths of C1-2 commercial overlays on three south-facing block fronts along the Long Island Expressway between 210th and 217th Streets, from 150 feet to 100 feet.
- Reducing the depth of a C1-2 commercial overlay on the south-facing block front along 35th Avenue between 205th Street and the Clearview Expressway Service Road West, from 150 feet to 100 feet.
- Removing a C1-2 commercial overlay on both the south- and north-facing block fronts on 48th Avenue between 211th and 212th Streets.
- Reducing the depths of C1-2 commercial overlays on both the south- and north-facing block fronts of 48th Avenue between 212th Street and Bell Boulevard, and on the east-facing block front of Bell Boulevard between 48th Avenue and 47th Avenue, from 150 feet to 100 feet.

Related Notes

-  Items accompanied by this symbol require the [free Adobe Acrobat Reader](#).
- Brief explanations of terms in *green italics* can be viewed by [visiting glossary page](#). Words and phrases followed by an asterisk (*) are defined terms in the Zoning Resolution, primarily in Section 12-10. Consult the Zoning Resolution for the official and legally binding definitions of these words and phrases.