



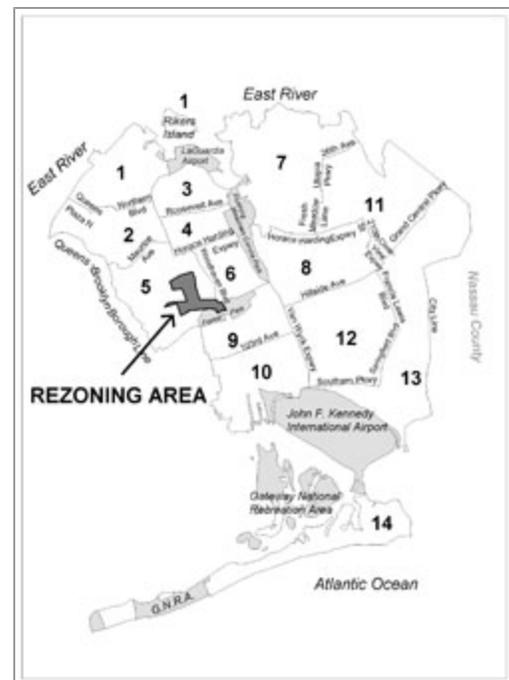
Middle Village - Glendale Rezoning - **Approved!**

Overview



The Department of City Planning (DCP) proposes to rezone all or portions of 161 blocks in the western Queens neighborhoods of Middle Village and Glendale, Community District 5, Queens, from existing R3-2, R4 and R5 districts, to lower-density or contextual zones where appropriate. The rezoning area is generally bounded by Juniper Boulevard South, Dry Harbor Road, the Long Island Railroad tracks, Margaret Place, Myrtle Avenue and 69th Place, and an area bounded by Otto Road and 70th Avenue.

The proposed rezoning would preserve the area's predominant low-density character and ensure that future residential development will be consistent with its surrounding neighborhood. The proposed zoning changes include establishing lower-density and contextual districts on the predominantly low-rise blocks that characterize most of the study area and, along a portion of Metropolitan Avenue, establishing a higher-density residential district to allow for new housing similar to existing multifamily buildings on that thoroughfare. Several changes are also proposed for commercial overlay districts to better reflect existing land use patterns and prevent the intrusion of commercial uses onto residential streets.



Middle Village - Glendale Locator Map

[View a larger image.](#)

Background

The neighborhoods of Middle Village and Glendale are located in western Queens, just north of Forest Park. Cooper Avenue is the boundary between the two neighborhoods, with Middle Village to the north and Glendale to the south. These neighborhoods, though adjacent, developed at different times. Middle Village, located to the north of the Long Island Railroad tracks, originated just after the opening of Metropolitan Avenue in 1816, serving first as a resting place for those traveling between Jamaica and Williamsburg. After the first of many cemeteries to be developed in the area opened in 1852, the town then catered to cemetery visitors. Only in the 1920's did the neighborhood become primarily residential, and a great deal of this 1920's housing stock remains today along with row houses built in the 1940's, 1950's and 1960's. Glendale, which lies to the south of the Long Island Railroad tracks, was developed as a residential neighborhood in 1869. Farms were sold and laid out with blocks and lots after a rail line was extended to the area in 1867. Much of Glendale's housing stock dates back to the 1920's and 1930's.

Today, Middle Village and Glendale are predominantly low-density residential neighborhoods characterized by one- and two-family detached, semi-detached and attached houses. Commercial uses are found along Myrtle and Metropolitan avenues. Two large public parks, Juniper Valley Park and Forest Park, serve the community. The final stop of the M subway line is located on Metropolitan Avenue one-quarter mile to the west of the rezoning area, and buses run along Metropolitan and Myrtle avenues and Dry Harbor Road.

The proposed rezoning, initiated by DCP in close consultation with Community Board 5 and civic associations in Middle Village and Glendale, addresses community concerns that recent residential development allowed under the current

zoning is inconsistent with the established scale and character of the neighborhoods. The proposed zoning designations will permit housing types and densities that more closely correspond to each neighborhood's residential context, but will not preclude new construction.

Public Review

On September 26, 2005, the Department of City Planning certified the Uniform Land Use Review Procedure application for the Middle Village - Glendale Rezoning to begin the formal public review process. Community Board 5 held its public hearing on the proposal on October 27, 2005, and voted to approve the proposal with conditions on November 9, 2005. The Queens Borough President held her public hearing on the proposal on November 17, 2005. The City Planning Commission held its public hearing on January 11, 2006, and voted to approve the proposal with modifications on February 8, 2006. ( [Read the CPC report.](#)) The modifications include maintaining the existing R5 zoning district on Metropolitan Avenue between 69th Street and 73rd Place, and extending the C1-3/R5B district to 125 feet on Myrtle Avenue between 81st and 82nd streets. On March 22, 2006, the City Council adopted the zoning changes which are now in effect.

For more information on the Middle Village - Glendale Rezoning, please contact the Queens Office of the Department of City Planning at (718) 286-3170.

Middle Village - Glendale Rezoning - **Approved!**

Existing Zoning

Middle Village is currently zoned R4 and R5, and Glendale is zoned R5, with one block zoned R3-2. All three zoning districts are general residence districts, allowing all types of residences, including multi-family buildings. As a result, new housing that may be out-of-context with the current built environment can be developed.

R3-2

The R3-2 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 and semi-detached and detached houses. The maximum [floor area ratio \(FAR\)](#) is 0.5, plus a 0.1 attic allowance. Minimum lot width and lot area depend upon the housing configuration: detached structures 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 frontage and 1,700 square feet of area. One parking space is required per residential unit.

R4

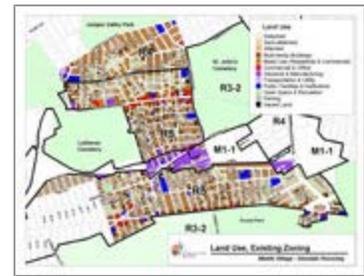
The R4 district allows the same variety of housing types as the R3-2 district but at a moderately higher density. Detached residences are limited to lots with a minimum of 3,800 square feet in area, and a minimum lot width of 40 feet. Semi-detached and attached residences are limited to lots with a minimum of 1,700 square feet in area, and a minimum lot width of 18 feet. The maximum FAR is 0.9, which includes a 0.15 attic allowance, and the maximum building height is 35 feet. On blocks that are predominantly developed, a maximum FAR of 1.35 is permitted with the R4 infill provision. One parking space is required per residential unit.

R5

A general residence district, R5 allows all housing types, including detached, semi-detached, attached and multi-family residences. Detached residences are limited to lots with a minimum of 3,800 square feet in area and a minimum lot width of 40 feet. All other housing types are limited to lots with a minimum of 1,700 square feet in area and a minimum lot width of 18 feet. The maximum FAR for all housing types is 1.25. The maximum [street wall](#) height is 30 feet and the maximum building height 40 feet. On blocks that are predominantly developed, a maximum FAR of 1.65 is permitted with the R5 infill provision which limits the street wall height to 30 feet and the overall building height to 33 feet. One parking space per residential unit is required, or 85% of units when parking is grouped.

C1-2 and C2-2 Commercial Overlays

C1-2 and C2-2 commercial overlay districts are mapped along portions of Metropolitan and Myrtle avenues, Dry Harbor Road and 69th Street. Both districts are mapped within residential districts to accommodate the local retail and service establishments needed in residential neighborhoods. C1 districts permit local retail uses in Use Group 6, while C2 districts also permit a wider range of uses in Use Groups 6-9 and 14. In both districts, commercial uses have a maximum FAR of 1.0 and are limited to the first or second floor. Most retail uses require one accessory off-street parking space per 300 square feet of commercial floor space, although the requirements may range between one space per 200 square feet and one space per 800 square feet.



Existing Zoning

[View a larger image.](#)



Out-of-context development in existing R5 district and proposed R4-1 district. Located on 66th Road west of Pleasantview Street



Out-of-context development in existing R5 district and proposed R4-1 district. Located on 75th Street at 68th Avenue

Middle Village - Glendale Rezoning - **Approved!** Proposed Zoning

To ensure that new development better matches the existing housing types and densities found in Middle Village and Glendale, the Department of City Planning is proposing to replace the existing general residence districts (R3-2, R4 and R5) with lower-density or contextual districts (R3X, R4A, R4B, R4-1 and R5B) and a contextual district that will allow higher densities on a portion of Metropolitan Avenue (R6B).

Proposed R3X (R4 to R3X)

Portions of five blocks in Middle Village, in the vicinity of Penelope Avenue and 74th Street, are proposed to be rezoned from an R4 district to an R3X district.

In the proposed R3X zoning district, residential development would be limited to one- and two-family, detached houses with a maximum building height of 35 feet. The minimum lot size and lot width requirements for detached buildings are 3,325 square feet and 35 linear feet. The maximum FAR is 0.6, which includes a 0.1 attic allowance. One parking space per residential unit is required.

Proposed R4A (R4 and R5 to R4A)

The proposed R4A zoning includes portions of 19 blocks in four discrete locations: north of Juniper Valley Road and south of Penelope Avenue; north of Metropolitan Avenue Metropolitan Avenue and east of 78th Street; south of Central Avenue and west of 71st Place; and along Woodhaven Boulevard at the eastern most edge of the rezoning area.

In the proposed R4A zoning districts, residential development would be limited to one- and two-family detached houses, in keeping with the character of these areas. New semi-detached, attached and multi-family residences currently allowed under the existing R4 and R5 zoning would no longer be permitted. The minimum lot size and lot width requirements are 2,850 square feet and 30 linear feet for new detached development. The maximum FAR is 0.9 and the maximum building height is 35 feet. One parking space is required per residential unit.

Proposed R4B (R4 and R5 to R4B)

The proposed R4B zoning includes all or portions of 60 blocks in three separate locations: north of Juniper Valley Road and south of Juniper Boulevard South; south of 78th Avenue and west of 78th Street; and north of 78th Avenue east of 80th Street. These areas are predominantly built with attached one- and two-family residences with parking in the rear.

In the proposed R4B zoning districts, residential development would be limited to one- and two-family detached, semi-detached, and attached houses and, unlike the existing R4 and R5 designations, multifamily buildings would not be permitted. The minimum lot size and lot width requirements are 2,375 square feet and 25 linear feet for detached residences and 1,700 square feet and 18 linear feet for semi-detached and attached residences. The maximum allowable FAR is 0.9 and the maximum building height is 24 feet. One parking space per residential unit is required and is not allowed in the front yard.

Proposed R4-1 (R3-2, R4 and R5 to R4-1)

The proposed R4-1 zoning district would cover all or portions of 105 blocks in three areas: north of Metropolitan Avenue and south of Juniper Valley Road; south of Metropolitan Avenue and north of Cooper Avenue; and most of the rezoning area south of the LIRR tracks. These areas are predominantly built with one- and two-family detached and semi-detached buildings.



Proposed Zoning

[View a larger image.](#)



Proposed R3X: Existing R4, on 74th Street, north of Penelope Avenue



Proposed R4A: Existing R4, on Penelope Avenue East of 75th Place



Proposed R4B: Existing R5, on 77th Avenue, west of 82nd Street

In the proposed R4-1 zoning district, one- and two-family detached and semi-detached residential development would be permitted. The minimum lot size and lot width requirements are 2,375 square feet and 25 linear feet for new residential detached development and 1,700 square feet and 18 linear feet for semi-detached development. The maximum FAR is 0.9 and the maximum building height is 35 feet. One parking space is required per residential unit.



Proposed R4-1: Existing R4, on Penelope Avenue, East of 79th Street

Proposed R5B (R5 to R5B)

The proposed R5B zoning district would include portions of eight blocks along Myrtle Avenue from 78th Street east to 84th Street. These blockfronts are predominantly developed with two- or three-story mixed-use commercial and residential buildings.



Proposed R5B: Existing R5, on Myrtle Avenue.

In the proposed R5B zoning district, all residence types are permitted. The minimum lot size and lot width requirements for detached buildings are 2,375 square feet and 25 linear feet. For semi-detached and attached residences, the minimum lot size and lot width requirements would be 1,700 square feet and 18 linear feet. The maximum allowable FAR would be 1.35, compared to the 1.65 FAR allowed for R5 infill development. The R5B maximum street wall and building heights, 30 and 33 feet respectively, are the same as R5 infill. One parking space per residential unit is required, or 66% of units if parking is grouped. Parking spaces are not permitted in front of the building. The R5B district would ensure that new development would better match the existing built environment.

Proposed R6B (R5 to R6B)

The proposed R6B district would include portions of four blockfronts Metropolitan Avenue from 69th Street east to 73rd Place. These block fronts are developed with multi-family apartment houses, auto repair shops and light manufacturing uses. The final stop of the M subway line is located less than a quarter of a mile to the west of 69th Street.

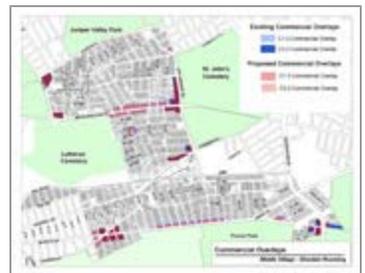


Proposed R6B: Existing R5, on Metropolitan Avenue, West of 73rd Place

In the proposed R6B zoning district, all residence types are permitted and the Quality Housing program is mandatory. The maximum allowable FAR is 2.0, compared to the maximum of 1.25 permitted in R5 districts, or 1.65 FAR permitted for R5 infill development. The maximum building height is 50 feet and the maximum street wall height is 40 feet. One parking space per residential unit is required, or 50% of units if parking is grouped. Parking spaces are not permitted in front of the building. The R6B district would provide a place for higher-density residential or residential and commercial development in an area that can best support it.

Commercial Overlays

The Department proposes to rezone commercial overlays within the rezoning area to more closely match existing land use and development patterns. C1-2 and C2-2 commercial overlays, generally mapped to a depth of 150 feet along portions of Metropolitan, Myrtle and Cooper avenues, Dry Harbor Road and 69th Street, would be rezoned to C1-3 and C2-3 commercial overlays. The change would reduce off-street parking requirements for most retail establishments, generally from one space/300 square feet of floor area to one space/400 square feet. The depths of these and other existing overlays would be reduced to 100 feet to prevent the intrusion of commercial uses onto residential side streets. No new commercial overlay districts are proposed as part of the rezoning actions.



Commercial Overlay
[View a larger image.](#)

Middle Village Follow-up Rezoning - **Approved!**

Update August 16, 2006:

On August 16, 2006 the City Council adopted the Middle Village follow-up zoning changes as proposed (see [CPC report C 060411 ZMQ](#)). The zoning changes are now in effect.

As a follow-up to the [Middle Village/Glendale rezoning](#) adopted on March 22, 2006, the Department of City Planning proposes to rezone all or portions of 21 additional blocks in Middle Village, Queens Community District 5, from R5 districts to lower-density and contextual R4, R4-1 and R5B zoning districts. One of the two areas to be rezoned is generally bounded by Metropolitan Avenue, 80th Street, Cooper Avenue and 75th Street. The other encompasses blockfronts on the north side of Metropolitan Avenue between 69th Street and 73rd Place.

This rezoning study was initiated in response to community concerns that the Middle Village / Glendale Rezoning (C 060153 ZMQ) omitted certain areas appropriate for rezoning and proposed a zoning district along Metropolitan Avenue that would be inconsistent with its established scale and character. The proposed lower-density and contextual district designations will permit housing types and densities that more closely correspond to the residential context in the two additional areas, but will not preclude new construction.



Locator Map

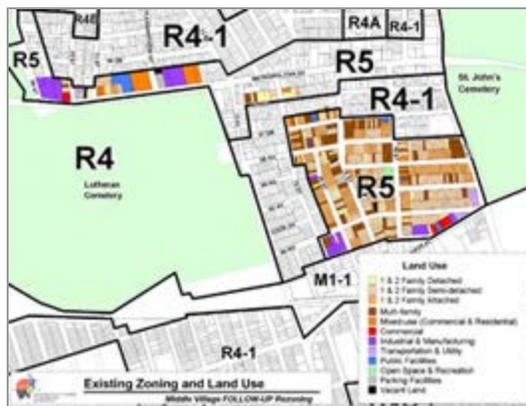
[View a larger image.](#)

Existing Zoning

The Middle Village Follow-up rezoning area is currently zoned **R5** with C1-3 and C2-3 commercial overlays on certain blocks. No changes of commercial overlays are proposed in this application.

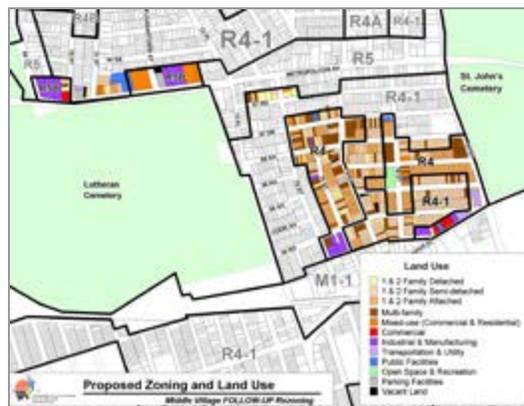
A general residence district, R5 allows all housing types, including detached, semi-detached, attached and multifamily residences. The maximum *floor area ratio (FAR)* for all housing types is 1.25. The maximum *street wall* height is 30 feet and the maximum building height 40 feet. On blocks that are predominantly developed, a maximum FAR of 1.65 is permitted with the R5 infill provision which limits the street wall height to 30 feet and the overall building height to 33 feet. One parking space per residential unit is required, or 85% of units when parking is grouped.

See [Zoning Comparison Chart](#) for key regulations of existing and proposed zoning districts.



Existing Zoning and Land Use Map

[View a larger image.](#)



Proposed Zoning and Land Use

[View larger image.](#)

Proposed Zoning

R4

The proposed R4 zoning includes all or portions of 13 blocks, generally bounded by 67th Drive, 80th Street, Cooper Avenue and 75th Street, which generally reflect a character consistent with R4 regulations.

In R4 zoning districts, all types of residential development are permitted, but at a lower FAR than in the existing R5 district (0.9 including an attic allowance compared to 1.25). The maximum building height is 35 feet, compared to 40 feet in R5 districts. On blocks that are predominantly developed and that are entirely within an R4 district, a maximum FAR of 1.35 is permitted with the R4 infill provision. In this proposed R4 district, however, only two blocks would be eligible for the higher FAR. One parking space is required per residential unit.



Existing R5, proposed R4 on 68th Road



Existing R5, proposed R4 on 68th Road

R4-1

The proposed R4-1 zoning districts would cover all or portions of 14 blocks in two separate areas: (1) on the blockfronts on the north side of Metropolitan Avenue between 70th Street and Pleasantview Street, and (2) south of Metropolitan Avenue between 67th Drive and Cooper Avenue. These areas are predominantly built with detached and semi-detached, one- and two- family residences.

In the proposed R4-1 zoning districts, only one- and two-family detached and semi-detached residential development would be permitted. The minimum lot size and lot width requirements are 2,375 square feet and 25 linear feet for new residential detached development and 1,700 square feet and 18 linear feet for semi-detached development. The maximum FAR is 0.9 and the maximum building height is 35 feet. One parking space is required per residential unit.



Existing R5, proposed R4-1 on Metropolitan Avenue



Existing R5, proposed R4-1 on Metropolitan Avenue

R5B

The proposed R5B zoning district would include portions of three blocks fronting Metropolitan Avenue from 69th Street to 73rd Street. These blockfronts are developed with a mix of commercial, residential, auto-repair and light manufacturing buildings.

In the proposed R5B zoning district, all residence types are permitted. The maximum allowable FAR would be 1.35, compared to the 1.65 FAR allowed for R5 infill development. The R5B maximum street wall and building heights, 30 and 33 feet respectively, are the same as R5 infill. One parking space per residential unit is required, or 66% of units if parking is grouped. Off-street parking spaces are not permitted in front of the building. The R5B district would ensure that new development would better match the existing built environment.



Existing R5, proposed R5B on Metropolitan Avenue

Public Review

On April 3, 2006, the Department of City Planning certified the [Uniform Land Use Review Procedure](#) (ULURP) application (C 060411 ZMQ) for the Middle Village Follow-up rezoning to begin the formal public review process. Community Board 5 held its public hearing on the proposal on May 10, 2006, and voted to approve the proposal that same day. The Queens Borough President held her public hearing on the proposal on June 8, 2006 and issued a favorable recommendation. The City Planning Commission (CPC) held a public hearing on the proposed zoning changes on June 21, 2006. On July 12, 2006 the CPC approved the proposed changes.  [Read the CPC Report](#). On August 16, 2006 the City Council adopted the Middle Village follow-up zoning changes which are now in effect.

For more information about the Middle Village Follow-up rezoning, please contact the Queens Office of the Department of City Planning at (718) 286-3170.

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.