



Queensboro Hill Rezoning - **Approved!**

Overview

Update February 28th, 2007:

On February 28, 2007, the City Council adopted the Queensboro Hill zoning map changes with modifications (View the [final adopted Zoning Map](#) and [final adopted Zoning Comparison Chart](#)). Zoning changes are now in effect.

Introduction

The Department of City Planning proposes zoning map changes for approximately 100 blocks in the north central Queens neighborhood of Queensboro Hill, Community District 7, and for portions of five blocks in Community District 8. The rezoning area, which also includes parts of Flushing-on-the-Hill, Cedar Grove and Kissena Heights, is generally bounded by the Queens Botanical Garden and Kissena Corridor Park to the north; St. Mary's Cemetery to the east; the Long Island Expressway (LIE), Queens College, and Mount Hebron Cemetery to the south; and College Point Boulevard to the west.

The proposed lower-density and contextual zoning districts -- R2A, R3-1, R3A, R3X, R4-1, R4, R4B and R5B – would reflect well-established patterns of development in these communities and ensure that future residential development is consistent with its surrounding context. Additionally, commercial overlay districts are proposed to be updated to prevent intrusion of commercial uses onto residential streets and to reflect existing development patterns.



Typical narrow lot one and two family development on 161st Street



Retail along Main Street with view of the New York Hospital Queens



58th Avenue between 142nd and 146th Street

Background

Residential development in the rezoning area began in the early 1900s as the population of downtown Flushing grew and residents moved outward. Most of the housing stock, however, was built after World War II. Several significant institutional uses are adjacent to the rezoning area including Queens College and the City University of New York Law School to the south and the New York Hospital Center of Queens on Main Street. Extensive transportation infrastructure is found in downtown Flushing to the north of the study area. Buses run along Main Street and Kissena Boulevard to the Main Street stop of the #7 subway line and the Long Island Rail Road station in downtown Flushing.

In response to community concerns that recent development has been inconsistent with neighborhood scale and character, the proposed rezoning was undertaken in close consultation with Community Boards 7 and 8, elected representatives, as well as civic associations, including the Queensboro Hill, Flushing-on-the-Hill, Kissena Heights, and Cedar Grove civic associations.



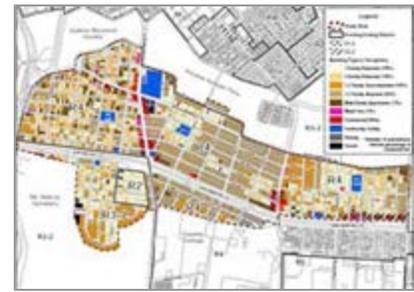
Location Map

[View a larger image.](#)

Queensboro Hill Rezoning - **Approved!**

Existing Context and Zoning

The Queensboro Hill rezoning area has three residential zoning districts – R2, R3-2 and R4 – which have been in place since 1961. The R2 district only allows single family detached homes. The R3-2 and R4 districts, which cover most of the area, allow a wide range of housing types, including detached, semi-detached, and attached residences. C1-2, C2-2 and C2-3 commercial overlay districts are located along portions of Main Street, Kissena Boulevard and the Horace Harding Expressway (LIE) Service Road.



Existing Zoning Map

[View a larger image.](#)

[View the Queensboro Hill Zoning Comparison Chart.](#)

R2

A three-block area south of 61st Road and east of 138th Street is presently zoned 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. The maximum front wall height is 25 feet, given a minimum front yard depth of 15 feet; each additional foot in depth to the front yard yields an additional foot to the building's maximum front wall. There is no established maximum building height; instead the building's maximum height is determined by its [sky exposure plane](#), which begins at a varying height depending on where on the zoning lot the building is located.

R3-2

The area south of the Horace Harding Expressway and west of Main Street is generally zoned 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 0.6, which includes a 0.1 FAR [attic allowance](#). Minimum lot width and lot area depend upon the housing configuration (see Zoning Comparison Chart). The maximum building height is 35 feet and the maximum perimeter wall height is 21 feet.

R4

Most of the rezoning area is zoned R4. The R4 district allows the same variety of housing types as the R3-2 district but at a moderately higher density. 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 25 feet. On blocks that are predominantly developed, a maximum FAR of 1.35 is permitted under the R4 infill provisions. As in R3-2 districts, minimum lot area and lot width vary with housing configuration for both R4 and R4 infill developments.

Commercial Overlay Districts

C1-2 commercial overlay districts are mapped along selected blocks on the Horace Harding Expressway (LIE) Service Road and Main Street. **C2-2** commercial overlays are located along the Horace Harding Expressway (LIE) Service Road between 161st and 164th Streets, and a **C2-3** overlay is mapped along the Horace Harding Expressway (LIE Service Road) west of Lawrence Street.

C1 districts mapped within residential districts allow the kinds of daily retail and local service establishments needed in residential neighborhoods. C2 districts allow a slightly wider range of local retail and service establishments than permitted in C1 overlays. In both C1 and C2 overlays, maximum floor area can reach 1.0 FAR with commercial uses limited to the first or second floor.

C2-2 and C2-3 commercial overlays have different parking requirements. Although the requirements vary according to use in both districts, most retail uses in C2-2 overlays require one accessory parking space per 300 square feet of commercial floor space, compared to one parking space per 400 square feet in C2-3 overlay districts.

Existing zoning permits development that is out of character with surrounding homes.

- New multifamil development in existing R4 district

*Booth Memorial Avenue
between 142nd and 146th
Street*



- Out-of-context development in existing R4 district proposed for R2A zoning

*58th Avenue between 142nd
Street and 146th Street*



- Two 2-family semi-detached buildings replace one- and two-family detached homes in existing R3-2 district proposed for R3X zoning

*62nd Avenue between 136th
Street and 138th Street*



- Two 2-family semi-detached buildings replace one- and two-family detached homes in existing R4 district proposed for R3A zoning

*155th Street between 59th
Avenue and Horace Harding
Expressway*



Queensboro Hill Rezoning - **Approved!** Proposed Zoning

The rezoning proposal, encompassing all or part of 105 blocks throughout the Queensboro Hill area, seeks to preserve the character and lower-density patterns of development along residential streets and prevent the encroachment of commercial uses. The recommended lower-density and contextual districts (R2A, R3-1, R3A, R3X, R4, R4-1, R4B and R5B) would each reflect the predominant residential scale and building form, reinforcing existing patterns of development. The proposed commercial overlays would match existing land use patterns and prevent commercial uses from intruding onto residential side streets.

View the [Queensboro Hill Zoning Comparison Chart](#).

R2A: R2 and R4 to R2A

The area proposed to be zoned R2A includes portions of 17 blocks, in an area south of the Horace Harding Expressway and west of Main Street; an area south of Booth Memorial Avenue and north of 59th Avenue; between 156th Street and 160th Street; and an area along Booth Memorial Avenue, 141st Street and 146th Street.

In the proposed R2A zoning districts, residential development would be limited to one-family detached houses, the predominant housing type in these areas. The minimum lot size and lot width requirements would be 3,800 square feet and 40 feet, respectively. The maximum allowable FAR would be 0.5. The proposed R2A has a maximum building height of 35 feet and a maximum perimeter wall height of 21 feet. The minimum front yard depth is 15 feet, but if adjacent buildings have deeper front yards, then the front yard of a new development must be at least as deep, up to a depth of 20 feet. Two side yards totaling at least 13 feet would also be required, none narrower than five feet; corner lots would require one 20-foot side yard. New floor area allowances would take effect, placing stricter limits on the amount of permitted floor area deductions associated with attic, mechanical space and enclosed accessory parking. The maximum lot coverage under R2A would be 30%, including any exterior garage. One parking space would be required per unit.

R3-1: R3-2 to R3-1

The proposed R3-1 zoning district would cover all or portions of six blocks in an area south of 64th Avenue and north of Mt. Hebron Cemetery, where most of the residential lots are occupied by one- or two-family detached or semi-detached homes.

The proposed R3-1 zoning district would permit one- and two-family detached and semi-detached residential development. The minimum lot size and lot width requirements would be 3,800 square feet and 40 feet for new detached homes and 1,700 square feet and 18 feet for semi-detached residences. The maximum FAR would be 0.6, which includes a 0.1 attic allowance. The maximum building height would be 35 feet and the maximum perimeter wall height 21 feet. All residences would require front yards with a minimum depth of 15 feet; detached homes would also require two side yards totaling 13 feet, while all other building types would require one eight-foot side yard.

R3A: R4 to R3A

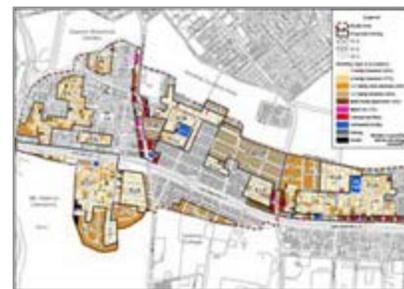
Portions of 13 blocks, generally bounded by the Horace Harding Expressway to the south, 59th Avenue to the north, 155th Street to the west and 163rd Street to the east, are proposed to be rezoned from an R4 district to an R3A district.

In the proposed R3A zoning district, residential development would be limited to one- and two-family detached houses on relatively narrow lots, like most homes in the proposed district. The minimum lot size and lot width requirements would be 2,375 square feet and 25 feet. The maximum FAR would be 0.6, which includes a 0.1 attic allowance. The maximum building height would be 35 feet and the maximum perimeter wall height 21 feet. Front yards would be a minimum of 10 feet or at least as deep as an adjacent yard, and one or two side yards totaling eight feet would be required.

R3X: R2, R3-2, and R4 to R3X

The proposed R3X zoning includes portions of 26 blocks in four non-contiguous areas, one south of the Horace Harding Expressway and three to its north.

In R3X districts, as in R3A districts, residential development is limited to one- and two-family detached residences. However, the minimum lot size and lot width is 3,325 square



Proposed Zoning Map
[View a larger image.](#)

1/24/07

[View proposed zoning map with CPC modifications.](#)

2/28/07

[View adopted zoning map with City Council modifications.](#)



Proposed R2A
On 58th Avenue between 142nd and 146th Street

feet and 35 feet, both greater than the R3A minimums. In view of the wider lots, two required side yards must total at least 10 feet instead of the eight-foot minimum in R3A districts. The maximum FAR (0.6 including a 0.1 attic allowance), maximum building height (35 feet) and perimeter wall height (21 feet), front yard and parking requirements are the same as in R3A districts

R4: R3-2 to R4

The proposed R4 zoning includes portions of five blocks in two locations: north of 56th Road and west of 148th Street; and along the west side of Main Street, south of 61st Road. These areas, as well as areas proposed to retain the existing R4 zoning, are characterized by a broad mix of residential uses including many attached and multifamily buildings.

The proposed R4 zoning district would permit all types of residential development, but at a slightly higher FAR of 0.9 than in the existing R3-2 district. Minimum lot area and lot width, maximum building and perimeter wall height, side yard and parking requirements are the same in R3-2 and R4 districts. In the R4 district, however, all developments require front yards with a minimum depth of ten feet or, if deeper, a minimum of 18 feet, compared to the 15-foot minimum front yard depth in R3-2 districts.

R4-1: R4 to R4-1

The proposed R4-1 zoning district would cover all or portions of 30 blocks in five discrete areas: south of Elder Avenue; along portions of 134th and Lawrence streets; at 136th Street and 60th Avenue; along Reeves Avenue; and east of Kissena Boulevard and west of 157th Street.

While R4 districts permit all types of residences, including multifamily apartment buildings, new development in the proposed R4-1 zoning district would be limited to one- and two-family detached and semi-detached houses. The minimum lot size and lot width requirements would be 2,375 square feet and 25 feet for detached homes and 1,700 square feet and 18 feet for semi-detached residences. The maximum FAR would be 0.9, which includes a 0.15 attic allowance. The maximum building height would be 35 feet and the maximum perimeter wall height would be 25 feet. The front yards of new homes must be at least 10 feet deep or at least as deep as an adjacent yard up to a depth of 20 feet.

R4B: R4 to R4B

The proposed R4B zoning includes all or portions of 12 blocks in two separate areas north of 59th Avenue generally between Main Street and Kissena Boulevard. These areas are predominantly built with attached, one- and two-family residences that have parking in the rear.

The proposed R4B zoning district would limit residential development to one- and two-family detached, semi-detached, and attached houses, as compared to the existing R4 designation that permits all residence types, including multifamily dwellings. The minimum lot size and lot width requirements would be 2,375 square feet and 25 feet for detached residences and 1,700 square feet and 18 feet for semi-detached and attached residences. The maximum allowable FAR would be 0.9. The R4 infill provisions would no longer be applicable in the proposed R4B district. The maximum building height and street wall height would be 24 feet. Front yards must be a minimum of five feet deep and at least as deep as one adjacent yard but no deeper than the other. Front yard curb cuts and parking would be restricted. One parking space would be required for each residential unit.

R5B: R4 to R5B

The proposed R5B zoning district would include portions of 13 blocks fronting the Horace Harding Expressway and Kissena Boulevard and 11 block fronts along Main Street. These block fronts are developed with a mix of commercial, residential and community facility uses. Commercial overlays are proposed for most of these block fronts to permit residential buildings with the ground floor retail services typical of these streets.

The proposed R5B zoning district would permit all residence types. The maximum allowable FAR would be 1.35, the maximum building height 33 feet and the maximum street wall height 30 feet. The minimum lot size and lot width requirements for detached buildings would be 2,375 square feet and 25 feet. For semi-detached and attached residences, the minimum lot size and lot width requirements would be 1,700 square feet and 18 feet. As in R4B districts, front yards must be at least five feet deep and at least as deep as one adjacent yard but no deeper than the other. Off-street parking spaces would be required for 66% of the dwelling units. Parking spaces would not be permitted between the building and the street.



Proposed R3X
138th Street between 64th Road
and 64th Avenue



Proposed R4-1
60th Avenue between Lawrence
and 136th Street

Commercial Overlays

The Department proposes to rezone selected C1-2 overlay districts to C1-3 overlays, rezone C2-2 overlays to C2-3 overlays, reduce the depths of certain overlays from 150 feet to 100 feet and place three new C1-3 commercial overlays on block fronts within the rezoning area. Changing the existing C1-2 and C2-2 commercial overlays to C1-3 and C2-3 commercial overlays would lower the required parking for most retail uses from one parking space per 300 square feet of commercial floor area to one space per 400 square feet. These actions would reflect existing commercial development, and prevent the intrusion of commercial uses onto residential side streets.

The proposed actions are as follows:

- Change the following C1-2 overlays to C1-3 overlays and reduce their depth from 150 feet to 100 feet: 1) three northern block fronts along the Horace Harding Expressway; 2) two western block fronts on Kissena Boulevard; and 3) two western block fronts along Main Street.
- Change the C2-2 overlays to C2-3 and reduce their depth from 150 feet to 100 feet along three northern block fronts on the Horace Harding Expressway between 161st and 164th Streets.
- Reduce the depth of an existing C1-2 commercial overlay on the southeast corner of Booth Memorial Avenue and 136th Street from 210 feet to 150 feet.
- Establish new C1-3 commercial overlays where there are existing commercial uses: 1) on three lots on the northeast corner of the Horace Harding Expressway (LIE) Service Road and Kissena Boulevard; 2) on the western block front of Main Street between Booth Memorial Avenue and 58th Avenue; and 3) on the northwest corner of Booth Memorial Avenue and Main Street.

View the  [Map of Proposed Commercial Overlay District Changes](#)

Queensboro Hill Rezoning - **Approved!** Public Review

On October 10, 2006, the Department of City Planning certified the [Uniform Land Use Review Procedure](#) (ULURP) application (C 070119 ZMQ) for the Queensboro Hill rezoning to begin the formal public review process.

Milestone	Date
Department of City Planning Certification	October 10, 2006
Community Board 7 Public Hearing	October 23, 2006
Community Board 7 Approval	October 23, 2006
Community Board 8 Approval	October 26, 2006
Queens Borough Approval (conditional)	November 17, 2006
City Planning Commission Public Hearing	December 6, 2006
CPC Approval (with modifications)*  Read the CPC report.	January 24, 2007
City Council Approval (with modifications)**  View the adopted zoning map.	February 28, 2007

*On January 24, 2007 the City Planning Commission approved the rezoning application with the following modifications:

1. The Commission changed the proposed R2A and R3X districts north of the Horace Harding Expressway and east of Main Street, to R4A.

R4A: The proposed R4A zoning includes portions of 22 blocks in five non-contiguous areas north of the Horace Harding Expressway and east of Main Street.

In R4A districts, residential development is limited to one- and two-family detached residences. Lots must have a minimum size of 2,850 square feet and a minimum width of 30 feet. Front yards must be at least 10 feet deep, but also must line up with an adjacent front yard to a maximum depth of 20 feet. Two side yards are required, totaling at least 10 feet, with a minimum width of 2 feet; however, there must be at least 8 feet between buildings on adjacent lots. The maximum FAR (0.9, which includes a 0.15 attic allowance), maximum building height (35 feet) and maximum perimeter wall height (21 feet) typically produce one- or two-family homes with two full stories and an attic under a pitch roof.

2. The Commission also modified the application to retain the existing depth of 210 feet for the C1-2 commercial overlay on the southeast corner of Booth Memorial Avenue and 136th Street.

** City Council adopted the zoning map changes with the following modifications:

1. Rezoned two areas north of the Long Island Expressway and east of Main Street, originally proposed for R2A then modified by the Commission to R4A, to be rezoned from R4 to R3X. The two areas include portions of nine blocks east of Main Street and generally bounded by 141st Street, 56th Road, 148th Street and 59th Avenue/ 58th Road; and portions of four blocks east of Kissena Boulevard bounded by 157th Street, Booth Memorial Avenue, 160th Street and 59th Avenue.
2. Modified the boundary line between the R2A and R3-1 zones in the Cedar Grove neighborhood, along the south side of 63rd Avenue and 100' west of Main Street. This change rezones four properties on the south side of 63rd Avenue from R3-2 to R3-1.

For more information, please contact the Queens Office of the Department of City Planning at (718) 520-2100.

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.