

Remarks of Amanda M. Burden
Director, New York City Department of City Planning
on The Jamaica Plan
New York City Council
Subcommittee on Zoning and Franchises
Monday, July 23, 2007

Good morning Chair Avella, Chair Katz, Councilmembers Comrie, Gennaro, White and Weprin, and members of the Zoning Subcommittee. I want to thank you for the opportunity to speak to you today about one of the most important and largest rezonings undertaken by the Bloomberg Administration - the Jamaica Plan.

I am joined by John Young, the Director of the Department's Queens Office, Borough Commissioners Maura McCarthy from the Department of Transportation, Angela Licata from the Department of Environmental Protection and Derek Lee from the Department of Buildings -- as well as representatives from the School Construction Authority, Housing Preservation & Development, the Economic Development Corporation, as well as the Departments of Small Business Services, Parks & Recreation, and Sanitation.

The Jamaica Plan is an ambitious, but carefully wrought new zoning framework for one of the City's most significant regional centers. The Plan underscores the Administration's sustainable planning strategy to catalyze growth near mass transit, fostering new housing and employment opportunities near the area's transit nodes, while taking care to protect the scale of its lower density neighborhoods.

This Plan will expand the downtown business district near the JFK Airtrain Station with nearly 3 million square feet of new commercial space stimulating over 9,500 jobs. The new zoning will also facilitate a significant number of new housing units, many of which will be permanently affordable through Inclusionary Zoning incentives.

* * *

At its vote on July 11, the City Planning Commission incorporated into the Plan many of the suggestions that emerged during the public review process. In particular, the Commission reduced the density along the eastern portion of Hillside Avenue, as well as along the eastern portion of Jamaica Avenue. In addition, the Commission modified the zoning to reduce building scale on both Liberty Avenue and Merrick Boulevard to reflect the adjacent blocks developed primarily with one- and two-family homes.

It is important to note that the Jamaica Plan has benefited by an unprecedented level of inter-agency coordination and cooperation. Led by Deputy Mayor Doctoroff's office, an interagency task force has been focused over the last 9 months on addressing long-standing community concerns regarding the area's infrastructure and quality of life.

This Administration has pledged to continue that interagency focus to ensure that its implementation receives ongoing oversight, cooperation and accountability.

This 368-block plan has been shaped by a significant number of dedicated participants throughout its development.

I want to thank the area's many local civic and business organizations and elected officials – including Councilmembers Leroy Comrie, James Gennaro, Thomas White, Jr., and David Weprin, Borough President Helen Marshall, Congressman Meeks, State Senators Shirley Huntley, Malcolm Smith and Frank Padavan, as well as Assemblymembers William Scarborough and Vivian Cook, who have taken time to meet with me or other members of the Administration to discuss Jamaica's future. I'd also like to commend the outstanding work of Community Board 12, its Chair Dr. Gloria Black as well as the leadership of Community Board 8.

Jamaica truly deserves the very best zoning plan, one that is comprehensive and inclusive, to provide for orderly growth that builds upon its strengths and provides for its long-term needs. If

we can provide the right framework for development, we can allow for the city to further diversify its economy, enhance the special qualities of Jamaica, and create opportunities for the next generation.

Thank you and I look forward to addressing your questions.

**John Young, Director
Queens Office, Dept. of City Planning
Remarks for Jamaica Plan
Hearing before the Subcommittee on Zoning & Franchises
City Council of New York**

Good morning, Chair Avella, Chair Katz, City Council Members, Ladies and Gentlemen.

My name is John Young, and I am Director of the Queens Office of the Department of City Planning. Along with City Planning Director, Amanda Burden, I am very pleased to be here this morning as you hold a public hearing on one of the most important recent planning and zoning initiatives in Queens. The Department of City Planning, working with a broad spectrum of community stakeholders, neighborhood residents and local elected officials, has developed a comprehensive planning and rezoning strategy to replace outdated zoning that does not adequately address Jamaica's current and future housing and economic needs. Implementing the Jamaica Plan will chart a better future for the area to ensure that its communities are more livable, its institutions more competitive and its economic base stronger and more diverse.

SLIDE 1

Downtown Jamaica is one of three regional business centers in Queens (the others being Downtown Flushing and Long Island City), and it serves as a retail, civic and transportation center for more than 700,000 residents in surrounding portions of southeast Queens. Significant public investments have provided it with modern court buildings, government offices, a federal laboratory and the valuable institutional presence of York College. Each day more than 80,000 riders use the Long Island Rail Road's Jamaica station, and with the advent of the JFK AirTrain, Jamaica is an important gateway for new arrivals to the City.

Yet, between 1990 and 2000, the area's population grew about 5.1 percent, less than the City's overall rate of 9.4 percent and much less than the 14.2 percent rate for Queens. Economic investment and new housing production in the downtown has lagged behind other parts of the city. Even the opening of the JFK AirTrain terminal in late 2003 has catalyzed little economic growth in the surrounding area.

SLIDE 2

The zoning in Jamaica has not been changed substantially in over 45 years when Downtown Jamaica was a major retail and business center, with large department stores along Jamaica Avenue and light manufacturing and warehouse activities clustered near the Long Island Rail Road. Today, low density light manufacturing zoning surrounds the best growth area for the Downtown – the AirTrain/LIRR Station hub. Moreover, while other areas of Queens have seen private-sector office, retail and residential growth, the Jamaica core has received limited private investment. One reason for this is that the zoning does not permit enough density for viable developments, so that each time a substantial new building has been proposed, a costly and time-consuming zoning change has been necessary - most recently for the redevelopment of the former Family Court complex at Parsons Boulevard and 89th Avenue. The current zoning simply fails to take advantage of the area's strengths - as a regional business district and as a transportation hub.

Conversely, existing zoning does not protect the character of the one-and-two family residential areas surrounding the core. Currently, a wide range of housing types and much denser development can replace these homes and alter the character of blocks along neighborhood side streets. Today, in much of the downtown and along portions to the east, west and south of it, medium density residential zoning allows development that could reach 12-14 stories, since it does not have a firm building height. In lower density areas, one- and two-family buildings are being replaced readily with four or more units.

SLIDE 3

As Chair Burden mentioned, the Jamaica Plan is among the largest rezoning efforts in the City's history, and it would provide zoning updates to approximately 368 blocks in Downtown Jamaica, portions of the adjacent neighborhoods of South Jamaica, Hollis and St. Albans, and the southern edges of Briarwood, Jamaica Hill and Jamaica Estates. The Jamaica Plan is intended to strengthen economic and housing opportunities in Downtown Jamaica, curb overdevelopment in low density residential areas and foster more orderly, well planned growth.

The Plan allows the highest densities in the downtown area around the transit hubs, and it creates a new special district in the core area to ensure that new commercial and mixed-residential opportunities will contribute to enhancing the area's vibrancy and foster an appealing pedestrian experience. It also directs higher densities to major streets which can better accommodate future growth, with a range of proposed densities and fixed building heights selected to carefully match and reinforce the scale of existing multi-family buildings on these streets. At the same time, it protects the character of lower density residential areas by reducing densities on nearly 50 blocks and restricting new development to one- and two-family housing on more than 130 blocks. The Plan also promotes the upgrading of business and community facility activities in the area's manufacturing districts. Overall, as Chair Burden mentioned, the Plan is expected to generate nearly 3 million square feet of new commercial space, more than 3,400 dwelling units, and 9,600 jobs by 2015.

SLIDE 4

The Plan would make Inclusionary Housing Program zoning regulations applicable to 70 blocks in Downtown Jamaica as well as along Hillside Avenue from 139th to 181st Streets, one of the largest areas outside of Manhattan where the program could be utilized. In these areas, new residential developments that provide on- or off- site housing that will remain permanently affordable for low- and moderate-income families would receive increased floor area. The additional floor area must be accommodated within the bulk regulations of the underlying zoning districts. Affordable units could be financed through city, state, and federal affordable housing subsidy programs.

The affordable housing requirement of the Inclusionary Housing zoning bonus could be met through the development of affordable units on-site, or off-site either through new construction or preservation of existing affordable units. Off-site affordable units must be located within the same community district or within a half-mile of the bonused development. The availability of on-site and off-site options provides maximum flexibility to ensure the broadest possible utilization of the program under various market conditions. Preservation of off-site units allows this voluntary program to especially serve communities where there is concern about pressure on existing residents as market rents rise. With the strong

incentives of the Inclusionary Housing Program, nearly 800 affordable housing units could be produced in Jamaica by 2015.

SLIDE 5

The proposed Special Downtown Jamaica District will not only offer affordable housing incentives, it will provide special urban design and zoning requirements to ensure that the Plan will achieve its objective of enhancing Jamaica's unique character, while allowing for new opportunities for economic growth. Similar to rezoning techniques used in other regional centers, such as Long Island City and Downtown Brooklyn, the highest densities would be positioned at the transit hubs and the scale of development would be decreased at locations further away, providing a nuanced transition to the neighboring lower density areas. Throughout the Downtown, the special district would allow a vibrant mix of residential, commercial, cultural and institutional uses. It would remove restrictions on residential conversions on the upper floors of commercial buildings and encourage an appealing pedestrian experience by requiring sidewalk trees and large windows on the ground floors of new buildings along prime shopping streets. On corridors leading to and from the Downtown, the special district would ensure that the new buildings on these streets would be required to have a reduced scale for any portions that adjoin lower density zoning areas.

SLIDE 6

The Plan seeks to encourage uses in the manufacturing zones that will help reinforce Jamaica's role as a regional business district with new opportunities for job-creating investments. Increased densities to facilitate light industrial, business supply and other commercial developments would be allowed on 32 blocks zoned for light manufacturing. In addition, on 10 of these blocks situated between York College and the AirTrain Station, allowable uses would be changed to allow additional commercial and community facility uses and require construction of fully enclosed buildings.

SLIDE 7

Only three out of the 368 blocks in the rezoning area would be included in the proposed Urban Renewal Area. The blocks are located within the proposed Special District and

immediately adjacent to the AirTrain Station. The proposed urban renewal strategy is intended to complement the rezoning of these three key blocks, which are so central to the future image of Jamaica. Today, the area proposed as the Jamaica Gateway Urban Renewal Area is comprised of vacant and underutilized parcels, some of which are in substandard condition. Existing uses, particularly automotive and industrial uses, conflict with efforts to encourage an expansion of the downtown commercial area into the AirTrain Station area. It is very likely, though, that the proposed zoning changes, along with strategic public investments in Downtown Jamaica, will encourage the redevelopment of these blocks, and that the tools of urban renewal will not be needed.

SLIDE 8

The proposed Jamaica Gateway Urban Renewal Area would nonetheless work with the proposed zoning changes to encourage and support mixed-use developments containing office, retail, hotel and residential uses in blocks that adjoin the AirTrain/LIRR Station complex and provide a unique resource to improving Jamaica's future. Redevelopment of these transit-oriented sites along with the provision of public improvements, such as a new 30,000 square-foot open space across from the AirTrain Station and public parking in the area, will further catalyze new private investment and expand market interest in Jamaica. Providing the right tools to redevelop these key blocks in proximity to the JFK AirTrain Station can help Jamaica become an even greater hub of activity.

**Angela Licata, Deputy Commissioner
Department of Environmental Protection
Remarks for Jamaica Plan
Hearing before the Subcommittee on Zoning & Franchises
City Council of New York**

Good morning, Chairman Avella and members of the Subcommittee. On behalf of Commissioner Lloyd, thank you for the opportunity to testify about this important initiative. The New York City department of Environmental Protection is integrally involved in the planning process for the Jamaica Rezoning Plan.

Parts of the rezoning area are prone to residential and roadway flooding during heavy rains due to a rising water table and an incomplete drainage infrastructure that is still being built-out. In fact, many communities in southeastern Queens experiencing similar difficulties. DEP is committed to improving sewer service in southeastern Queens by completely building out the storm and sanitary sewer systems, so that we can both reduce existing problems and allow new construction to occur. To improve drainage in the project area, DEP accelerated the task of completing a comprehensive drainage plan, and is making efforts to advance the construction necessary to serve this area. In fact, completing the drainage infrastructure in SE Queens accounts for more than one-third of the Department's citywide capital budget. In SE Queens, about 600 million is programmed in DEP's 10-year capital plan. This includes certain areas within the Rockaways. However, this work will take place over many years because of the size of the area being upgraded and the nature of this construction work.

Completing the drainage infrastructure in southeastern Queens is an important part of solving the infrastructure challenges. Drawing down the water table may also be part of the solution. At one point, in the 1980's, the wells in southeastern Queens owned by the Jamaica Water Supply Company were pumping approximately 100 MGD. By early 2000, DEP no longer utilized those wells. Costs to pump and treat and the desire for water from the upstate reservoirs were the key factors behind the utilization changes. The ground water table has risen as much as 30 feet in some areas in south Jamaica. As the ground water table rises, it infiltrates our sewers, reducing capacity and flooding some basements of buildings in the area.

To draw the water table down, DEP is:

- Pumping additional wells to waste;
- Completing final designs for a capital project to re-open the wells with a capacity of 10-12 MGD at the site known as Station 6;

- Working with New York State DEC to remediate underground perchloroethylene contamination at Station 24 by pumping wells at that site; and,
- Lowered a weir at the south end of Baisley Pond as a means to reduce the elevation of the water table upstream of the Pond.

While DEP continues its long-term capital program to complete the drainage system serving southeastern Queens, we understand that we must not let near-term construction in the rezoned area adversely affect the existing drainage system as we upgrade. The following near term steps will protect existing neighborhoods and their residents.

DEP and the Department of Buildings are putting in place a system whereby all new development in the rezoned area would need to come to DEP for sewer approval of their drainage plans. This would allow DEP to enforce the implementation of responsible and necessary sanitary and storm water management to minimize the anticipated growth's impact on the infrastructure while the drainage system continues to be upgraded. This would also allow DEP to monitor the exact distribution and nature of the growth in order to respond to infrastructure needs most effectively. More specifically, DEP is working with City Planning and the Department of Buildings to identify sites within the project area that are likely to be built. In areas of projected growth, DEP is already undertaking a more thorough analysis and inspection of the existing drainage infrastructure so that by the time builders are approaching us with an application to connect to our system we will be able to predict the ability of the system to handle additional flow. If DEP engineering staff believes that a particular proposal to connect to our system would, if approved, increase sewer backups or other service issues, DEP will direct the applicant to modify their proposal as necessary. In concert with Mayor Bloomberg's PlaNYC, DEP is exploring the opportunities for BMPs for storm water management. In areas with existing impervious surfaces, BMPs may reduce the amount of storm water running off a site. We will not approve applications to connect to our system at the cost of increasing sewer backups.

Additionally, DEP will continue to monitor conditions in the area and to perform necessary sewer cleaning. For example, in the vicinity of 167th with 115th Street and Linden Blvd recent sewer cleaning activity revealed hidden capacity in our system.

In summary, the Jamaica Plan will be a high priority for DEP, and me and we believe that we will be able to manage the effects of new development while we build a new sewer system for the area.

Testimony of
Derek Lee, R.A.
Queens Borough Commissioner
New York City Department of Buildings

Good morning Chairman Avella and members of the Zoning and Franchises Committee. My name is Derek Lee and it is my pleasure to be here today representing Commissioner Patricia Lancaster and the NYC Department of Buildings.

The NYC Department of Buildings supports the Jamaica Rezoning Plan and will make all efforts possible to support our sister agency, the Department of City Planning, with new enforcement programs to ensure that the intention of the re-zoning is met and that compliance is preserved.

There are four operational components to our effort. They are as follows:

DEPARTMENT OF ENVIRONMENTAL PROTECTION APPROVALS:

All applications submitted to DOB for the Jamaica Plan area must include a Site Connection Proposal that is reviewed and approved by DEP. This DEP approval will be required prior to the issuance of all New Building and Major Alteration Permits by DOB. To ensure DEP review/approval is obtained, all applications – including those that are professionally certified – will require DEP approval at Pre-filing. All applications that are reviewed by DOB Plan Examiners will require DEP approval at the time of the Examination. This verification will be validated at three specific stages: at Pre-filing, at Plan approval, and at the time of Permit issuance. This triple-check process will enable the DOB to safeguard against additional discharge entering into the existing sewer system and will ensure compliance by all applicants. If the application does not have DEP review/approval, the application will not receive DOB plan approval and will not be issued a Construction Permit.

ZONING CHECK:

To mitigate any potential abuse of the professional certification privilege, there will be 100% auditing of Professionally-Certified applications for all New Buildings and major alterations that result in a Certificate of Occupancy. All applications processed under the Self Certification of Objections protocol will also be subject to the 100% audit. DOB Plan Examiners will check for Zoning and Building Code compliance prior to the application being approved. Applications that fail this pre-screening review will not be granted a permit and will be subject to a full plan review.

CONSTRUCTION CHECK:

Shortly after a construction permit is issued for a New Building or major alteration application, a comprehensive audit will be conducted for Zoning and Building Code compliance. The results of this audit will be given to our Zoning Inspectors to verify the field conditions at the construction site. If non-compliance is found, the applicant will be issued a "10 Day Intent to Revoke" letter and will be offered an appointment to appear before the Department and resolve the objection and/or non-compliance. Failure of the applicant to address the audit objections and bring the development into compliance at the second appointment will result in the immediate Revocation of the permits.

JAMAICA SPECIAL UNIT (JSU):

To support this re-zoning effort, the Buildings Department will request for additional lines to bring on a team of two plan examiners and two zoning inspectors to be deployed for the Jamaica Plan Area. Their tasks will include auditing and tracking of all projects within the rezoned area. The Zoning Inspectors will proactively monitor construction site and will perform day-to-day inspections to prevent illegal construction activities. This team will be provided with back-up by other borough inspectors and support staff as needed.

In addition to the previously mentioned operational adjustments, the Department will implement an industry outreach plan to ensure professionals, expeditors, and developers are aware of the requirements for filing applications in the Jamaica Rezone Area. The outreach will include:

- Monthly Industry and Expeditor meetings will be held at the DOB borough office;

- Communication of any new requirements to Elected Officials, Community Boards, and Civic Groups through the Department's Intergovernmental and Community Relations' regularly scheduled meetings and office visits.
- Our Communications office will place notification on the Department's website publicizing the rezoning effort.
- The Department will proactively notify the industry and the public via "Buildings News" our DOB Electronic Newsletter, with over 10,000 registered subscribers.
- And lastly, our Customer Service Unit will send out direct mail notifications to all target area property owners.

It is our belief that the initiatives we are preparing to implement will complement the efforts made by our sister agencies to provide for a smooth transition into the new zoning as well as provide for the necessary measures to ensure compliance.

**MAURA MCCARTHY QUEENS BOROUGH COMMISSIONER
DEPARTMENT OF TRANSPORTATION
REMARKS FOR JAMAICA PLAN
HEARING BEFORE THE SUBCOMMITTEE ON ZONING & FRANCHISES
CITY COUNCIL OF NEW YORK
JULY 23, 2007**

Good morning Chairman Avella and Members of the Zoning and Franchises Subcommittee. I am Maura McCarthy, the New York City Department of Transportation's (DOT) Queens Borough Commissioner and I am pleased to be here today with Commissioner Burden and my fellow colleagues to discuss the proposed Jamaica rezoning. This is certainly an exciting time and an opportunity for us to provide a balanced growth for this area of Queens. DOT wholeheartedly supports the proposal and the opportunity it presents us to integrate traffic and transportation with urban development.

As you know, the proposed rezoning of Jamaica presents numerous challenges and opportunities for many City agencies and DOT is no exception. DOT has been working closely with the local residents, businesses, community boards and elected officials to address their vision for the area. One request that has been raised frequently in discussions has been for an increase in the availability of on-street parking. As we seek to better manage available space, I am pleased to report that we have identified over 170 new publicly-available on-street parking spaces, largely in the downtown Jamaica area. We will be installing additional parking meters and removing some of the parking restrictions to create these additional parking spaces and we hope to have them available by the end of September. In addition, we will work with the community to identify appropriate locations for muni-meter installation in FY'09.

We have also looked into improving traffic flow and safety of all road users, including pedestrians, bicyclists and motorists in the area to address future travel demand by implementing more effective transportation management strategies to accommodate future growth. In coordination with several City agencies, we are moving ahead with three long-identified community priorities.

The first is the extension of Atlantic Avenue to 95th Avenue. This will permit smoother and less congested east/west traffic flow while improving vehicular and pedestrian safety by reducing many of the existing vehicular conflicts. This will also provide the community with a park space of about three quarters of an acre in the vicinity of the extension. The second is the creation of Station Plaza at Archer Avenue and Sutphin Boulevard which will enhance pedestrian safety and access to the Jamaica Station hub. The third is the Sutphin Boulevard Underpass Rehabilitation. This underpass, beneath the LIRR tracks and platforms at Jamaica Station, will be transformed into an intermodal connector at the heart of one of the nation's largest transportation hubs. LIRR infrastructure and platform services will be reorganized and consolidated and pedestrian conditions will be improved with increased lighting, streetscape changes and the introduction of retail space.

While the rezoning is expected to bring more people and more commerce to the area, DOT will continue to work with the community and other City agencies to respond to the existing and changing needs and conditions of the area while planning for its future growth. Specifically, we will continue to monitor area's traffic, parking and pedestrian conditions and will make appropriate adjustments where necessary.

In conclusion, let me say that DOT is, and will continue to address any and all challenges the rezoning presents us with, as the outcome will not only benefit this area of Queens, but the City as a whole. Thank you for the opportunity to be here today and I hope that we can count on your support.

The Jamaica Plan



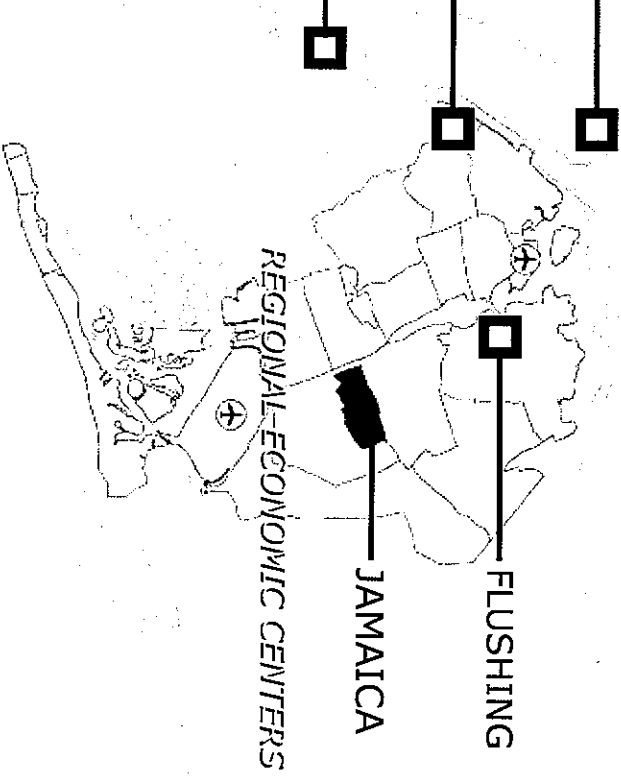
THE JAMAICA PLAN: Support Regional Centers

THE HUB _____

HARLEM _____

LONG ISLAND CITY _____

DOWNTOWN BROOKLYN _____



■ **DOWNTOWN JAMAICA** is one of three regional business districts in Queens

■ The Jamaica Plan is part of the City's broader strategy to invest in its regional economic centers, while protecting the character of neighboring communities

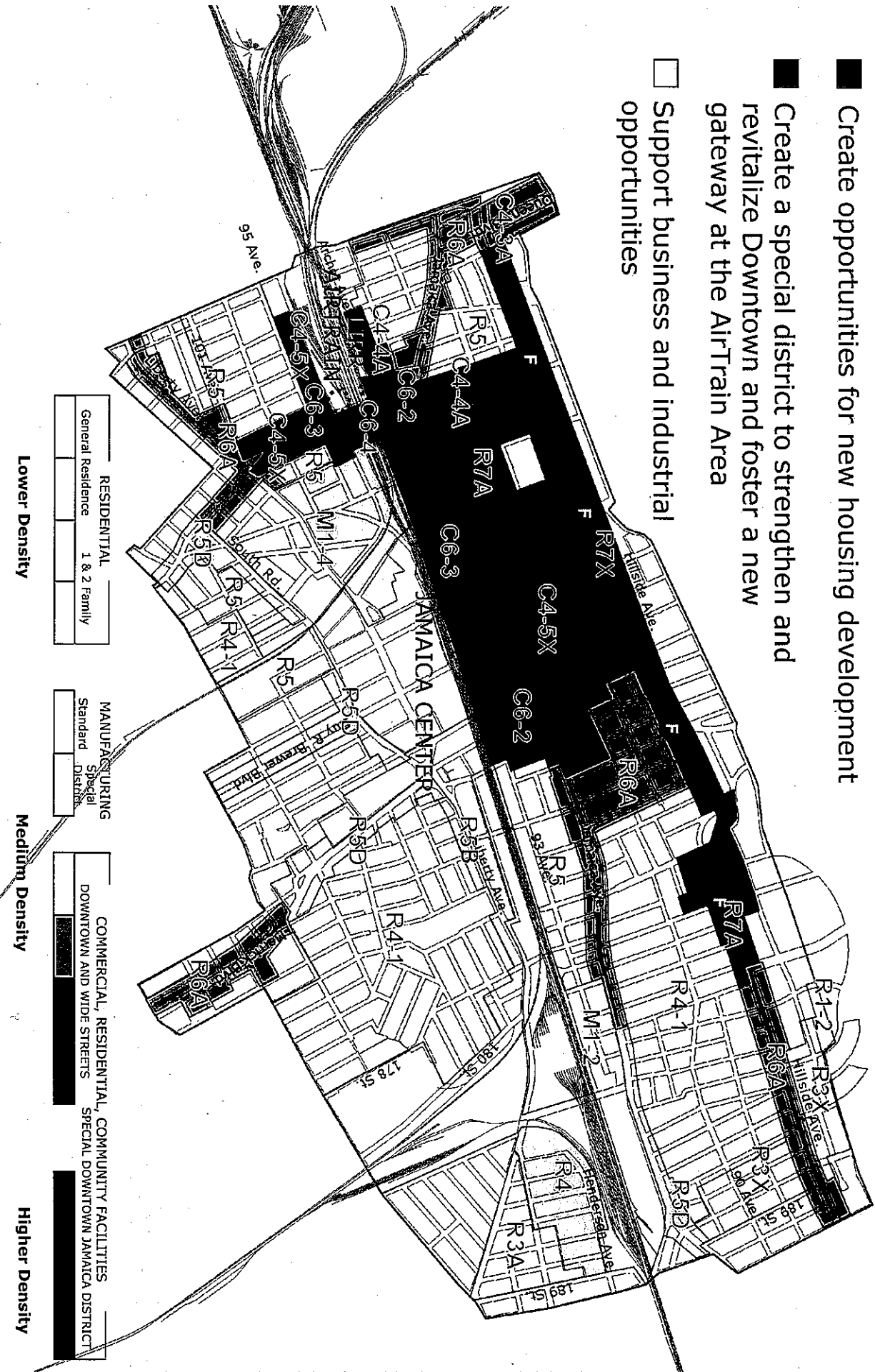
■ Jamaica is the closest business center to John F Kennedy International Airport

■ Jamaica is the regional hub for southeast Queens – a growing area that is home to more than 700,000 residents



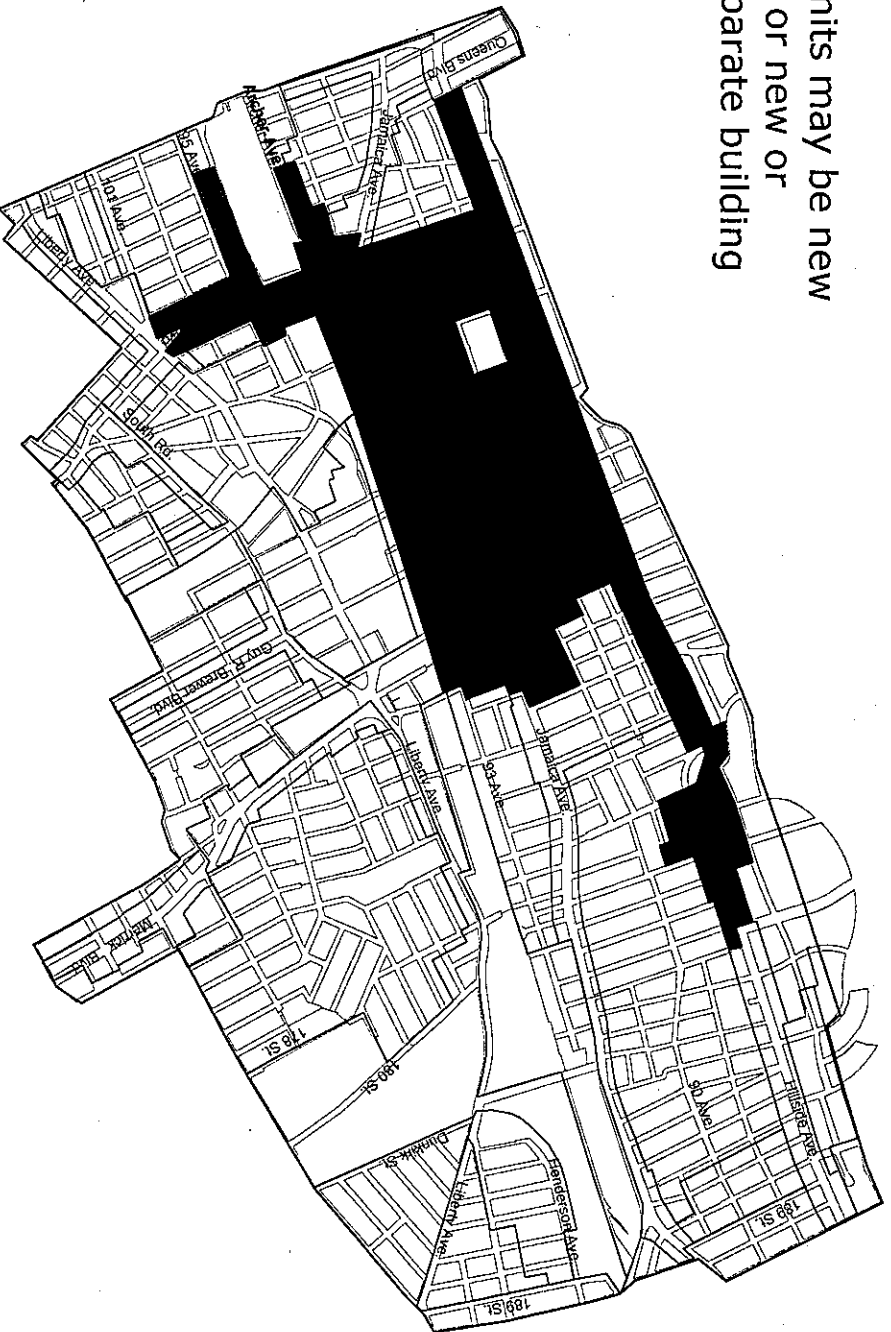
JAMAICA TOMORROW: Rezoning Strategy

- Preserve lower density residential neighborhoods
- Create opportunities for new housing development
- Create a special district to strengthen and revitalize Downtown and foster a new gateway at the AirTrain Area
- Support business and industrial opportunities



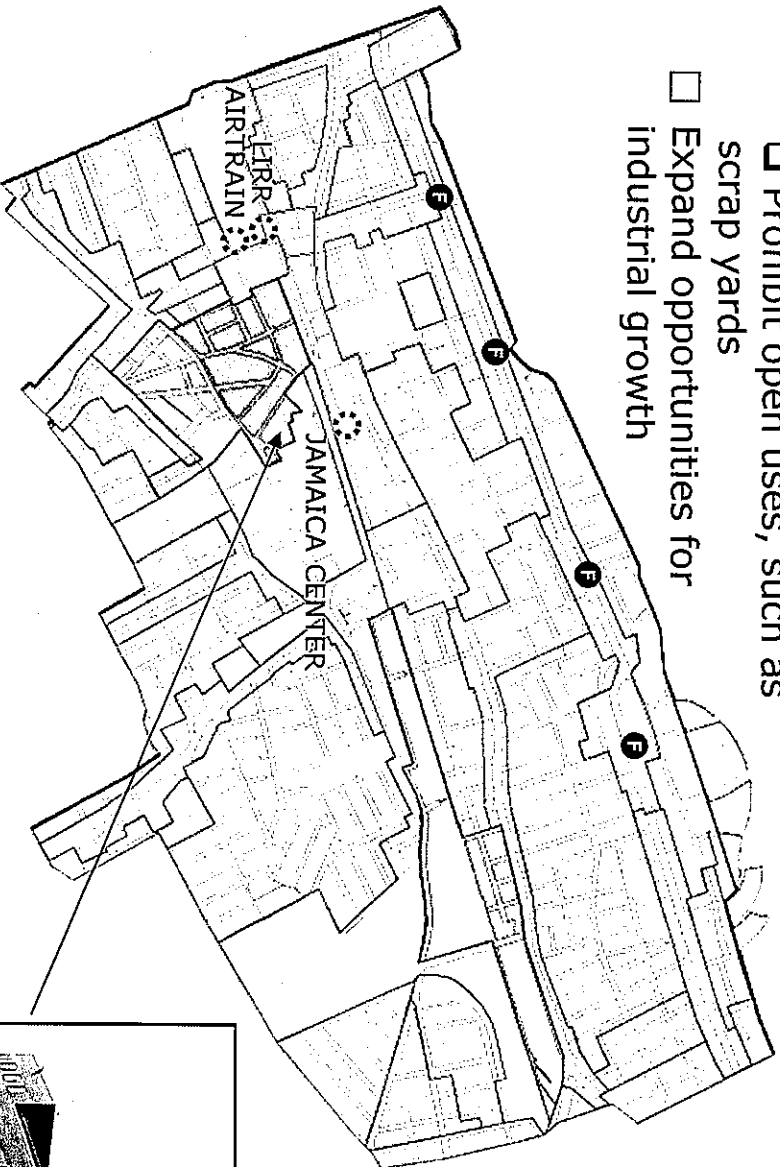
JAMAICA TOMORROW: Affordable Housing Incentives

- Throughout **Downtown Jamaica and along Hillside Avenue**, the Inclusionary Housing Program would promote permanently affordable housing.
- Affordable units must be provided to **eligible households with incomes at or below 80 percent of Area Median Income** (\$56,720 for a family of four).
- Affordable housing units may be new units on the same site, or new or preserved units in a separate building off-site.
- Developments using the floor area bonus in the new program may also use **other city, state or federal housing subsidy programs** and tax incentives to finance affordable units.



JAMAICA TOMORROW: Support Business and Industry

- Expand business and institutional opportunities
- Allow York College, educational and institutional uses to grow
- Prohibit open uses, such as scrap yards
- Expand opportunities for industrial growth

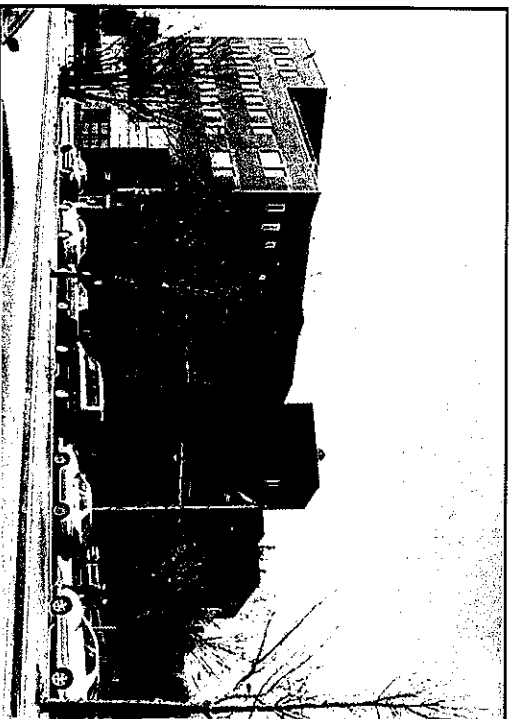


M1-2 and M1-4

Max. FAR: 2.0

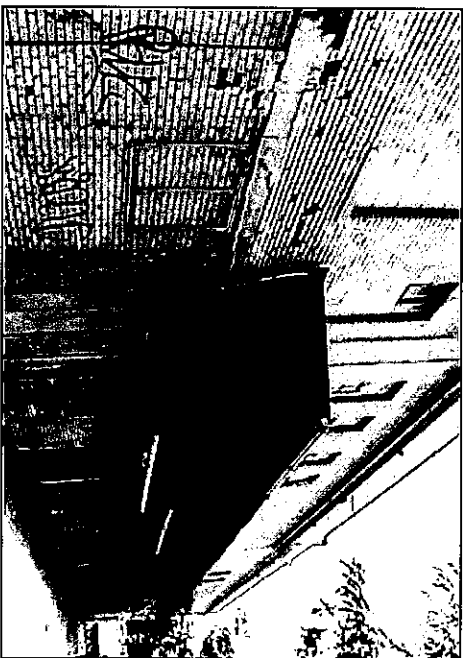
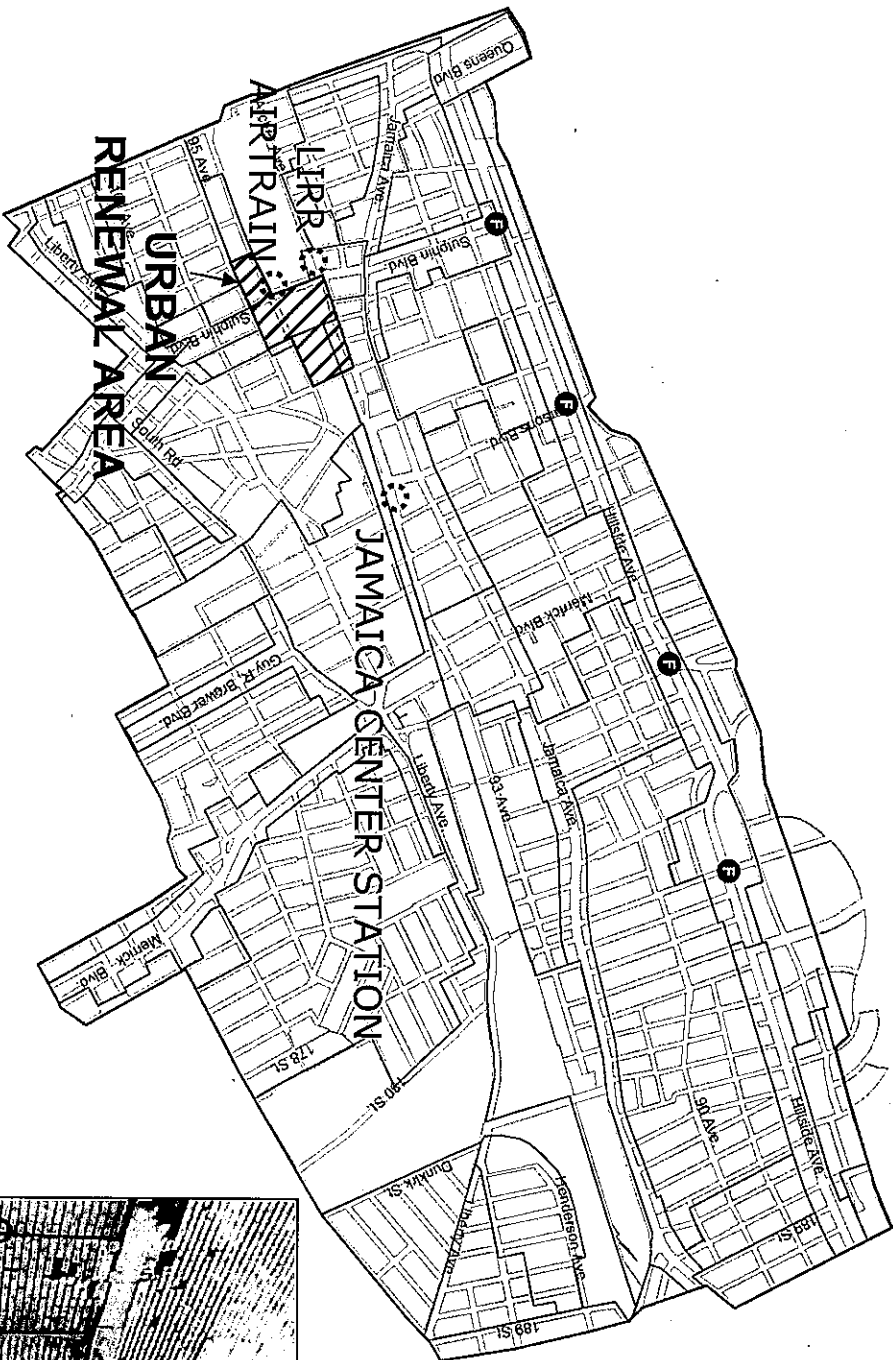
**Max. Streetwall height:
60' or Four Stories**

STANDARD DISTRICT M1-2
SPECIAL DISTRICT M1-4
Medium Density



JAMAICA TOMORROW: Create the Gateway Urban Renewal Area

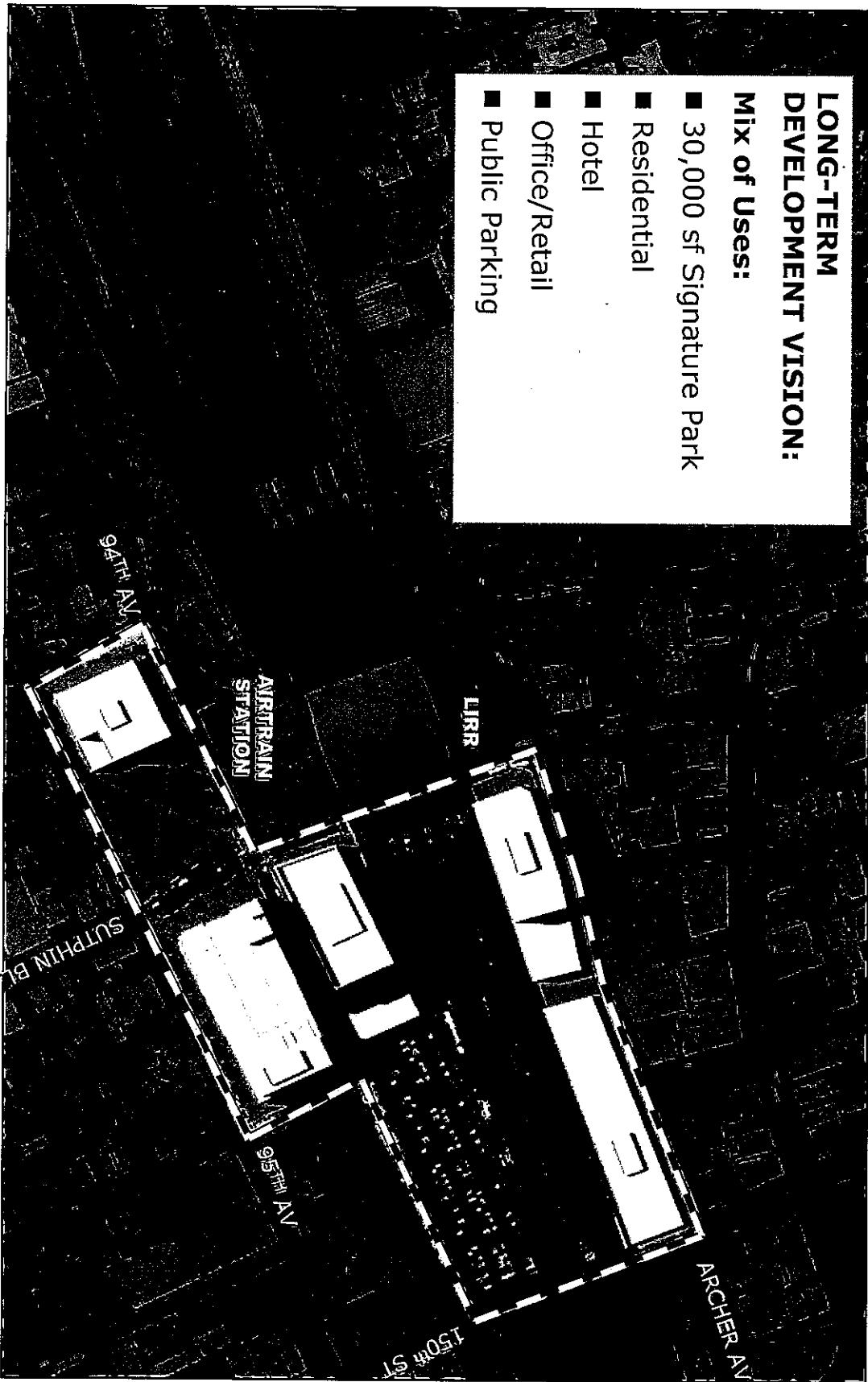
- Only 3 Blocks in the Urban Renewal Area of 368 blocks to be rezoned
- Establishing an Urban Renewal Plan provides a mechanism for public acquisition of properties, only if needed, to ensure planned redevelopment for key sites.



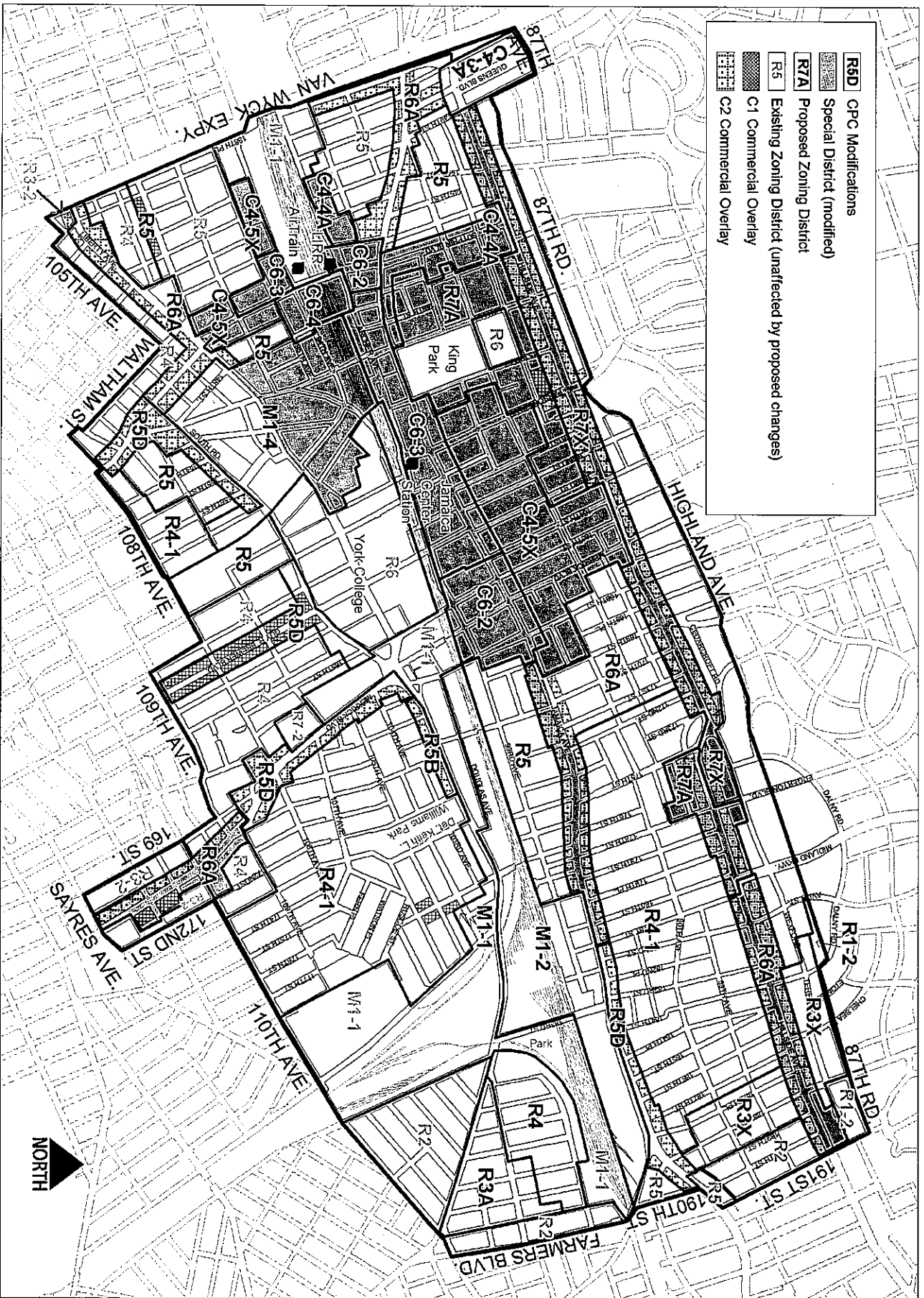
Site in the Urban Renewal Area

JAMAICA TOMORROW: Create the Gateway Urban Renewal Area

- LONG-TERM DEVELOPMENT VISION:**
- Mix of Uses:**
- 30,000 sf Signature Park
 - Residential
 - Hotel
 - Office/Retail
 - Public Parking



ALLOW PUBLIC ACQUISITION, IF NEEDED, TO SUPPORT HIGHER DENSITY DEVELOPMENT IN THE TRANSIT CENTER



- R6D** CPC Modifications
- Special District (modified)**
- R7A** Proposed Zoning District
- R5** Existing Zoning District (unaffected by proposed changes)
- C1** Commercial Overlay
- C2** Commercial Overlay



CITY PLANNING COMMISSION

July 11, 2007/Calendar No. 21

C 070314 (A) ZMQ

IN THE MATTER OF an application submitted by the Department of City Planning pursuant to Sections 197-c and 201 of the New York City Charter and proposed for modification pursuant to Section 2-06(c)(1) of the Uniform Land Use Review Procedure for an amendment of the Zoning Map, Section Nos. 14d, 15a, 15b and 18c:

1. eliminating from within an existing R3-2 District a C1-2 District bounded by 110th Avenue/ Brinkerhoff Avenue, Merrick Boulevard, 110th Road, the northeasterly street line of 171st Place, the northeasterly prolongation of the southeasterly street line of 110th Road, a line 150 feet northeasterly of Merrick Boulevard, 111th Road, Merrick Boulevard, Sayres Avenue, 170th Street, 111th Avenue, and a line 150 feet southwesterly of Merrick Boulevard;
2. eliminating from within an existing R4 District a C1-2 District bounded by:
 - a. South Road, a line midway between Guy R. Brewer Boulevard and 164th Street, 107th Avenue, a line midway between Union Hall Street and Guy R. Brewer Boulevard, a line 150 feet southeasterly of South Road, and Union Hall Street;
 - b. 108th Avenue, Guy R. Brewer Boulevard, a line 100 feet northwesterly of 109th Avenue, a line midway between Guy R. Brewer Boulevard and 164th Street, 109th Avenue, and a line midway between Union Hall Street and Guy R. Brewer Boulevard;
 - c. Hendrickson Place, Merrick Boulevard, 108th Avenue, and a line 100 feet southwesterly of Merrick Boulevard;
 - d. the northeasterly prolongation of the southeasterly street line of 108th Road, 169th Place, 108th Drive, and a line passing through two points: the first on the northwesterly street line of 108th Drive distant 141 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of 108th Drive and the southwesterly street line of 169th Place, and the second on the southerly street line of Merrick Boulevard distant 100 feet westerly (as measured along the street line) from the point of intersection of the southerly street line of Merrick Boulevard and the southwesterly street line of 169th Place;
 - e. 108th Drive, Merrick Boulevard, 110th Avenue/ Brinkerhoff Avenue, a line 100 feet northeasterly of 169th Place, 109th Road, a line 100 feet southwesterly of Merrick Boulevard, 109th Avenue, and a line midway between 169th Place and Merrick Boulevard; and

- f. 104th Avenue, a line 150 feet northeasterly of 177th Street, 106th Avenue, a line 150 feet southwesterly of 177th Street, 105th Avenue, and 177th Street;
3. eliminating from within an existing R5 District a C1-2 District bounded by:
 - a. a line 150 feet northwesterly of Hillside Avenue, 169th Street, Homelawn Street, a line 100 feet northwesterly of Hillside Avenue, the northwesterly centerline prolongation of 170th Street, Hillside Avenue, and 168th Street; and
 - b. a line 150 feet northwesterly of Jamaica Avenue, 189th Street, Jamaica Avenue, 190th Street, a line 150 feet southeasterly of Jamaica Avenue, Woodhull Avenue, Jamaica Avenue and 188th Street;
 4. eliminating from within an existing R6 District a C1-2 District bounded by:
 - a. a line 100 feet southeasterly of Hillside Avenue, Parsons Boulevard, a line midway between Hillside Avenue and 88th Avenue, and a line 135 feet northeasterly of 153rd Street; and
 - b. Hillside Avenue, 170th Street, a line midway between 88th Avenue and Hillside Avenue, 169th Street, a line 100 feet southeasterly of Hillside Avenue, and 168th Street;
 5. eliminating from within an existing R3-2 District a C2-2 District bounded by:
 - a. a line 100 feet northwesterly of Hillside Avenue, Chelsea Street, a line midway between Hillside Avenue and Wexford Terrace, 188th Street, Hillside Avenue, 191st Street, a line 100 feet southeasterly of Hillside Avenue, 189th Street, a line 150 feet southeasterly of Hillside Avenue, 183rd Street, Hillside Avenue, and Dalny Road; and
 - b. a line 150 feet northerly of Jamaica Avenue, 182nd Place, Jamaica Avenue, and 181st Street;
 6. eliminating from within an existing R4 District a C2-2 District bounded by:
 - a. a line 150 feet northerly of Jamaica Avenue, 183rd Street, a line 100 feet northerly of Jamaica Avenue, 184th Street, a line 150 feet northwesterly of Jamaica Avenue, 187th Place, Jamaica Avenue, and 182nd Place; and
 - b. 107th Avenue, a line 100 feet southwesterly of Sutphin Boulevard, Shore Avenue, a line 100 feet southwesterly of Sutphin Boulevard, Lakewood Avenue, Sutphin

Boulevard, 108th Avenue, a line 150 feet southwesterly of Sutphin Boulevard, Shore Avenue and a line 150 feet southwesterly of Sutphin Boulevard;

7. eliminating from within an existing R5 District a C2-2 District bounded by:
 - a. a line 100 feet northwesterly of Hillside Avenue, 164th Street, a line 150 feet northwesterly of Hillside Avenue, 168th Street, Hillside Avenue, and Parsons Boulevard;
 - b. a line 100 feet northwesterly of Hillside Avenue, Kingston Place, Hillside Avenue and its northeasterly centerline prolongation, and the northwesterly centerline prolongation of 170th Street;
 - c. a line 100 feet northerly of Hillside Avenue, a line 100 feet easterly of Midland Parkway, a line 180 feet northerly of Hillside Avenue, a line 100 feet westerly of 182nd Street, a line 100 feet northerly of Hillside Avenue, a line 100 feet easterly of 182nd Street, a line 180 feet northerly of Hillside Avenue, a line 100 feet westerly of Dalny Road, a line 100 feet northerly of Hillside Avenue, Dalny Road, Hillside Avenue, 183rd Street, 182nd Place, Hillside Avenue, 182nd Street, a line 100 feet southerly of Hillside Avenue, 181st Street, Hillside Avenue, and Edgerton Boulevard;
 - d. a line 100 feet northwesterly of Jamaica Avenue, 188th Street, Jamaica Avenue, Woodhull Avenue, a line 150 feet southeasterly of Jamaica Avenue, Hollis Avenue, Jamaica Avenue, and 187th Place; and
 - e. a line 100 feet southerly of Jamaica Avenue, a line 100 feet easterly of 144th Place, a line 200 feet northerly of 91st Avenue, and 144th Place;
8. eliminating from within an existing R6 District a C2-2 District bounded by:
 - a. a line 100 feet northerly of Jamaica Avenue, a line midway between Queens Boulevard and 139th Street, a line 150 feet northerly of Jamaica Avenue, 139th Street, 89th Avenue, 144th Street, a line 150 feet northerly of Jamaica Avenue, a line midway between 146th Street and Sutphin Boulevard, Jamaica Avenue, 146th Street, a line 100 feet southerly of Jamaica Avenue, and the easterly service road of the Van Wyck Expressway;
 - b. Hillside Avenue, 150th Street, a line 100 feet southeasterly of Hillside Avenue, a line midway between Sutphin Boulevard and 148th Street, 88th Avenue, a line midway between 146th Street and Sutphin Boulevard, a line 100 feet southeasterly of Hillside Avenue, and 146th Street;

- c. Hillside Avenue, a line midway between 163rd Street and 164th Street, a line 150 feet southeasterly of Hillside Avenue, a line 100 feet northeasterly of Parsons Boulevard, 88th Avenue, Parsons Boulevard, a line 100 feet southeasterly of Hillside Avenue, and a line 100 feet southwesterly of Parsons Boulevard;
 - d. Hillside Avenue, 168th Street, a line midway between Hillside Avenue and 88th Avenue, and a line 200 feet northeasterly of Merrick Boulevard;
 - e. Hillside Avenue, 173rd Street, a line 150 feet southeasterly of Hillside Avenue, 171st Street, a line midway between Hillside Avenue and 88th Avenue, and 170th Street;
 - f. a line 100 feet northwesterly of Hillside Avenue (straight line portion) and its southwesterly prolongation, Edgerton Boulevard, Hillside Avenue, 181st Street, a line 150 feet southeasterly of Hillside Avenue, 178th Street, a line 100 feet southeasterly of Hillside Avenue, 175th Street, and Hillside Avenue;
 - g. a line 150 feet northerly of Jamaica Avenue, 181st Street, Jamaica Avenue, 177th Street, a line 150 feet southerly of Jamaica Avenue, 170th Street, a line 100 feet southerly of Jamaica Avenue, 168th Place, Jamaica Avenue, and 169th Street; and
 - h. South Road, a line 100 feet northeasterly of 150th Street, 107th Avenue, a line 150 feet northeasterly of 150th Street, a line 150 feet northeasterly of Sutphin Boulevard, 108th Avenue, Sutphin Boulevard, Lakewood Avenue, a line 100 feet southwesterly of Sutphin Boulevard, Shore Avenue, a line 100 feet southwesterly of Sutphin Boulevard, 107th Avenue, and a line 100 feet southwesterly of 150th Street;
9. changing from an R5 District to an R1-2 District property bounded by a line 270 feet northwesterly of Wexford Terrace, Dalny Road, a line 150 feet northwesterly of Wexford Terrace, a line perpendicular to the northwesterly street line of Wexford Terrace distant 400 feet southwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of Dalny Road and the northwesterly street line of Wexford Terrace, a line 200 feet northwesterly of Wexford Terrace, and Avon Street;
10. changing from an R2 District to an R3X District property bounded by 90th Avenue, 189th Street, a line 150 feet northwesterly of Jamaica Avenue, 188th Street, 91st Avenue, and a line midway between 187th Place and 188th Street;

11. changing from an R3-2 District to an R3X District property bounded by:
 - a. 87th Road, 188th Street, 87th Drive, a line 225 feet northeasterly of 188th Street, a line 100 feet northwesterly of Hillside Avenue, and Dalny Road, a line 100 feet northwesterly of Wexford Terrace, and Chelsea Street; and
 - b. a line 100 feet southeasterly of Hillside Avenue, 189th Street, 90th Avenue, and a line midway between 187th Street and 187th Place;
12. changing from an R4 District to an R3X District property bounded by 90th Avenue, a line midway between 187th Place and 188th Street, 91st Avenue, and a line midway between 187th Street and 187th Place;
13. changing from an R5 District to an R3X District property bounded by:
 - a. a line 150 feet northwesterly of Wexford Terrace, Dalny Road, a line 100 feet northwesterly of Hillside Avenue, a line 100 feet southwesterly of Dalny Road, Wexford Terrace, and a line perpendicular to the northwesterly street line of Wexford Terrace distant 400 feet southwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of Dalny Road and the northwesterly street line of Wexford Terrace; and
 - b. a line 150 feet northwesterly of Jamaica Avenue, 189th Street, a line 100 feet northwesterly of Jamaica Avenue, and 188th Street;
14. changing from an R3-2 District to an R3A District property bounded by 189th Street, Brinkerhoff Avenue, Liberty Avenue, 104th Avenue, a line midway between 186th Street and 187th Street, a line 225 feet northwesterly of 104th Avenue, a line midway between 188th Street and 189th Street, and a line 240 feet southeasterly of Henderson Avenue;
15. changing from an R3-2 District to an R4 District property bounded by Henderson Avenue, 189th Street, a line 240 feet southeasterly of Henderson Avenue, a line midway between 188th Street and 189th Street, a line 225 feet northwesterly of 104th Avenue, a line midway between 186th Street and 187th Street, 104th Avenue, Liberty Avenue, a northwesterly boundary line of a park and its southerly prolongation, a northeasterly boundary line of a park and its southeasterly prolongation, and 183rd Place;
16. changing from an M1-1 District to an R4 District property bounded by the southerly boundary line of a Rail Road right-of-way, a line 500 feet southwesterly of 189th Street, Henderson Avenue, 183rd Place, and a northeasterly boundary line of a park and its

southeasterly prolongation;

17. changing from an R2 District to an R4-1 District property bounded by 91st Avenue, 188th Street, a line 150 feet northwesterly of Jamaica Avenue, and a line 100 feet northeasterly of 187th Place;
18. changing from an R3-2 District to an R4-1 District property bounded by a line 100 feet southeasterly of Hillside Avenue, a line midway between 187th Street and 187th Place, 90th Avenue, 182nd Place, a line 100 feet northwesterly of Jamaica Avenue, 181st Street, 89th Avenue, and the southeasterly prolongation of a line midway between 182nd Place and 183rd Street;
19. changing from an R4 District to an R4-1 District property bounded by:
 - a. 90th Avenue, a line midway between 187th Street and 187th Place, 91st Avenue, a line 100 feet northeasterly of 187th Place, a line 150 feet northwesterly of Jamaica Avenue, a line midway between 186th Street and 187th Street, a line 100 feet northwesterly of Jamaica Avenue, and 182nd Place; and
 - b. a line 100 feet southeasterly of Liberty Avenue, 172nd Street, Liberty Avenue, 173rd Street, a line midway between Liberty Avenue and 103rd Road, 177th Street, 104th Avenue, a line 100 feet northeasterly of 177th Street, a line midway between 104th Avenue and 105th Avenue, 180th Street, 107th Avenue, 178th Street, 110th Avenue/Brinkerhoff Avenue, 173rd Street, 109th Avenue, 171st Street and its southeasterly centerline prolongation, 108th Avenue, 170th Street, a line 100 feet northwesterly of 108th Avenue, a line 100 feet northeasterly of Merrick Boulevard, 106th Avenue, a line 150 feet northeasterly of Merrick Boulevard, 104th Avenue, and a line 100 feet southwestery of 168th Place;
20. changing from an R5 District to an R4-1 District property bounded by a line 100 feet southeasterly of Hillside Avenue, the southeasterly prolongation a line midway between 182nd Place and 183rd Street, 89th Avenue, and 181st Street;
21. changing from an R6 District to an R4-1 District property bounded by:
 - a. a line 100 feet southeasterly of Hillside Avenue, 173rd Street, Hillside Avenue, 175th Street, a line midway between 88th Avenue and 89th Avenue, a line 180 feet southwestery of 178th Street, 89th Avenue, 178th Street, a line 150 feet southeasterly of Hillside Avenue, 179th Place, a line 100 feet southeasterly of Hillside Avenue, 181st Street, a line 100 feet northwesterly of Jamaica Avenue, and a line midway between 171st Street and 172nd Street; and

- b. 107th Avenue and its northeasterly centerline prolongation, the southwesterly boundary line of the Long Island Rail Road Right-of-Way (Old Southern Division), 108th Avenue, Sutphin Boulevard, a line 100 feet southeasterly of Yates Road, a line 100 feet northeasterly of Sutphin Boulevard, Yates Road, 154th Street, a line 230 feet northwesterly of 108th Avenue, and 155th Street;
22. changing from an M1-1 District to an R4-1 District property bounded by a line perpendicular to the northeasterly street line of 177th Street distant 170 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of 177th Street and the southerly street line of Liberty Avenue, a line midway between 177th Street and 178th Street, 104th Avenue, and 177th Street;
23. changing from a C8-1 District to an R4-1 District property bounded by:
 - a. 105th Avenue, a line 150 feet northeasterly of Merrick Boulevard, 106th Avenue, and a line 100 feet northeasterly of Merrick Boulevard; and
 - b. 108th Avenue, 171st Street, and a line 100 feet northeasterly of Merrick Boulevard;
24. changing from an R4 District to an R5 District property bounded by:
 - a. 101st Avenue, Allendale Street, a line midway between 101st Avenue and 102nd Avenue, and Van Wyck Expressway; and
 - b. South Road, 160th Street, 108th Avenue, and the southwesterly boundary line of the Long Island Rail Road Right-of-Way (Old Southern Division);
25. changing from an R6 District to an R5 District property bounded by:
 - a. a line 100 feet southeasterly of Hillside Avenue, a line midway between 146th Street and Sutphin Boulevard, a line 100 feet northerly of Jamaica Avenue, 144th Street, 89th Avenue, a line 100 feet northeasterly of 139th Street, a line midway between 88th Road and 89th Avenue, 139th Street, a line perpendicular to the southwesterly street line of 139th Street distant 150 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 139th Street and the northerly street line of Jamaica Avenue, a line midway between Queens Boulevard and 139th Street, a line 125 feet southeasterly of Hillside Avenue, and 139th Street;

- b. a line 125 feet southeasterly of South Road, a line midway between 156th Street and 157th Street, 107th Avenue, 155th Street, a line 230 feet northwesterly of 108th Avenue, 154th Street, Yates Road, a line 100 feet northeasterly of Sutphin Boulevard, a line 100 feet northeasterly of 150th Street, 107th Avenue, and 153rd Street; and
 - c. a line 100 feet southeasterly of Jamaica Avenue, a line 100 feet northeasterly of 168th Place, a line 150 feet southeasterly of Jamaica Avenue, 172nd Street, a line 100 feet southeasterly of Jamaica Avenue, 177th Street, the northerly boundary line of the Long Island Rail Road right-of-way (Main Line), 168th Street, 93rd Avenue, and 168th Place;
26. changing from a C4-2 District to an R5 District property bounded by a line 100 feet southeasterly of Jamaica Avenue, 168th Place, a line 150 feet southeasterly of Jamaica Avenue, and a line 100 feet southwesterly of 168th Place;
27. changing from an M1-1 District to an R5 District property bounded by a line 100 feet southeasterly of Jamaica Avenue, 179th Place, the northerly boundary line of the Long Island Rail Road right-of-way (Main Line), and 177th Street;
28. changing from an M1-5 District to an R5 District property bounded by a line 150 feet southeasterly of Jamaica Avenue, 168th Place, 93rd Avenue, and a line 100 feet southwesterly of 168th Place;
29. changing from an R4 District to an R5D District property bounded by:
- a. South Road, a line 100 feet northeasterly of 65th Street, a line perpendicular to the southwesterly street line of 165th Street distant 200 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of South Road and the southwesterly street line of 165th Street, a line 100 feet southwesterly of 65th Street, 104th Road and its northeasterly and southwesterly centerline prolongations, a line midway between Guy R. Brewer Boulevard and 164th Street, 109th Avenue, a line midway between Union Hall Street and Guy R. Brewer Boulevard, a line 100 feet southeasterly of South Road, and 160th Street;
 - b. South Road, Sutphin Boulevard, 107th Avenue, and a line 100 feet southwesterly of Sutphin Boulevard; and
 - c. Lakewood Avenue, Sutphin Boulevard, 108th Avenue, a line 100 feet southwesterly of Sutphin Boulevard, a line midway between Lakewood Avenue and 108th Avenue, and a line 150 feet southwesterly of Sutphin Boulevard;

30. changing from an R6 District to an R5D District property bounded by South Road, a line midway between 156th Street and 157th Street, a line 125 feet southeasterly of South Road, 153rd Street, 107th Avenue, a line 100 feet northeasterly of 150th Street, a line 100 feet northeasterly of Sutphin Boulevard, a line midway between Yates Road and 108th Avenue, Sutphin Boulevard, Lakewood Avenue, a line 100 feet southwesterly of Sutphin Boulevard, Shore Avenue, a line 100 feet southwesterly of Sutphin Boulevard, 107th Avenue, and Sutphin Boulevard;
31. changing from an M1-1 District to an R5D District property bounded by South Road, 157th Street, a line 125 feet southeasterly of South Road, and a line midway between 156th Street and 157th Street;
32. changing from an R3-2 District to an R6A District property bounded by:
 - a. a line 100 feet northwesterly of Jamaica Avenue, 182nd Place, Jamaica Avenue, and 181st Street; and
 - b. 110th Avenue/Brinkerhoff Avenue, 171st Place and its southeasterly centerline prolongation, the southeasterly street line of 110th Road and its northeasterly prolongation, a line 90 feet southwesterly of 172nd Street, 111th Avenue, 172nd Street, 111th Road, Merrick Boulevard, Sayres Avenue, 170th Street, 111th Avenue, and a line 100 feet southwesterly of Merrick Boulevard;
33. changing from an R4 District to an R6A District property bounded by:
 - a. 101st Avenue, Liberty Avenue, Sutphin Boulevard, South Road, a line 100 feet southwesterly of Sutphin Boulevard, a line 100 feet southeasterly of Liberty Avenue, Remington Street, Liberty Avenue, Van Wyck Expressway, a line 100 feet northwesterly of Liberty Avenue, a line 100 feet northeasterly of Remington Street, Lloyd Road, Liberty Avenue, and Allendale Street;
 - b. Liberty Avenue, 172nd Street, a line 100 feet southeasterly of Liberty Avenue, and a line 100 feet southwesterly of 168th Place;
 - c. Hendrickson Place, Merrick Boulevard, 108th Avenue, and a line 100 feet southwesterly of Merrick Boulevard;
 - d. 170th Street, a line 100 feet northeasterly of Merrick Boulevard, and a line 100 feet northwesterly of 108th Avenue;
 - e. the northeasterly prolongation of the southeasterly street line of 108th Road,

Merrick Boulevard, the northeasterly centerline prolongation of 108th Drive, 171st Street and its southeasterly centerline prolongation, 109th Avenue, a line 100 feet northeasterly of Merrick Boulevard, a line 200 feet northwesterly of 110th Avenue/Brinkerhoff Avenue, 172nd Street, 110th Avenue/Brinkerhoff Avenue, a line 100 feet southwesterly of Merrick Boulevard, 108th Drive, and a line passing through two points: the first on the northwesterly street line of 108th Drive distant 141 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of 108th Drive and the southwesterly street line of 169th Place, and the second on the southerly street line of Merrick Boulevard distant 100 feet westerly (as measured along the street line) from the point of intersection of the southerly street line of Merrick Boulevard and the southwesterly street line of 169th Place; and

- f. a line 100 feet northwesterly of Jamaica Avenue, a line midway between 186th Street and 187th Street, a line 150 feet northwesterly of Jamaica Avenue, a line 100 feet northeasterly of 187th Place, a line 100 feet northwesterly of Jamaica Avenue, 187th Place, Jamaica Avenue, and 182nd Place;

34. changing from a C8-1 District to an R6A District property bounded by:

- a. a line 125 feet southeasterly of Hillside Avenue, a line midway between Queens Boulevard and 139th Street, a line 100 feet northerly of Jamaica Avenue, and 138th Street; and
- b. Liberty Avenue, a line 100 feet southwesterly of 168th Place, 104th Avenue, a line 150 feet northeasterly of Merrick Boulevard, 105th Avenue, a line 100 feet northeasterly of Merrick Boulevard, 171st Street, the northeasterly centerline prolongation of 108th Drive, Merrick Boulevard, the northeasterly prolongation of the southeasterly street line of 108th Road, a line passing through two points: the first on the northwesterly street line of 108th Drive distant 141 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of 108th Drive and the southwesterly street line of 169th Place, and the second on the southerly street line of Merrick Boulevard distant 100 feet westerly (as measured along the street line) from the point of intersection of the southerly street line of Merrick Boulevard and the southwesterly street line of 169th Place, 108th Road, 167th Street, 108th Avenue, and Merrick Boulevard;

35. changing from an M1-1 District to an R6A District property bounded by:

- a. Hillside Avenue, 138th Street, a line 100 feet northerly of Jamaica Avenue, the northeasterly service road of the Van Wyck Expressway, a line 100 feet southerly of Jamaica Avenue, a line midway between the Van Wyck Expressway and 138th

Street, 91st Avenue, and Van Wyck Expressway;

- b. a line 100 feet southwesterly of Jamaica Avenue, 146th Street, 91st Avenue, and a line 100 feet northeasterly of 144th Place;
 - c. Sutphin Boulevard, Liberty Avenue, 101st Avenue, and 146th Street;
 - d. a line 100 feet northwesterly of Liberty Avenue, 148th Street, Liberty Avenue, a line 100 feet northeasterly of Sutphin Boulevard, South Road, Sutphin Boulevard, Liberty Avenue, and 147th Place; and
 - e. Jamaica Avenue, 179th Place, a line 100 feet southeasterly of Jamaica Avenue, and 177th Street;
36. changing from an R2 District to an R6A District property bounded by a line 150 feet northwesterly of Jamaica Avenue, 188th Street, a line 100 feet northwesterly of Jamaica Avenue, and a line 100 feet northeasterly of 187th Place;
37. changing from an R5 District to an R6A District property bounded by:
- a. a line 100 feet southerly of Jamaica Avenue, a line 100 feet northeasterly of 144th Place, a line 200 feet northwesterly of 91st Avenue, and 144th Place; and
 - b. a line 100 feet northwesterly of Jamaica Avenue, 189th Street, Jamaica Avenue, 190th Street, a line 100 feet southeasterly of Jamaica Avenue, Woodhull Avenue, a line perpendicular to the southwesterly street line of Woodhull Avenue distant 375 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of Woodhull Avenue and the westerly street line of 190th Street, Hollis Avenue, Jamaica Avenue, and 187th Place;
38. changing from an R6 District to an R6A District property bounded by:
- a. a line 100 feet southeasterly of Hillside Avenue, a line midway between 171st Street and 172nd Street, a line 100 feet northwesterly of Jamaica Avenue, 181st Street, Jamaica Avenue, 177th Street, a line 100 feet southeasterly of Jamaica Avenue, 172nd Street, a line 150 feet southeasterly of Jamaica Avenue, a line 100 feet northeasterly of 168th Place, a line 100 feet southeasterly of Jamaica Avenue, 168th Place, Jamaica Avenue, 169th Street, 90th Avenue, a line 100 feet southwesterly of 168th Street, 89th Avenue, and a line 200 feet northeasterly of Merrick Boulevard; and
 - b. a line 100 feet northerly of Jamaica Avenue, a line midway between Queens

Boulevard and 139th Street, a line perpendicular to the westerly street line of 139th Street distant 150 feet northerly (as measured along the street line) from the point of intersection of the westerly street line of 139th Street and the northerly street line of Jamaica Avenue, 139th Street, a line midway between 88th Road and 89th Avenue, a line 100 feet northeasterly of 139th Street, 89th Avenue, 144th Street, a line 100 feet northerly of Jamaica Avenue, a line midway between 146th Street and Sutphin Boulevard, Jamaica Avenue, 146th Street, a line 100 feet southerly of Jamaica Avenue, and the northeasterly service road of Van Wyck Expressway;

39. changing from a C4-2 District to an R6A District property bounded by a line 100 feet southeasterly of Hillside Avenue, a line 200 feet northeasterly of Merrick Boulevard, 89th Avenue, and a line 100 feet northeasterly of Merrick Boulevard;
40. changing from an R3-2 District to an R7A District property bounded by a line 100 feet northwesterly of Hillside Avenue, a line 225 feet northeasterly of 188th Street, 87th Drive and its northeasterly centerline prolongation, 191st Street, a line 100 feet southeasterly of Hillside Avenue, 183rd Street, Hillside Avenue, and Dalny Road;
41. changing from an R5 District to an R7A District property bounded by a line 180 feet northwesterly of Hillside Avenue, a line 100 feet southwestwesterly of Dalny Road, a line 100 feet northwesterly of Hillside Avenue, Dalny Road, Hillside Avenue, 183rd Street, a line 100 feet southeasterly of Hillside Avenue, 181st Street, Hillside Avenue, and Midland Parkway;
42. changing from an R6 District to an R7A District property bounded by:
 - a. a line midway between Hillside Avenue and 88th Avenue, Parsons Boulevard, a line 100 feet southeasterly of Hillside Avenue, 161st Street, a line 135 feet southeasterly of Hillside Avenue, 163rd Street, a line 150 feet southeasterly of Hillside Avenue, a line 100 feet northeasterly of 163rd Street, 89th Avenue, 161st Street, a line 150 feet northwesterly of 89th Avenue, Parsons Boulevard, 89th Avenue, a line 125 feet northeasterly of 153rd Street, 90th Avenue/Rufus King Avenue, Grace Court, 90th Road, 153rd Street, Jamaica Avenue, 150th Street, a line 100 feet northerly of Jamaica Avenue, a line 100 feet northeasterly of Sutphin Boulevard, 90th Avenue/Rufus King Avenue, 148th Street, a line 130 feet southeasterly of 89th Avenue, a line 110 feet southwestwesterly of 148th Street, 89th Avenue, and 148th Street, and excluding the area bounded by 88th Avenue, 153rd Street, 89th Avenue, and 150th Street; and
 - b. Hillside Avenue, 181st Street, a line 100 feet southeasterly of Hillside Avenue, and 180th Street;

43. changing from an R5 District to an R7X District property bounded by:
- a. a line 100 feet northwesterly of Hillside Avenue, a line perpendicular to the northwesterly street line of Hillside Avenue distant 330 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of Hillside Avenue and the southwesterly street line of Kingston Place, Kingston Place, Hillside Avenue and its northeasterly centerline prolongation, and a line 100 feet southwesterly of Parsons Boulevard; and
 - b. Wexford Terrace, a line 220 feet northeasterly of Edgerton Boulevard, a line 100 feet northwesterly of Hillside Avenue, Midland Parkway, Hillside Avenue, and Edgerton Boulevard;
44. changing from an R6 District to an R7X District property bounded by:
- a. a line midway between 87th Road and Hillside Avenue, 150th Street, a line 100 feet southeasterly of Hillside Avenue, a line 100 feet southeasterly of Parsons Boulevard, Hillside Avenue, a line 100 feet northeasterly of 163rd Street, a line 150 feet southeasterly of Hillside Avenue, 163rd Street, a line 135 feet southeasterly of Hillside Avenue, 161st Street, a line 100 feet southeasterly of Hillside Avenue, Parsons Boulevard, a line midway between Hillside Avenue and 88th Avenue, 148th Street, Hillside Avenue, and the northwesterly centerline prolongation of 146th Street;
 - b. Hillside Avenue, 173rd Street, a line 100 feet southeasterly of Hillside Avenue, and a line 200 feet northeasterly of Merrick Boulevard; and
 - c. Wexford Terrace, Edgerton Boulevard, Hillside Avenue, 180th street, a line 100 feet southeasterly of Hillside Avenue, 179th Place, a line 150 feet southeasterly of Hillside Avenue, 178th Street, 89th Avenue, a line 180 feet southwesterly of 178th Street, a line midway between 88th Avenue and 89th Avenue, 175th Street, and Hillside Avenue and its northeasterly centerline prolongation;
45. changing from a C8-1 District to an R7X District property bounded by:
- a. a line 100 feet northwesterly of Hillside Avenue, 146th Street and its northwesterly centerline prolongation, a line 100 feet southeasterly of Hillside Avenue, and 139th Street; and
 - b. a line 100 feet northwesterly of Hillside Avenue, a line 100 feet southwesterly of Parsons Boulevard, Hillside Avenue, a line 100 feet southwesterly of Parsons Boulevard, a line 100 feet southeasterly of Hillside Avenue, and 150th Street;

46. changing from an R6 District to a C4-4A District property bounded by Hillside Avenue, 148th Street, 88th Avenue, a line midway between 146th Street and Sutphin Boulevard, a line 100 feet southeasterly of Hillside Avenue, and 146th Street;
47. changing from an C4-2 District to a C4-4A District property bounded by 88th Avenue, 148th Street, 89th Avenue, a line 110 feet southwesterly of 148th Street, a line 130 feet southeasterly of 89th Avenue, 148th Street, 90th Avenue/Rufus King Avenue, a line 100 feet northeasterly of Sutphin Boulevard, a line 100 feet northerly of Jamaica Avenue, 150th Street, Jamaica Avenue, and a line midway between 146th Street and Sutphin Boulevard;
48. changing from an M1-1 District to a C4-4A District property bounded by 91st Avenue, 146th Street, Archer Avenue, 139th Street, a line 100 feet southeasterly of 91st Avenue, and 144th Place;
49. changing from an R5 District to a C4-5X District property bounded by 89th Avenue, a line 100 feet southwesterly of 168th Street, 90th Avenue, 169th Street, 91st Avenue/P.O. Edward Byrne Avenue and its southwesterly centerline prolongation, and a line 200 feet northeasterly of Merrick Boulevard;
50. changing from an R6 District to a C4-5X District property bounded by:
 - a. a line 150 feet northwesterly of 89th Avenue, 161st Street, a line 100 feet northwesterly of 90th Avenue/Rufus King Avenue, and Parsons Boulevard;
 - b. a line midway between 89th Avenue and 90th Avenue/Rufus King Avenue, a line 150 feet southwesterly of Parsons Boulevard, 90th Avenue/Rufus King Avenue, and a line 125 feet northeasterly of 153rd Street; and
 - c. Hillside Avenue, a line midway between 163rd Street and 164th Street, 89th Avenue, and a line 100 feet northeasterly of 163rd Street;
51. changing from a C4-2 District to a C4-5X District property bounded by Hillside Avenue, a line 200 feet northeasterly of Merrick Boulevard, a line 100 feet southeasterly of Hillside Avenue, a line 100 feet northeasterly of Merrick Boulevard, 89th Avenue, a line 200 feet northeasterly of Merrick Boulevard, 91st Avenue/P.O. Edward Byrne Avenue and its southwesterly centerline prolongation, 169th Street, Jamaica Avenue, a line 160 feet northeasterly of 168th Street, a line 150 feet northwesterly of Jamaica Avenue, Parsons Boulevard, 90th Road and its northeasterly centerline prolongation, Grace Court, 90th Avenue/Rufus King Avenue, a line 150 feet southwesterly of Parsons Boulevard, a line midway between 89th Avenue and 90th Avenue/Rufus King Avenue, a line 125 feet

northeasterly of 153rd Street, 89th Avenue, Parsons Boulevard, a line 100 feet northwesterly of 90th Avenue/Rufus King Avenue, 161st Street, 89th Avenue, and a line midway between 163rd Street and 164th Street, and excluding the area bounded by a line 350 feet southeasterly of 89th Avenue, 162nd Street, a line 330 feet northwesterly of Jamaica Avenue, and 161st Street;

52. changing from an M1-1 District to a C4-5X District property bounded by:
 - a. 94th Avenue, Liverpool Street, Atlantic Avenue, and 138th Place; and
 - b. Atlantic Avenue, 147th Place, Liberty Avenue, Sutphin Boulevard, 146th Street, 101st Avenue, a line midway between Waltham Street and 146th Street, a line midway between Waltham Street and Sutphin Boulevard, 97th Avenue, and Sutphin Boulevard;
53. changing from an R6 District to a C4-3A District property bounded by a line 100 feet southeasterly of Hillside Avenue, 139th Street, a line 125 feet southeasterly of Hillside Avenue, and a line midway between Queens Boulevard and 139th Street;
54. changing from a C8-1 District to a C4-3A District property bounded by 87th Avenue, 139th Street, a line 100 feet southeasterly of Hillside Avenue, and a line midway between Queens Boulevard and 139th Street, a line 125 feet southeasterly of Hillside Avenue, 138th Street, and the northeasterly service road of Van Wyck Expressway;
55. changing from a C4-2 District to a C6-2 District property bounded by:
 - a. Jamaica Avenue, 147th Street, a line 100 feet southerly of Jamaica Avenue, Sutphin Boulevard, the northerly boundary line of the Long Island Rail Road Right-of-Way (Main Line), a line midway between 146th Street and Sutphin Boulevard and its southerly prolongation, a line 100 feet southerly of Jamaica Avenue, and 146th Street; and
 - b. a line 150 feet northwesterly of Jamaica Avenue, a line 160 feet northeasterly of 168th Street, Jamaica Avenue, 168th Place, a line 100 feet southeasterly of Jamaica Avenue, a line midway between 168th Street and 168th Place, a line 150 feet southeasterly of Jamaica Avenue, Merrick Boulevard, Archer Avenue, a line perpendicular to a line perpendicular to the southerly street line of Jamaica Avenue distant 200 feet southerly (as measured along the street line) from the easterly street line of Guy R. Brewer Boulevard and the southerly street line of Jamaica Avenue, distant 320 feet northeasterly from the point of intersection of the previously described line and the easterly street line of Guy R. Brewer Boulevard, a line 200 feet southeasterly of Jamaica Avenue, and 164th Street and

its southeasterly centerline prolongation;

56. changing from a C4-6 District to a C6-2 District property bounded by a line 100 feet southerly of Jamaica Avenue, 147th Street, Archer Avenue, and Sutphin Boulevard;
57. changing from an M1-1 District to a C6-2 District property bounded by:
 - a. a line 100 feet southerly of Jamaica Avenue, a line midway between 146th street and Sutphin Boulevard and its southerly prolongation, a northerly boundary line of the Long Island Rail Road Right-of-Way (Main Line), and 146th Street and its southwesterly centerline prolongation; and
 - b. Archer Avenue, 168th Street, and the northerly boundary line of the Long Island Rail Road Right-of-Way (Main Line);
58. changing from an M1-5 District to a C6-2 District property bounded by a line 150 feet southeasterly of Jamaica Avenue, a line 100 feet southwesterly of 168th Place, 93rd Avenue, Archer Avenue, and Merrick Boulevard;
59. changing from an R5 District to a C6-3 District property bounded by Atlantic Avenue, a line midway between Waltham Street and Sutphin Boulevard, 97th Avenue, and Waltham Street;
60. changing from a C4-2 District to a C6-3 District property bounded by:
 - a. a line 150 feet northwesterly of Jamaica Avenue, Parsons Boulevard, 90th Road and its northeasterly centerline prolongation, 153rd Street, Jamaica Avenue, Guy R. Brewer Boulevard, a line 200 feet southeasterly of Jamaica Avenue, a line perpendicular to and passing through a point on the last course distant 320 feet northeasterly (as measured along the last course) from its intersection with the northeasterly street line of Guy R. Brewer Boulevard, Archer Avenue, 164th Street, 92nd Road and 164th Street and its southeasterly centerline prolongation; and
 - b. Jamaica Avenue, 150th Street, a line 100 feet southeasterly of Jamaica Avenue, and 147th Street;
61. changing from a C6-1 District to a C6-3 District property bounded by Jamaica Avenue, 153rd Street, Archer Avenue, and 150th Street;
62. changing from a C6-1A District to a C6-3 District property bounded by Jamaica Avenue, Guy R. Brewer Boulevard, a line 200 feet southeasterly of Jamaica Avenue, a line

perpendicular to and passing through a point on the last course distant 320 feet northeasterly (as measured along the last course) from its intersection with the northeasterly street line of Guy R. Brewer Boulevard, Archer Avenue, and 153rd Street;

63. changing from an M1-1 District to a C6-3 District property bounded by:
 - a. a line 100 feet southerly of Jamaica Avenue, 150th Street, Archer Avenue, 158th Street, the northerly boundary line of the Long Island Rail Road Right-of-Way (Main Line), 150th Street, a line 100 feet southeasterly of Archer Avenue, a line 420 feet northeasterly of Sutphin Boulevard, Archer Avenue, and 147th Street; and
 - b. 94th Avenue, Sutphin Boulevard, 97th Avenue, Atlantic Avenue, and Liverpool Street;
64. changing from a C4-2 District to a C6-4 District property bounded by Archer Avenue, the southerly centerline prolongation of 147th Street, the northerly boundary line of the Long Island Rail Road Right-of-Way (Main Line), and Sutphin Boulevard;
65. changing from an M1-1 District to a C6-4 District property bounded by Archer Avenue, a line 420 feet northeasterly of Sutphin Boulevard, 94th Avenue, the northwesterly prolongation of a line 50 feet northeasterly of 148th Street, Atlantic Avenue, Sutphin Boulevard, the northerly boundary line of the Long Island Rail Road Right-of-Way (Main Line), and the southwesterly centerline prolongation of 147th Street;
66. changing from an R4 District to an M1-1 District property bounded by 104th Avenue, a line 150 feet northeasterly of 177th Street, a line midway between 104th Avenue and 105th Avenue, and a line 100 feet northeasterly of 177th Street;
67. changing from an M1-1 District to an M1-2 District property bounded by Jamaica Avenue, Hollis Avenue, a northerly boundary line of the Long Island Rail Road Right-of-Way (Main Line), 183rd Street, Liberty Avenue, 175th Street, Douglas Avenue, 168th Street, a northerly boundary line of the Long Island Rail Road Right-of-Way (Main Line), and 179th Place;
68. changing from an M1-1 District to an M1-4 District property bounded by a line 100 feet southeasterly of Archer Avenue, 150th Street, the northerly boundary line of the Long Island Rail Road Right-of-Way (Main Line), 158th Street, Liberty Avenue, the northeasterly boundary line of the Long Island Rail Road Right-of-Way (Old Southern Division), South Road, the southwesterly boundary line of the Long Island Rail Road Right-of-Way (Old Southern Division), 107th Avenue and its northeasterly centerline prolongation, a line midway between 156th Street and 157th Street, a line 125 feet southeasterly of South Road, 157th Street, South Road, a line midway between Sutphin

Boulevard and 148th Street, Liberty Avenue, 148th Street, Atlantic Avenue, the northwesterly prolongation of a line 50 feet northeasterly of 148th Street, 94th Avenue, and a line 420 feet northeasterly of Sutphin Boulevard;

69. establishing within a proposed R6A District a C1-3 District bounded by 110th Road, the southeasterly centerline prolongation of 171st Place, the southeasterly street line of 110th Road and its northeasterly prolongation, a line 90 feet southwesterly of 172nd Street, 111th Avenue, 172nd Street, 111th Road, and Merrick Boulevard;
70. establishing within a proposed R4-1 District a C1-4 District bounded by 104th Avenue, a line 100 feet northeasterly of 177th Street, 106th Avenue, a line 100 feet southwesterly of 177th Street, 105th Avenue, and 177th Street
71. establishing within an existing R5 District a C1-4 District bounded by 101st Avenue, Brisbin Street, a line midway between 101st Avenue and 102nd Avenue, and Remington Street;
72. establishing within a proposed R5D District a C1-4 District bounded by South Road, a line midway between Guy R. Brewer Boulevard and 164th Street, 109th Avenue, a line midway between Union Hall Street and Guy R. Brewer Boulevard, a line 100 feet southeasterly of South Road, and 160th Street;
73. establishing within a proposed R6A District a C2-3 District bounded by Liberty Avenue, a line midway between Sutphin Boulevard and 148th Street; South Road, and Sutphin Boulevard;
74. establishing within a proposed R7X District a C2-3 District bounded by Hillside Avenue, a line 100 feet northeasterly of 163rd Street, a line 150 feet southeasterly of Hillside Avenue, 163rd Street, a line 135 feet southeasterly of Hillside Avenue, 161st Street, a line 100 feet southeasterly of Hillside Avenue, Parsons Boulevard, a line midway between Hillside Avenue and 88th Avenue, and 148th Street;
75. establishing within an existing R3-2 District a C2-4 District bounded by Liberty Avenue, Remington Street, 104th Avenue, and the northeasterly service road of the Van Wyck Expressway;
76. establishing within a proposed R5D District a C2-4 District bounded by South Road, 157th Street, a line 125 feet southeasterly of South Road, 153rd Street, 107th Avenue, a line 100 feet easterly of 150th Street, a line 100 feet northeasterly of Sutphin Boulevard, a line 100 feet southeasterly of Yates Road, Sutphin Boulevard, 108th Avenue, a line 100 feet southwesterly of Sutphin Boulevard, a line midway between 108th Avenue and Lakewood Avenue, a line 150 feet southwesterly of Sutphin Boulevard, Lakewood

Avenue, and a line 100 feet southwesterly of Sutphin Boulevard;

77. establishing within a proposed R6A District a C2-4 District bounded by:
- a. a line 100 feet northerly of Jamaica Avenue, a line midway between 138th Street and Queens Boulevard, a line 125 feet southerly of Hillside Avenue, a line midway between Queens Boulevard and 139th Street, a line perpendicular to the westerly street line of 139th Street distant 150 feet northerly (as measured along the street line) from the point of intersection of the westerly street line of 139th Street and the northerly street line of Jamaica Avenue, 139th Street, a line midway between 88th Road and 89th Avenue and its westerly prolongation, a line 100 feet northeasterly of 139th Street, 89th Avenue, 144th Street, a line 100 feet northerly of Jamaica Avenue, a line midway between 146th Street and Sutphin Boulevard, Jamaica Avenue, 146th Street, 91st Avenue, a line 100 feet northeasterly of 144th Place, a line 200 feet northwesterly of 91st Avenue, 144th Place, a line 100 feet southerly of Jamaica Avenue, a line 100 feet northeasterly of Van Wyck Expressway, 91st Avenue, and Van Wyck Expressway;
 - b. a line 100 feet northwesterly of Jamaica Avenue, a line midway between 186th Street and 187th Street, a line 150 feet northwesterly of Jamaica Avenue, 188th Street, a line 100 feet northwesterly of Jamaica Avenue, 189th Street, Jamaica Avenue, 190th Street, a line 100 feet southeasterly of Jamaica Avenue, a line perpendicular to the southwesterly street line of Woodhull Avenue distant 375 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of Woodhull Avenue and the westerly street line of 190th Street, Hollis Avenue, Jamaica Avenue, 179th Place, a line 100 feet southerly of Jamaica Avenue, 172nd Street, a line 150 feet southeasterly of Jamaica Avenue, a line 100 feet northeasterly of 168th Place, a line 100 feet southeasterly of Jamaica Avenue, 168th Place, Jamaica Avenue, and 169th Street;
 - c. a line 100 feet northwesterly of Liberty Avenue, a line 100 feet northeasterly of Remington Street, Lloyd Road, Liberty Avenue, Sutphin Boulevard, South Road, a line 100 feet southwesterly of Sutphin Boulevard, a line 100 feet southeasterly of Liberty Avenue, Inwood Street, a line 100 feet southeasterly of Liberty Avenue, Remington Street, Liberty Avenue, and Van Wyck Expressway;
 - d. a line 100 feet northwesterly of Liberty Avenue, 148th Street, Liberty Avenue, 147th Place; and
 - e. Liberty Avenue, 172nd Street, a line 100 feet southeasterly of Liberty Avenue, a line 100 feet northeasterly of Merrick Boulevard, 104th Street, a line 150 feet northeasterly of Merrick Boulevard, 105th Avenue, a line 100 feet northeasterly

of Merrick Boulevard, a line 100 feet northwesterly of 108th Avenue, 170th Street, 108th Avenue, a line 100 feet northeasterly of Merrick Boulevard, 171st Street, Merrick Boulevard, Sayres Street, 170th Street, 111th Street, a line 100 feet southwesterly of Merrick Boulevard, 108th Drive, a line passing through two points: the first on the northwesterly street line of 108th Drive distant 141 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of 108th Drive and the southwesterly street line of 169th Place, and the second on the southerly street line of Merrick Boulevard distant 100 feet westerly (as measured along the street line) from the point of intersection of the southerly street line of Merrick Boulevard and the southwesterly street line of 169th Place, 108th Road, 167th Street, 108th Avenue, a line 100 feet southwesterly of Merrick Boulevard, and Merrick Boulevard;

78. establishing within a proposed R7A District a C2-4 District bounded by:

- a. a line 100 feet southeasterly of Hillside Avenue, a line 100 feet northeasterly of Parsons Boulevard, 88th Avenue, and Parsons Boulevard; and
- b. a line 100 feet northwesterly of Hillside Avenue, a line 100 feet northeasterly of Midland Parkway, a line 180 feet northwesterly of Hillside Avenue, a line 100 feet southwesterly of 182nd Street, a line 100 feet northwesterly of Hillside Avenue, a line 100 feet northeasterly of 182nd Street, a line 180 feet northwesterly of Hillside Avenue, a line 100 feet southwesterly of Dalny Road, a line 100 feet northwesterly of Hillside Avenue, 188th Street, Hillside Avenue, 191st Street, a line 100 feet southeasterly of Hillside Avenue, 182nd Place, Hillside Avenue, 182nd Street, a line 100 feet southeasterly of Hillside Avenue, 180th Street, Hillside Avenue, and Midland Parkway;

79. establishing within a proposed R7X District a C2-4 District bounded by:

- a. a line 100 feet northwesterly of Hillside Avenue, Kingston Place, Hillside Avenue, 173rd Street, a line 100 feet southeasterly of Hillside Avenue, a line 200 feet northeasterly of Merrick Boulevard, Hillside Avenue, 146th Street, a line 100 feet southeasterly of Hillside Avenue, and 139th Street; and
- b. a line 100 feet northwesterly of Hillside Avenue (straight line portion) and its southwesterly prolongation, Midland Parkway, Hillside Avenue, 180th Street, a line 100 feet southeasterly of Hillside Avenue, 179th Street, a line 150 feet southeasterly of Hillside Avenue, 178th Street, a line 100 feet southeasterly of Hillside Avenue, a line 100 feet northeasterly of 175th Street, 88th Avenue, 175th Street, and Hillside Avenue; and

80. establishing a Special Downtown Jamaica District (DJ) bounded by:
- a. a line 100 feet northwesterly of Hillside Avenue, a line perpendicular to the northwesterly street line of Hillside Avenue distant 330 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of Hillside Avenue and the southwesterly street line of Kingston Place, Kingston Place, Wexford Terrace, a line 220 feet northeasterly of Edgerton Boulevard, a line 100 feet northwesterly of Hillside Avenue, Midland Parkway, a line 180 feet northwesterly of Hillside Avenue, a line 100 feet southwesterly of Dalny Road, a line 100 feet northwesterly of Hillside Avenue, a line 225 feet northeasterly of 188th Street, 87th Drive and its northeasterly centerline prolongation, 191st Street, a line 100 feet southeasterly of Hillside Avenue, 179th Place, a line 150 feet southeasterly of Hillside Avenue, 178th Street, 89th Avenue, a line 180 feet southwesterly of 178th Street, a line midway between 88th Avenue and 89th Avenue, 175th Street, Hillside Avenue, 173rd Street, a line 100 feet southeasterly of Hillside Avenue, a line 100 feet northeasterly of Merrick Boulevard, 89th Avenue, a line 100 feet southwesterly of 168th Street, 90th Avenue, 169th Street, Jamaica Avenue, a line midway between 171st Street and 172nd Street, a line 100 feet northerly and northwesterly of Jamaica Avenue, a line midway between 186th Street and 187th Street, a line 150 feet northwesterly of Jamaica Avenue, 188th Street, a line 100 feet northwesterly of Jamaica Avenue, 189th Street, Jamaica Avenue, 190th Street, a line 100 feet southeasterly of Jamaica Avenue, Woodhull Avenue, a line perpendicular to the southwesterly street line of Woodhull Avenue distant 375 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of Woodhull Avenue and the westerly street line of 190th Street, Hollis Avenue, Jamaica Avenue, 179th Place, a line 100 feet southerly of Jamaica Avenue, 172nd Street, a line 150 feet southeasterly of Jamaica Avenue, a line 100 feet northeasterly of 168th Place, a line 100 feet southeasterly of Jamaica Avenue, a line 100 feet southwesterly of 168th Place, 93rd Avenue, 168th Street, the northerly boundary line of the Long Island Rail Road right-of-way, Archer Avenue, 158th Street, the southerly boundary line of Prospect Cemetery and its southwesterly prolongation, a line 120 feet southwesterly of Pedestrian Way, a line 65 feet northwesterly of Liberty Avenue, Pedestrian Way, Liberty Avenue, 148th Street, 95th Avenue, 147th Place, Liberty Avenue, Sutphin Boulevard, 146th Street, 101st Avenue, Waltham Street, 95th Avenue, 138th Place, 94th Avenue, Sutphin Boulevard, the northerly boundary line of the Long Island Rail Road right-of-way, the southerly centerline prolongation of 146th Street, Archer Avenue, 139th Street, a line 100 feet southeasterly of 91st Avenue, 144th Place, 91st Avenue, 146th Street, Jamaica Avenue, a line midway between 146th Street and Sutphin Boulevard, a line 100 feet southeasterly of Hillside Avenue, and 139th Street, and excluding the area bounded by 88th Avenue, 153rd Street, 89th Avenue, and 150th

Street; and

- b. Liberty Avenue, 172nd Street, a line 100 feet southeasterly of Liberty Avenue, a line 100 feet southwesterly of 168th Place, 104th Avenue, a line 150 feet northeasterly of Merrick Boulevard, 105th Avenue, a line 100 feet northeasterly of Merrick Boulevard, a line 100 feet northwesterly of 108th Avenue, 170th Street, 108th Avenue, a line 100 feet northeasterly of Merrick Boulevard, 171st Street and its southerly centerline prolongation, 109th Avenue, a line 100 feet northeasterly of Merrick Boulevard, a line 200 feet northwesterly of 110th Avenue/Brinkerhoff Avenue, 172nd Street, 110th Avenue/ Brinkerhoff Avenue, 171st Place and its southeasterly centerline prolongation, the southeasterly street line of 110th Road and its northeasterly prolongation, a line 90 feet southwesterly of 172nd Street, 111th Avenue, 172nd Street, 111th Road, Merrick Boulevard, Sayres Avenue, 170th Street, 111th Avenue, a line 100 feet southwesterly of Merrick Boulevard, 108th Drive, a line passing through two points: the first on the northwesterly street line of 108th Drive distant 141 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of 108th Drive and the southwesterly street line of 169th Place, and the second on the southerly street line of Merrick Boulevard distant 100 feet westerly (as measured along the street line) from the point of intersection of the southerly street line of Merrick Boulevard and the southwesterly street line of 169th Place, 108th Road, 167th Street, 108th Avenue, a line 100 feet southwesterly of Merrick Boulevard, Hendrickson Place, and Merrick Boulevard;

Borough of Queens, Community Districts 8 and 12, as shown on a diagram (for illustrative purposes only) dated April 23, 2007, and subject to the conditions of CEQR Declaration E-175.

The application for an amendment of the Zoning Map was filed by the Department of City Planning on February 5, 2007. On April 23, 2007, pursuant to Section 2-06(c)(1) of the ULURP rules, the Department of City Planning filed a modification of the certified zoning map amendment application (C 070314(A) ZMQ) for public hearing and consideration by the City Planning Commission. The modified application, C 070314(A) ZMQ, is the subject of this report.

RELATED ACTIONS

In addition to the an amendment of the Zoning Map which is the subject of this report, implementation of the proposed development also requires action by the City Planning Commission on the following applications which are being considered concurrently with this application:

1. **C 070158 MMQ** Amendment to the City Map for the elimination, discontinuance and closing of a portion of 148th Street between 94th Avenue and Atlantic Avenue (95th Avenue)
2. **N 070315 (A) ZRQ** Amendment of the Zoning Resolution concerning Article XI, Chapter 5 (Special Downtown Jamaica District), establishing a special district and modifying related regulations
3. **C 070316 HUQ** Approval of the Jamaica Gateway Urban Renewal Plan
4. **N 070317 HGQ** Designation of the Jamaica Gateway Urban Renewal Area
5. **C 070322 HDQ** Disposition of city-owned property within the Jamaica Gateway Urban Renewal Plan
6. **C 070318 PPQ** Disposition of one (1) city-owned property.

The proposed zoning changes (C 070314 (A) ZMQ) would affect approximately 368 blocks encompassing Downtown Jamaica and its adjacent neighborhoods and would work in conjunction with the related actions to strengthen economic opportunities and encourage the provision of affordable housing in Downtown Jamaica, curb overdevelopment in low density residential areas and foster more orderly, well planned growth.

Project Objectives

Downtown Jamaica is a major transportation hub, a successful retail destination with significant institutional and cultural assets. The proposed Plan will build on these assets, allow the area to

realize its potential and set the stage for new economic development and housing opportunities in Downtown Jamaica and along the area's major corridors, while protecting the neighborhood character of adjacent low density residential neighborhoods. It also recognizes the potential for business and community facility expansion in the area's manufacturing districts.

The objectives of the Jamaica Plan include the following:

- **Preserve lower density residential neighborhoods** by mapping zones that more appropriately reflect 1- and 2- family residential communities, as well as, lower density communities where a mix of densities exist.
- **Create opportunities for new housing development in Downtown Jamaica** and along the area's wide streets that can better accommodate development at higher densities.
- **Create a special district to strengthen and revitalize Downtown Jamaica** and foster new transit-oriented development at densities appropriate for this unique regional center.
- **Support business, institutional and industrial opportunities** by increasing potential densities in certain industrial areas to set the stage for new redevelopment and expansion opportunities.

Historical Context

Downtown Jamaica was a major commercial center for Queens and much of the adjoining portions of Long Island during a large part of the 20th Century. The 1969 Draft Plan for New York City described Jamaica as the largest retail center in Queens and the "third largest in the metropolitan region." Through the 1960s, Downtown Jamaica was also an important business center and attracted substantial investment in new homes and apartment buildings. Jamaica's regional importance was based on its position as a transportation hub for both the Long Island Rail Road (LIRR) and subway and bus lines serving Queens.

However, Queens and Long Island became increasingly auto-oriented and Jamaica's transportation infrastructure was no longer sufficient to ensure its prosperity. By the early 1970s

Jamaica's role as a major commercial center had already begun to erode as rival shopping centers opened and drew increasingly larger market shares. Jamaica also suffered a loss of other businesses and a decline in residential investment, relative to other areas in Queens.

Revitalization efforts began in the late 1960s with the formation of the Greater Jamaica Development Corporation (GJDC) to spur public and private investments in the area. Major public investments over the past three decades have reflected the City's desire to foster the recovery of the area. These included the demolition of the Jamaica Avenue "el" in the downtown area and its replacement by the Archer Avenue subway extension, the development of the Jamaica Center and York College urban renewal areas which facilitated construction of a new federal office building housing the Social Security Administration and court space, and a new campus for York College. In recent years, additional investments have included the AirTrain light rail service linking the LIRR's Jamaica Station and adjacent subway station to JFK International Airport, and a modern laboratory for the U.S. Food and Drug Administration.

Downtown Jamaica has mostly stabilized through the collaborative efforts of government, local business and advocacy organizations, and the community. Jamaica Avenue and 165th Street remain important retail streets. A recently completed 400,000-square-foot movie theater/retail complex represents the first major private investment in the downtown area in many years. The renewed interest by the private sector and the cumulative benefits of public sector investments present new opportunities for redevelopment and economic expansion. Nevertheless, underused and depressed properties adjoining Jamaica Station continue to act as a deterrent to private investment.

Current zoning in much of the area unduly limits redevelopment of the downtown area. Permitted zoning floor area ratios (FARs) are low for an area with so much transit infrastructure. As a consequence, Downtown Jamaica is not in a position to take advantage of the commercial development opportunities made possible by public investments in improved transit access, and private-sector interest, particularly in the western portion of Jamaica Center surrounding the new JFK AirTrain complex. Areas zoned C8 and M1 near the transportation hubs and in the

downtown area encourage land uses that are incompatible with the adjacent business, institutions, and residential communities. In addition, existing zoning in the downtown area does not encourage residential development in areas with good mass transit access. In these areas, new housing at higher densities could take advantage of the access to mass transit and bring more shoppers into the downtown streets, promoting new and expanded retail and commercial activity.

In contrast, zoning outside of Downtown Jamaica permits new housing that is out-of-character with the existing contexts. In neighborhoods in the vicinity of Downtown Jamaica, especially on blocks to the east and south, 1- and 2-family houses are being replaced with denser development that is increasingly altering their established low-density character. Current zoning patterns generally fail to distinguish between wide, primary streets and narrow side streets and allow similar densities despite their distinct contexts.

Post-1961 amendments to the Zoning Resolution have provided new tools to address longstanding issues of harmonizing new development to existing contexts and allowing a broad mix of uses. These include contextual zoning to ensure appropriate scale and character in residential neighborhoods, as well as special zoning districts for areas with unique planning and land use issues.

Existing Zoning and Land Use

The rezoning area encompasses Jamaica Center, Jamaica's central business district (CBD), and portions of the neighboring communities of South Jamaica, Hollis and St. Albans in Community District 12, and the southern edges of Briarwood, Jamaica Hill and Jamaica Estates in Community District 8. The area is located in central Queens with two major roadways at the northern and western boundaries --- the Van Wyck Expressway service road to the west and Hillside Avenue to the north. Merrick, Guy R. Brewer and Sutphin boulevards are major arterials running north-south. The LIRR right-of-way extends east-west through the rezoning area, creating a barrier between the northern and southern portions of the area. Properties located along the right-of-way are generally zoned for light manufacturing and developed with light to

heavy industrial uses, such as factories, warehouses, concrete plants, transfer stations, salvage yards and auto repair.

North of the railroad tracks, Jamaica Center generally extends east-west between Merrick Boulevard and Sutphin Boulevard, and north-south between Hillside Avenue and Archer Avenue. It includes two major multimodal transportation hubs at Sutphin Boulevard and Archer Avenue, and at Parsons Boulevard and Archer Avenue. Jamaica Center is also home to three court houses, a hospital, an 11.5 acre public park, and a mix of office and apartment buildings ranging in heights from three to twelve stories.

Commercial Districts (Downtown Jamaica): C4-2, C4-5X, C4-6, C6-1, C6-1A

Medium density commercial zoning districts in Jamaica's CBD include C4-2, C4-5X, C4-6, C6-1 and C6-1A districts. C4 districts are mapped in regional commercial centers and encourage continuous retail frontage and by prohibiting service and manufacturing establishments which tend to break up continuity.

In Downtown Jamaica, C4-2 districts are mapped on portions of Sutphin Boulevard, north of the LIRR tracks and between 153rd and 169th Streets. C4-2 districts allow commercial development at an FAR of 3.4, residential development at a maximum FAR of 2.43 and community facility development at a maximum FAR of 4.8. There are no height limits and the height of the building is regulated by the sky exposure plane.

C4-5X districts are mapped on a portion of one block north of Jamaica Avenue between 161st and 162nd Streets and on a portion of one block located on the west side of Parsons Boulevard between 89th and 90th Avenues. C4-5X districts allow commercial development at an FAR of 4.0. Residential and community facility development are allowed at an FAR of 5.0. C4-5X districts require a street wall height between 60 to 85 feet and have a maximum building height of 125 feet.

A C4-6 district is mapped on a portion of one block north of Archer Avenue between Sutphin Boulevard and 147th Street. C4-6 zoning districts allow commercial development at a maximum FAR of 3.4 and residential and community facility development at a maximum FAR of 10. Building height is regulated by the sky exposure plane.

C6 districts are designed to provide for the wide range of retail, office, amusement service, custom manufacturing, and related uses normally found in the central business district and regional centers.

A C6-1 district is located south of Jamaica Avenue between 150th and 153rd Streets. C6-1 zoning districts allow a maximum commercial FAR of 6.0 (or an FAR of 7.2 with a 20 percent floor area bonus for urban plazas and arcades), a maximum residential FAR of 3.44 (or an FAR of 4.0 for Quality Housing buildings on wide streets) and a maximum community facility FAR of 6.5 (or an FAR of 7.8 with a 20 percent floor area bonus for urban plazas and arcades).

A C6-1A district is located south of Jamaica Avenue between 153rd and 164th Streets. C6-1A zoning districts allow a maximum commercial or community facility FAR of 6.0 (or an FAR of 7.2 with a 20 percent floor area bonus for urban plazas and arcades), and residential FAR of 2.43 (or an FAR of 3.0 for Quality Housing buildings on wide streets). In both the C6-1 and C6-1A building heights are regulated by the sky exposure plane.

Commercial District (outside Downtown Jamaica): C8-1

C8-1 districts are located along portions of Hillside Avenue and Queens Boulevard, and are characterized by auto-sales establishments, gas stations, retail, office, and non-conforming low-rise residential uses. C8-1 districts allow for a wide range of commercial uses, including warehouses and auto-repair. This district permits commercial development at an FAR of 1.0 and limited community facilities at an FAR of 2.4. Residential buildings are not permitted. Building heights are regulated by the sky exposure plane.

Manufacturing Districts: M1-1, M1-4, M1-5

M1-1 and M1-5 districts are mapped near the Long Island Rail Road right of way and wrap around the southern periphery of the downtown area. A small M1-5 district at the southeastern edge of the CBD, north of Archer Avenue, between Merrick Boulevard and 168th Place is occupied by a city-owned former public parking garage that is used by the Police Department (which is the subject of a related application C 070318 PPQ) and a recently developed Home Depot. An M1-4 district is located at the western edge of the York College campus and developed with a four-story office and food laboratory building occupied by the U.S. Food and Drug Administration.

M1 districts permit light industrial uses, commercial uses and limited community facilities. M1-1 districts permit a maximum FAR of 1.0 for commercial or manufacturing buildings. Community facility development is allowed in M1-1 zones at a maximum FAR of 2.4. M1-4 districts have a maximum commercial and industrial FAR of 2.0 and 6.5 for community facilities. Maximum FARs in M1-5 districts are 5.0 and 6.5 respectively. In all M1 districts, building height is regulated by the sky exposure plane.

Residential Districts: R3-2, R4, R5, R6

Low- to medium- density R3-2, R4, R5 and R6 districts are mapped in and adjacent to the CBD. One- and two- family houses account for over 90% of the residential lots in the rezoning area. In Downtown Jamaica, R6 is the predominant residential zone. Here, most of the residential development is a mix of one- and two- family homes, multifamily walk-up and elevator apartment buildings.

R3-2 zoning districts are low density general residence districts, allowing all types of housing including apartment buildings. R3-2 zoning has a maximum residential floor area ratio (FAR) of 0.6 (with the attic allowance) and a maximum perimeter wall height of 21 feet and a

maximum building height of 35 feet. Community facility development is allowed at a maximum FAR of 1.

R4 zoning districts are similar to R3-2 districts and allow all types of housing including apartment buildings, but allow a maximum residential FAR of 0.9 (with the attic allowance), and permit a maximum building height of 35 feet. The maximum perimeter wall height is 25 feet. Community facility development is allowed at an FAR of 2.0.

R5 zoning districts are low density general residence districts that permit all types of housing including apartment buildings. R5 zones have a maximum residential FAR of 1.25 and permit a maximum building height of 40 feet and maximum perimeter wall height of 30 feet. On sites that qualify for infill regulations a maximum FAR of 1.65 and a maximum height of 33 feet would be allowed. Community facility development is allowed at a maximum FAR of 2.0.

R6 districts are medium density districts allowing all types of housing. These zones allow a maximum FAR of 2.43 (or 3.0 under the Quality Housing program). The height of the building is regulated by the sky exposure plane. Typical heights range between 6 to 13 stories. Community facility development is allowed at an FAR of 4.8.

PROPOSED ACTIONS

The following actions are proposed to enhance Jamaica's residential, commercial and industrial areas by expanding the downtown context westward to connect the Sutphin and Parsons Boulevard transit centers, by providing new opportunities for economic growth, guiding new residential and mixed-use development away from side streets towards transit-oriented locations and offering incentives for the provision of affordable housing.

ZONING MAP AND TEXT AMENDMENTS (C 070314 (A) ZMQ & N 070315 (A) ZRQ)

On April 23, 2007, the Department filed modified applications for the zoning map amendment (C 070314 (A) ZMQ) pursuant to Section 2-06(c)(1) of the Uniform Land Use Review Procedure and for a modified text amendment (N 070315 (A) ZRQ). These modified applications are the subject of this report. The modified applications fulfill the Department's promise to implement incentives for the provision of affordable housing and respond to issues raised during the public review.

Zoning Text Amendment (N 070315 (A) ZRQ)

As referred on April 23, 2007, the modified zoning text amendment would offer Inclusionary Housing provisions within the Special Downtown Jamaica District (SDJD). The related zoning map change (C 070314 (A) ZMQ) would expand the special district in Downtown Jamaica, generally between 138th Place and 169th Street, and extend it along most of Jamaica's major corridors, including Hillside Avenue (between 139th and 191st Streets), Jamaica Avenue (between 168th Place and 190th Street), block fronts along Liberty Avenue (between Merrick Boulevard and 172nd Street), and Merrick Boulevard (between Liberty and Sayres Avenues). An approximately 10-block industrial area south of the LIRR located east of 148th Street and north of Liberty Avenue will also be included in the special district.

The provisions of the modified special district are described below.

Inclusionary Housing Program

The proposed zoning text would make the Inclusionary Housing Program (IHP) zoning regulations applicable to 70 blocks in Downtown Jamaica as well as along Hillside Avenue from 139th to 191st Streets, the largest area outside of Manhattan where the program can be utilized. In the areas where IHP would be applicable, new residential developments that provide on- or off-site housing that will remain permanently affordable for low- and moderate-income families would receive increased floor area. The additional floor area must be accommodated within the

bulk regulations of the underlying zoning districts. Affordable units could be financed through city, state, and federal affordable housing subsidy programs.

The affordable housing requirement of the Inclusionary Housing zoning bonus could be met through the development of affordable units on-site, or off-site either through new construction or preservation of existing affordable units. Off-site affordable units must be located within the same community district, within a half-mile of the bonused development or anywhere within the SDJD. The availability of on-site and off-site options provides maximum flexibility to ensure the broadest possible utilization of the program under various market conditions.

The base and maximum FARs for the proposed zoning districts in Jamaica where Inclusionary Housing provisions would be applicable are specified in the following table:

District	Base F.A.R.	Maximum F.A.R. (with Inclusionary Bonus)
R7A or C4-4A	3.45	4.6
R7X or C4-5X	3.75	5.0
C6-2	5.4	7.2
C6-3	6.0	8.0
C6-4	9.0	12.0

Building Transition Rule

The modified text amendment includes a “building transition rule” that will apply to new development on Hillside Avenue, Jamaica Avenue and Merrick Boulevard where the proposed zoning would be R6A, R7A or R7X. In these locations, new developments will be required to provide an 8-foot wide open area between the wall of a new building and the lot line that abuts a lower density district. Within a 25-foot wide transition area abutting a lower density district, the maximum building height will be capped at 35 feet, the same height as that permitted in most of the adjoining lower density districts.

Parking Regulations

The proposed text would strengthen off-street parking by removing the ability to reduce or eliminate parking requirements through lot subdivision and by reducing the residential waiver. The proposed text will also provide more flexibility for new developments to meet the increased parking requirements by allowing accessory parking to be located off-site within 1500 feet from the development. Current regulations limit the location to 1000 feet.

Special Use Provisions

In order to promote a vibrant shopping and commercial atmosphere in Downtown Jamaica certain use and building bulk regulations are proposed, including the following provisions:

- Glazing would be required to occupy at least 50% of the area of each ground-floor on specified street frontages for any development or enlargements within the C4-5X, C6-2, C6-3, and C6-4 districts.
- Residential uses (except lobbies) would not be permitted on the ground floor of buildings located in C4-5X and C6 districts;
- Unenclosed sidewalk cafes would be continue to be permitted, but enclosed sidewalk cafes would not be allowed;
- Public parking garages with 150 spaces or less would be permitted in C4-5X, C6-2, C6-3, C6-4 and M1-4 districts;
- Rooftop parking would not be permitted, except as provided by the special permit provisions of ZR Section 74-52.;
- Community facility uses in Use Groups 3A and 4A would be permitted in the M1-4 district;
- In the M1-4 district, uses listed in Use Groups 16, 17 and 18 would be required to be in completely enclosed buildings; and

- In the M1-4 district certain noxious uses would be prohibited. Additionally, public transit, railroad or electric utility substations would not be permitted except by special permit of the Board of Standards and Appeals.

Special bulk provisions

- The maximum floor area for buildings that do not have residential use in the C6-2, C6-3, C6-4, and M1-4 districts are as follows:

District	Commercial FAR	Community Facility FAR
C6-2	6.0	6.0
C6-3	8.0	8.0
C6-4	12.0	10.0
M1-4	2.0	2.0

- The minimum street wall height in C4-4A, C4-5X and C6 districts would be 40 feet; maximum street wall heights would be 60 feet in C6 districts, 65 feet in C4-4A districts, and 85 feet in C4-5X districts..
- Special maximum building heights would be established in the districts as listed in the table below except where specified in the zoning text where no height limitations would apply.

ZONE	MAXIMUM BUILDING HEIGHT
C4-4A	80 FEET
C4-5X	125 FEET
C6-2, C6-3, C6-4	250 FEET

Special Streetscape Provisions

To foster an appealing pedestrian experience in the shopping district, widened or improved sidewalks with new street trees would be required at certain locations, as described below:

- Mandatory publicly accessible sidewalk widenings of 5 feet or 10 feet would be required at specified locations.
- All mandatory sidewalk widenings would be required to provide lighting in accordance with the ZR Section 37-04 (Requirements for Urban Plazas). For sidewalks with mandatory widenings of 10 feet or more, seating would also be required to be provided pursuant to ZR Section 62-672 (seating)
- All new developments or enlargements that increase the existing floor area by at least 20 percent must provide trees of not less than 3 inch caliper at maximum intervals of 25 feet on the sidewalk adjacent to the zoning lot;
- All new residential buildings must provide refuse storage space, recreation space and planting areas in accordance with the regulations for Quality Housing buildings whether or not they are developed or enlarged pursuant to Quality Housing.

Residential Conversion

To facilitate the reuse of upper floors of commercial buildings, residential conversion restrictions are proposed to be removed and the conversion provisions available in portions of Manhattan, Brooklyn and western Queens would be made available in Jamaica as described below:

- The provisions of ZR Sections 15-11 (Bulk Regulations), 15-12 (Open Space Equivalent), and 15-30 (Minor Modifications), paragraph (b). would apply to the conversion of all or a portion of non-residential buildings to dwelling units, if erected prior to January 1, 1977,
- Uses in buildings erected prior to January 1, 1977, would not be subject to the provisions of ZR Section 32-42 (Location within Building)

Special Permit Provisions

- The City Planning Commission may grant a special permit to modify use or bulk regulations for any development, enlargement, alteration, or change of use on a zoning lot within the special district provided the Commission makes findings relating to the distribution of bulk, provision of adequate access of light and air to the surrounding streets and properties.
- In M1 districts in the Special Downtown Jamaica District, electric utility substations (including transformers, switches, or auxiliary apparatus) or public transit or railroad electric substations limited to a site of not more than 40,000 square feet, in the case of electric utility substations to a site of not less than 10,000 square feet, may be permitted by special permit of either the Board of Standards and Appeals pursuant to Section 73-16 or the City Planning Commission pursuant to Section 74-61 depending on the size of the facility.

PROPOSED ZONING MAP CHANGES (C 070314 (A) ZMQ)

As referred on April 23, 2007, the rezoning area is generally bounded by the Van Wyck Expressway service road on the west, Hillside Avenue to the north, 189th and 190th streets on the east and 104th, 105th, 108th, 109th, Sayres and 110th avenues to the south. The 27-block area north of Hillside Ave is located in Community District 8. The remaining 341 blocks are in Community District 12. The rezoning area includes Jamaica's business and shopping district and, the adjacent residential communities of Jamaica, South Jamaica, Hollis and St. Albans. The proposed zoning changes also include the southern edges of the Briarwood, Jamaica Hills, Jamaica Estates, and Holliswood communities.

Proposed Commercial Districts within the Special Downtown Jamaica District

C6-2, C6-3, C6-4 Zoning Districts

C6-2, C6-3 and C6-4 zoning districts would be mapped in the downtown near the transit hubs and the regulations for these districts would be further refined as described above, by the

regulations in the Special Downtown Jamaica District to facilitate the Plan's objective of enhancing Jamaica's unique character, while allowing for new opportunities for new economic growth and additional housing, including incentives for the provisions of affordable housing. The proposed regulations would foster a vibrant mix of residential, business, cultural and institutional uses.

Permitted floor area ratios would be highest at the transit hubs, with a gradual decrease away from the hubs, providing for a smooth transition to the neighboring lower density neighborhoods. Maximum floor area ratios would range from 6.0 to 12.0 along this transit rich core.

A C6-4 zoning district is proposed nearest the AirTrain/LIRR Station complex along the east side of Sutphin Boulevard between Archer and 95th Avenues, and would allow new development at a commercial FAR of 12, and an FAR of 10 for community facility uses. Residential development would be allowed at a maximum FAR of 9.0 without provision of affordable units. By utilizing the Inclusionary Housing Program, a maximum FAR of 12.0 would be allowed.

A C6-3 district is proposed along the blocks generally between Jamaica and Archer Avenues from 148th Street on the west and 164th Street on the east, and would allow a maximum FAR of 8 for commercial and community facility uses. Residential development would be allowed at a maximum FAR of 6.0 without the Inclusionary Housing Program; a residential FAR of 8 would be allowed with the Inclusionary Housing Program.

C6-2 districts abut the eastern and western edges of the new C6-3 district, and would allow a maximum FAR of 6.0 for commercial and community facility uses. A residential FAR of 5.4 would be allowed without the Inclusionary Housing Program, and an FAR of 7.2 would be allowed with the Inclusionary Housing Program.

C4-4A, C4-5X Zoning Districts

C4-4A districts are proposed along portions of Sutphin Boulevard (currently zoned C4-2) and a small area along Archer Avenue, west of Sutphin Boulevard (currently zoned M1-1). Normally, C4-4A districts permit a maximum allowable FAR of 4.0 for residential, commercial and community facility uses, require a street wall height between 40 and 65 feet, and limit maximum building heights to 80 feet. The special district regulations would limit the maximum FAR for residential development to 3.45 without the Inclusionary Housing Program, with a maximum of to 4.6 FAR available through the Inclusionary Housing Program.

C4-5X districts are proposed for approximately 21 blocks in the downtown east of 153rd Street, and portions of Sutphin Boulevard north of Liberty Avenue, and on two blocks south of 94th Avenue and west of Liverpool Street. C4-5X districts normally permit a maximum commercial FAR of 4, and a maximum FAR of 5 for community facility and residential development. In the special district, the base residential FAR would be 3.75, with a maximum of 5.0 FAR allowed when using the Inclusionary Housing Program.

Proposed Manufacturing Districts (Within the Special District)

M1-4 Districts

M1-4 is proposed to be mapped on 11 blocks generally located south of the LIRR right-of-way and north of Liberty Avenue between 148th and 158th Streets and would be part of the proposed Special Downtown Jamaica District. M1-4 has a maximum FAR of 2.0 for commercial and manufacturing uses. The regulations of the special district would limit community facilities to a maximum FAR of 2.0, but all non-residential community facilities would generally be allowed as-of-right. Other modified use regulations are described above.

Proposed Residential Districts (Within the Special District)

R6A, R7A, R7X

R6A districts are proposed along portions of Liberty Avenue and Merrick Boulevard, and along portions of Jamaica Avenue. Land use patterns along Liberty Avenue within the rezoning area

consist of residential, commercial and vacant properties, while auto-related uses predominate along the northern part of the Merrick Boulevard corridor. Low rise retail, institutional and two-story mixed-use buildings predominate along the southern part of Merrick Boulevard and along Jamaica Avenue.

R6A districts allow a maximum FAR of 3.0, and a maximum height of 70 feet. Street walls must be a minimum of 40 feet and rise no higher than 60 feet. The proposed R6A zoning would create opportunities for new development and expansion of housing and community facilities in areas currently zoned C8-1, M1-1, R3-2 and R4. This contextual zone would also provide a more predictable building envelope. As part of the special district regulations, the “building transition rule” would apply requiring that new developments provide an 8-foot wide open area between the wall of a new building and the lot line that abuts a lower density district.

R7A districts are proposed in the downtown and along the eastern portion of Hillside Avenue. Existing residential development in the downtown is characterized by 6- to 8-story apartment buildings. Land uses along the eastern part of Hillside Avenue are characterized by 7- to 12-story apartments and 1- and 2- story mixed-use retail and commercial buildings. The proposed R7A district would allow a maximum building height of 80 feet and require a street wall height between 40 to 65 feet. However, as part of the special district regulations the base residential FAR would be 3.45, with a maximum of 4.6 FAR available through use of the Inclusionary Housing Program. The “building transition rule” would apply for new developments adjacent to lower density zoning districts.

An R7X district is proposed along the central and western portions of Hillside Avenue that are currently zoned C8-1, R6 and R5. Hillside Avenue is developed with a mix of low-rise commercial uses and apartment buildings ranging in height from 4 to 16 stories. The base residential FAR would be 3.75, and only with use of the Inclusionary Housing Program could the residential FAR be higher, rising to a maximum of 5.0. New buildings in R7X districts require a street wall between 60 and 85 feet and have a maximum height of 125 feet. The “building transition rule” would apply for new developments adjacent to lower density zoning districts.

Proposed Zoning Changes outside the Special District

Lower Density Residential Districts– R1-2, R3A, R3X, R4, R4-1, R5

R1-2

An existing R1-2 district north of Hillside Avenue in Jamaica Estates is proposed to be extended to include 7 properties zoned for the most part R5 and fronting along the south side of Dalny Road. R1-2 districts restrict development to single-family detached houses at a maximum FAR of 0.5. A minimum lot width of 60 feet and a minimum lot area of 5,700 square feet are required. The maximum height of buildings is not fixed; it is governed by sky exposure planes. One parking space is required for each dwelling unit. Extension of the R1-2 district would preserve low-density development consistent with the prevailing context.

R3A

An R3A district is proposed on eleven blocks currently zoned R3-2 in the southeast corner of the rezoning area at Liberty and 104th Avenues, which are characterized by 1- and 2-family detached houses on narrow lots. R3A districts restrict development to 1- and 2- family, detached houses and allow a maximum FAR of 0.5 (or 0.6 with attic allowance). A minimum lot width of 25 feet and a minimum lot area of 2,375 square feet are required. The perimeter wall may rise 21 feet before sloping or being set back to a maximum height of 35 feet. One parking space per dwelling unit must be provided.

R3X

R3X districts are proposed on seventeen blocks zoned R2, R3-2, R4 and R5 in the northeast section of the rezoning area, which are characterized by 1- and 2-family detached residences on larger lots. R3X districts restrict development to 1- and 2-family detached houses and allow a maximum FAR of 0.5 (or 0.6 with attic allowance). A minimum lot width of 35 feet and a minimum lot area of 3,325 square feet are required. The perimeter wall may rise 21 feet before sloping to a maximum height of 35 feet. One parking space per dwelling unit must be provided.

R4

R4 zoning is proposed on seven blocks in the southeast section of the rezoning area on properties primarily developed with row houses and zoned R3-2 and M1-1. The proposed R4 would bring homes currently zoned M1-1 into conformance while reflecting the two-story row house development that characterizes this area. R4 districts are low density general residential districts, permitting all types of housing, including detached, semidetached, attached houses and low-rise apartment buildings. A maximum FAR of 0.75 is allowed (0.9 with attic allowance). A minimum lot width of 40 feet and a minimum lot area of 3,800 square feet are required for detached houses. For semi-detached and other housing types, a minimum lot width of 18 square feet and minimum lot area of 1,700 square feet are required. The perimeter wall may rise to 25 feet before being set back to the maximum building height of 35 feet. One parking space per dwelling unit must be provided.

R4-1

R4 zoning is proposed on 103 blocks in areas currently zoned R6, R5, R4 and R3-2 where the predominant character consists of a mix of 1- and 2-family detached and semidetached houses and where lot widths tend to be narrow. R4-1 districts restrict development to 1- and 2-family detached and semi-detached houses. A maximum FAR of 0.75 is allowed (0.9 with attic allowance). A minimum lot width of 25 feet and a minimum lot area of 2,375 square feet are required for detached houses. For semi-detached houses, a minimum lot width of 18 feet and minimum lot area of 1,700 square feet are required. The perimeter wall may rise to 25 feet before sloping back to a maximum building height of 35 feet. One parking space per dwelling unit must be provided.

R5

R5 zoning is proposed on 43 blocks in areas of where there is a mix of different types of housing, including apartment buildings. Currently, these properties are zoned M1-1, R4 and R6.

Residential properties currently zoned M1-1 would become conforming under the proposed R5 district. R5 districts are low density general residence districts that permit all types of housing, including apartment buildings at a maximum FAR of 1.25. A minimum lot width of 40 feet and a minimum lot area of 3,800 square feet are required for detached homes. For other types of housing, a minimum lot width of 18 feet and a minimum lot area of 1,700 square feet are required. The maximum street wall height of a new building is 30 feet, and the maximum building height is 40 feet. Off-street parking is required for 85% of the dwelling units.

Medium Density Residential – R5D, R6A

R5D

R5D districts are proposed along portions of Guy R. Brewer Boulevard, South Road and Sutphin Boulevard along with C1 and C2 commercial overlays to provide new development opportunities for residential and mixed uses at a scale similar to established building patterns. The proposed R5D district would allow new residential development to occur at a maximum FAR of 2 and restrict maximum building heights to 40 feet. Parking spaces for 66% of dwelling units would be required.

R6A

R6A districts along with C1 and C2 commercial overlays that are not within the proposed special district boundaries are proposed east of Downtown Jamaica between 168th and 171st Streets and towards the western part of the rezoning area along portions of Liberty Avenue, Jamaica Avenue and Sutphin Boulevard. The proposal would provide new development opportunities for housing and mixed use in areas currently zoned M1-1, C8-1, R3-2, R4 and R6. In areas currently zoned R6, the proposed R6A zoning would provide a more predictable building envelope. R6A districts allow a maximum allowable FAR of 3.0, require a street wall height between 40-60 feet,

and have a maximum building height of 70 feet. This zone typically produces 6- or 7-story apartment buildings set on the street line.

Commercial Districts – C4-3A, C1- and C2- overlays

C4-3A

A C4-3A district is proposed along a portion of Queens Boulevard just south of 87th Avenue currently zoned C8-1. Existing development along this stretch of Queens Boulevard consists of automotive uses, two hotels and an office building. C4-3A districts allow residential, community facility and commercial uses at a maximum FAR of 3.0, and a maximum building height of 70 feet.

C1 and C2 Commercial Overlays

New C1-4 and C2-4 commercial overlays are proposed to be mapped along commercial streets where no commercial overlay currently exists or on commercial streets currently zoned M1-1 or C8-1 to reflect the existing commercial uses and to provide for commercial and retail expansion. Existing C1-2 and C2-2 overlays, currently mapped at a depth of 150 feet are proposed to be reduced to a depth of 100 feet and changed to C1-4 and C2-4, and would generally reflect the existing location of commercial uses and reduce parking requirements commensurate with the reduction in depth of the commercial overlays. New C1-3 and C2-3 overlays are proposed along certain streets where commercial properties tend to be deeper, between 125 feet and 150 feet.

C1- and C2- commercial overlays are mapped along streets that serve the local retail needs of the surrounding residential neighborhood. C1- districts permit uses that generally serve the immediate neighborhood, while C2- districts permit a slightly wider range of local retail and service uses.

The proposed changes would result in a change in parking regulations. Most retail uses in the existing C1-2 and C2-2 zones require one accessory parking space per 300 square feet of commercial floor area, although the requirements may range between one space per 200 square feet and one space per 600 square feet.

Parking regulations would be less stringent in the proposed C1-3, C1-4, C2-3 and C2-4 zones. Most retail uses in the proposed C1-3 and C2-3 districts would require one accessory parking space per 400 square feet of commercial floor area, although the requirements would range between one space per 300 square feet and one space per 800 square feet. Retail uses in the proposed C1-4 and C2-4 would require one accessory parking space per 1,000 square feet of commercial area.

Manufacturing Districts – M1-1, M1-2, M1-4

The Plan seeks to encourage uses in the manufacturing areas that will help reinforce Jamaica's economic base.

An existing M1-1 district is proposed to be extended just east of 177th Street along the south side of 104th Avenue, to reflect an existing manufacturing use. M1-1 district allow a maximum commercial and light industrial FAR of 1.

M1-2 zoning is proposed at the eastern end of the rezoning area, generally south of Jamaica and Hollis Avenues between 179th Place and 190th Street, and on blocks adjacent to the south of the LIRR right-of-way between 168th and 183rd Streets. M1-2 zones allow a maximum commercial and light industrial FAR of 2. Certain community facilities are allowed at a maximum FAR of 4.8.

M1-4 zoning outside of the Special Downtown Jamaica District is proposed in an area generally bounded by Liberty Avenue, 148th Street, South Road, and the LIRR right-of-way, and along

157th Street between South Road and 107th Avenue. M1-4 districts allow a maximum commercial and light manufacturing FAR of 2.

Jamaica Gateway Urban Renewal Area

HPD seeks approval of the Jamaica Gateway Urban Renewal Plan (C 070316 HUQ), urban renewal designation (N 070318 HGQ) and disposition of properties (C 070322 HDQ) in the Jamaica Gateway Urban Renewal Area (JGURA). The proposed urban renewal strategy is intended to support the redevelopment and transformation allowed by the proposed rezoning of three key blocks near the new JFK AirTrain/LIRR Station complex. These properties are under multiple ownership and are comprised of vacant and underutilized parcels, some of which are in substandard condition.

The proposed JGURA is bounded by Archer Avenue, Sutphin Boulevard, 94th Avenue, Liverpool Street, 95th Avenue, 148th Street, 94th Avenue and 150th Street. Within the three blocks of the JGURA are 18 businesses and one institutional use, which have a total of 128 employees, as well as 17 residential units, generally within mixed use buildings. Existing uses, particularly automotive and industrial uses conflict with efforts to encourage an expansion of the downtown commercial area into the station area. In the future, if conditions continue to hinder redevelopment, the urban renewal designation and plan would facilitate acquisition that may be necessary to foster redevelopment. Properties so acquired would be disposed to the New York City Economic Development Corporation (EDC) for subsequent disposition

The following properties are included in the Plan:

Site	Block	Lot(s)
1*	9999	1,9,10,11,13,15
2	9998 South	1,2,16,19,22,25,42,43,47,48,144
3	9998 North	83,86,87,88,89,90,91,93,94,95,101,109,110,119,124,127

4	9993	1,3,18,20,22,23,24,25,27,28,29
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AMENDMENT TO THE CITY MAP (C 070158 MMQ):

JFK Center Associates LLC, a private applicant, is proposing an amendment to the City Map to eliminate a one-block segment of 148th Street between 94th and 95th Avenues to facilitate the development of an approximately 1.26 million-square-foot commercial building consisting of approximately 250,000 square feet (three floors) of retail, 1 million square feet (10 floors) of showrooms and offices, and three levels of below-grade parking with approximately 700 accessory parking spaces. The project site would be rezoned from M1-1 to C6-4 to allow this development. It would also be included in the proposed SDJD and in the proposed Jamaica Gateway URA.

The portion of 148th Street proposed to be demapped is an improved, city-owned street, mapped to a 50-foot width, and is open for two-way traffic. An interagency mapping conference was held on November 17, 2006. No city agency had any objections to this proposal.

DISPOSITION OF CITY-OWNED PROPERTY (C 070318 PPO)

The Department of Citywide Administrative Services proposes the disposition of 1 (one) city-owned property (Block 10209, Lot 115) to facilitate future development. The City intends to dispose of the property to EDC. It is anticipated that EDC will issue an RFP (Request for Proposals) for site development pursuant to the proposed C6-2 zoning district.

The site is an approximately 45,000-square-foot, city-owned lot developed with a former public parking garage used by the Police Department. It is located on the east side of 168th Street between Jamaica and Archer Avenues. The property is currently zoned M1-5 and is proposed to be rezoned to C6-2 within the proposed SDJD. The proposed zoning would allow new mixed-use development at a maximum FAR of 6, or a maximum of 7.2 FAR if Inclusionary Housing

provisions are used. Under the proposed actions, approximately 323,000 square feet of space could be developed.

ENVIRONMENTAL REVIEW

The original applications (C 070158 MMQ, C 070314 ZMQ, N 070315 ZRQ, C 070316 HUQ, N 070317 HGQ, C 070318 PPQ C 070322 HDQ), in conjunction with the modified applications (N 070315(A) ZRQ, C 070314(A) ZMQ) were reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et seq. and the City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 05DCP081Q. The lead agency is the City Planning Commission (CPC).

It was determined that the originally proposed actions may have a significant effect on the environment, and that an environmental impact statement would be required. A Positive Declaration was issued on May 20, 2005, and distributed, published and filed. Public meetings on the Draft Scope of Work for the Draft Environmental Impact Statement (DEIS) were held on June 23, 2005, and November 3, 2005, and the Final Scope of Work for the DEIS was issued on September 19, 2006.

The lead agency prepared a DEIS and a Notice of Completion for the DEIS was issued on February 5, 2007. Pursuant to the SEQRA regulations and CEQR procedures, a joint public hearing was held on the DEIS on May 23, 2007, in conjunction with the public hearing on this ULURP item (C 070314 (A) ZMQ) and the related items (C 070158 MMQ, C 070314 ZMQ, N 070315 ZRQ, C 070316 HUQ, N 070317 HGQ, C 070318 PPQ C 070322 HDQ, N 070315(A) ZRQ).

The Final Environmental Impact Statement (FEIS) was completed, and a Notice of Completion of the FEIS was issued on June 29, 2007. The FEIS included an alternative, the Affordable Housing Alternative, which reflects the modified ULURP applications (N 070315(A) ZRQ, C 070314(A) ZMQ) that were submitted subsequent to the issuance of the DEIS. On July 11, 2007, subsequent to the issuance of the FEIS, a Technical Memorandum was completed which addresses the potential impacts of further modifications by the CPC to the modified applications, N 070315(A) ZRQ and C 070314(A) ZMQ, (the "CPC modifications") which are discussed later in this report.

The following is a summary of the significant adverse impacts and proposed mitigation measures identified for the modified applications, N 070315(A) ZRQ and C 070314(A) ZMQ (the "Affordable Housing Alternative"), as set forth in the FEIS. The summary is followed by a discussion of (E) designations, mapped as part of the zoning map amendment and lastly, a description of the conclusions of the Technical Memorandum prepared with respect to the CPC modifications.

IMPACTS

SOCIOECONOMIC CONDITIONS

The Affordable Housing Alternative would provide partial mitigation for the significant adverse impact with respect to indirect residential displacement that could occur under the originally proposed actions.

By encouraging the development of affordable housing in the project area, the Affordable Housing Alternative would serve to reduce and partially mitigate potential significant indirect residential displacement impacts.

The Affordable Housing Alternative has the potential to cause significant indirect residential displacement impacts. The actions would increase the population of the project area and overall study area by more than 5 percent and introduce residents with socioeconomic characteristics that are significantly different from the characteristics of residents in parts of the study area, and the study area contains a population that could be vulnerable to displacement pressures. The originally proposed actions could result in the indirect displacement of an estimated 5,400 low- and moderate-income residents living in units without rent control or rent regulation in the project area. Although the Affordable Housing Alternative could result in similar levels of indirect residential displacement, it would include zoning-based mechanisms which, in combination with programmatic affordable housing incentives, would facilitate the development of affordable housing within the proposed action area. With the use of incentive packages, the Affordable Housing Alternative would provide approximately 894 affordable housing units, which would be available to households with annual incomes at or below 80 percent of AMI, as determined by HUD. Based on the 2006 AMI of \$70,900 for the New York metropolitan area, households considered to be eligible for the affordable units would earn up to \$56,720 in Federal Fiscal Year 2006.

Under HPD's community preference policy, eligible residents of Queens Community District 12 would receive preference for half of the affordable units in any given development within that Community District, if built under city-sponsored programs, and most of the displaced residents would likely qualify for the affordable units. Likewise, for development sites in Community District 8, eligible residents of that district would receive preference for half of the affordable units in any given development in that district. However, the population of potentially displaced residents is expected to comprise only a portion of the households selected for the affordable units, and not all of the potentially displaced population is expected to be able to rent these units. Therefore significant adverse impacts resulting from indirect residential displacement are only partially mitigated under this alternative.

COMMUNITY FACILITIES

The Affordable Housing Alternative would result in significant adverse impacts on public elementary schools and day care facilities. As discussed below, these impacts can be fully mitigated.

The Affordable Housing Alternative would generate a total of approximately 661 elementary (54 more than under the originally proposed actions), 354 intermediate (33 more than under the originally proposed actions), and 162 high school students (19 more than under the originally proposed actions).

Under this alternative, within the ½-mile study area, elementary schools would operate at 103 percent of capacity under the originally proposed actions. Under this alternative, the elementary school utilization within CSD 28 would increase from 106 percent to 109 percent, and there would be a shortfall of 1,502 elementary school seats within this district. Within CSD 29, elementary schools would be at 90 percent of capacity with a surplus of 1,864 seats.

Elementary schools in the half mile study area under this alternative would collectively operate approximately 3 percent above capacity. This alternative would cause an increase of 5 percent in the deficiency in available seats in elementary schools in the ½-mile study area. This would constitute a significant adverse impact on public elementary schools in the ½-mile study area. As described below under “Mitigation,” this impact could be mitigated.

The Affordable Housing Alternative could result in a significant adverse impact on publicly funded or partially publicly funded day care facilities in the study area, and would require mitigation measures for this impact. As is standard practice, the Administration for Children’s Services (ACS) is expected to monitor development and respond to provide the capacity when needed. The mitigation required for this impact is discussed below.

OPEN SPACE

The Affordable Housing Alternative would result in significant adverse impacts on passive open spaces in the non-residential and residential study areas.

The Affordable Housing Alternative would result in a decrease of 9.92 percent in the passive open space ratio in the non-residential study area. The passive open space ratio in the non-residential study area would remain below planning guidelines. Because the Affordable Housing Alternative would introduce a substantial new demand on passive open space when there is an existing shortfall of passive open space, it would result in significant adverse impacts on passive open spaces in the non-residential study areas.

The Affordable Housing Alternative could result in a significant adverse qualitative impact on the proposed Atlantic Avenue Extension Park. Incremental shadows from potential development site 286 would reach the Atlantic Avenue Extension Park during the fall, spring, and summer months. These incremental shadows would fall on the park for at most 2 hours and 3 minutes during the morning hours (this maximum shadow coverage would occur on the June analysis day). However, the park would experience sun during the afternoon hours. Since the Atlantic Avenue Extension Park is proposed and not yet programmed, it is therefore possible that the incremental shadows may be cast on sun-sensitive features. Therefore, the Affordable Housing Alternative could result in a significant adverse impact on the proposed Atlantic Avenue Extension Park. Mitigation for this significant adverse impact is discussed below under "Mitigation."

The City would make a number of improvements to public open spaces in the area to help address the shortage of open space. However, the significant adverse impact on open space could not be mitigated.

SHADOWS

The Affordable Housing Alternative would result in a significant adverse impact on the proposed Atlantic Avenue Extension Park and on Grace Episcopal Church due to shadows.

Incremental shadows on the Atlantic Avenue Extension Park would be of short duration, and limited to the early morning hours. With the Affordable Housing Alternative the park would remain in sun for the majority of the analysis day during the spring, summer, and fall months. There would no incremental shadows on the park during the winter months. However, because this park is not yet designed, it is possible that incremental shadows may be cast on sun-sensitive features (e.g., ornamental plantings). Therefore, it is concluded that the Affordable Housing Alternative could result in a significant adverse impact on this proposed park.

Grace Episcopal Church (which is a State and City Landmark) would experience incremental shadows in spring, summer, fall and winter, along the eastern and western facades in the morning and afternoon hours, respectively, that would impact stained-glass windows in the church. The duration of the incremental shadows would last from 1 hour 34 minutes in December to 4 hours and 40 minutes on June 21. Incremental shadows on the eastern façade would occur during the early morning hours of the May and June analysis days before 9:40 AM. Shadows on the western façade could occur during all four analysis days but would not begin until after 1 PM. The shadows in the stained glass are extensive enough in both coverage and duration that the enjoyment of this historic resource would be diminished. Therefore, it is concluded that the Affordable Housing Alternative would result in a significant adverse shadow impact on this historic resource.

The significant adverse shadow impact on Grace Episcopal Church could not be mitigated. The impact under this alternative on the Atlantic Avenue Extension Park could be mitigated, as discussed below.

HISTORIC RESOURCES

The Affordable Housing Alternative could result in significant adverse impacts on potential archaeological resources. Four potential development sites could result in significant adverse impacts on archaeological resources. Such impacts would be unavoidable, because there are no mitigation mechanisms available to the City that require private as-of-right development to perform archaeological mitigation. These impacts could not be mitigated.

This alternative would result in a significant adverse shadow impact on Grace Episcopal Church, a State and City Landmark.

TRAFFIC AND PARKING

The Affordable Housing Alternative would result in significant adverse impacts on traffic and parking. The Affordable Housing Alternative would result in significant adverse traffic impacts at 36 intersections. The parking impact under the Affordable Housing Alternative would be reduced compared to the originally proposed actions because the Affordable Housing Alternative includes provisions within the Special Downtown Jamaica District (SDJD) that would strengthen off-street accessory parking requirements, reduce parking waivers for commercial and residential developments, and provide more flexible ways for new developments to meet the parking requirements.

The Affordable Housing Alternative would create significant traffic impacts at a number of locations, with the AM peak hour having the most impacts. Thirty-six intersections would be impacted under this alternative. The mitigation measures described below would be required to mitigate the impacts under this alternative.

Under the Affordable Housing Alternative there would be an overall deficit of 1,416 off-street public parking spaces in the midday peak period with a resulting 122 percent utilization. In the AM and overnight periods, overall off-street public parking demand would continue to be below

capacity. However, localized deficits would occur in all peak periods, such as in areas where no off-street public parking currently exists or is anticipated.

TRANSIT AND PEDESTRIANS

The Affordable Housing Alternative would result in significant adverse impacts on transit and pedestrians. The Affordable Housing Alternative would result significant adverse impacts to New York City Transit's (NYCT) Q30, Q43 and Q54, and MTA Bus' Q6, Q8, Q40, Q41, and Q60 bus routes. The added pedestrian demands would result in a significant impact to two pedestrian intersections.

SUMMARY OF SIGNIFICANT ADVERSE IMPACTS

As described above, the Affordable Housing Alternative would result in significant adverse impacts regarding socioeconomic conditions, community facilities (elementary schools and day care), open space, shadows, historic resources, traffic and parking, and transit and pedestrians. The open space and historic resources impacts would remain unmitigated.

Overall, the Affordable Housing Alternative would partially mitigate the socioeconomic impact (indirect residential displacement) as well as the parking impact of the originally proposed actions.

MITIGATION MEASURES REQUIRED FOR THE AFFORDABLE HOUSING ALTERNATIVE

As described above, the Affordable Housing Alternative would result in significant adverse impacts regarding socioeconomic conditions, community facilities (elementary schools and day care), open space, shadows, historic resources, traffic and parking, and transit and pedestrians. No mitigation measures were identified regarding open space, a shadow impact to Grace Episcopal Church, or historic resources. The Affordable Housing Alternative would partially

mitigate the significant adverse socioeconomic impact (indirect residential displacement) as well as the parking impact of the proposed actions.

Regarding Socioeconomic Conditions, the Affordable Housing Alternative would provide partial mitigation for the significant adverse impact that could occur under the originally proposed actions. By encouraging the development of affordable housing in the project area, the Affordable Housing Alternative would serve to reduce and partially mitigate potential significant indirect residential displacement impacts.

Regarding Community Facilities and Services, the Affordable Housing Alternative would increase the utilization level of public elementary schools within the ½-mile study area by 5 percent, which is a significant impact requiring mitigation. Possible measures to mitigate a significant impact that results in school overcrowding under this alternative include: relocating administrative functions to another site, thereby freeing up space for classrooms; making space within the buildings associated with the proposed action or elsewhere in the school study area available to the Department of Education; restructuring or reprogramming existing school space within a district; and adjusting school service area boundaries (provided that does not redistribute students to an even more crowded district).

The Affordable Housing Alternative could result in a significant adverse impact on publicly funded or partially publicly funded day care facilities in the study area. Possible mitigation measures include adding capacity to existing facilities or providing a new daycare facility within or near the proposed action area. At this point however, it is not possible to know exactly which type of mitigation is appropriate and because the demand for publicly funded day care depends not only on the amount of residential development in the area, but the proportion of new residents who are children of low-income families. Furthermore, several factors may limit the number of children in need of publicly funded day care slots. For example, families in the 1-mile study area could make use of alternatives to publicly funded day care facilities. There are slots at homes licensed to provide family day care that families of eligible children could elect to use

instead of public center day care. Parents of eligible children may use Administration for Children's Services (ACS) vouchers to finance care at private day care centers in the study area. Additionally, parents of eligible children are not restricted to enrolling their children in day care facilities in a specific geographical area. They could use the ACS voucher system to make use of public and private day care providers beyond the 1-mile study area. Therefore, as is standard practice, the ACS is expected to monitor development of the proposed action area and respond as appropriate to provide the capacity needed.

Regarding Open Space, the Affordable Housing Alternative would result in a significant adverse impact with respect to passive open space. No practicable or feasible mitigation measures for the significant adverse impact on passive open space resources were identified between the Draft EIS and Final EIS. Measures which could improve overall open space conditions were identified, but these would not constitute mitigation for the significant adverse impact.

Regarding Shadows, the Affordable Housing Alternative has the potential to result in a significant adverse impact due to shadows on the proposed Atlantic Avenue Extension Park. Because a programmed design for this open space has not been developed, it is possible that the incremental shadows from the Affordable Housing Alternative could diminish the usability of the open space and therefore result in a significant adverse impact. As mitigation to avoid such an impact, DCP, DPR, and the New York City Economic Development Corporation (EDC) will coordinate on the design of this park to minimize any adverse shadow effects on this open space. For example, park designers would locate sun-sensitive features in areas where they would be least affected by shadows and choose shade tolerant species for vegetation to be planted in areas that would be in shadow. With such measures, the potential significant adverse shadow impacts on the Atlantic Avenue Extension Park could be fully mitigated. No practicable measures were identified to mitigate the incremental shadows impact to Grace Episcopal Church under the Affordable Housing Alternative.

Regarding Historic Resources, the Affordable Housing Alternative could result in significant adverse impacts on potential archaeological resources. Four potential development sites could

result in significant adverse impacts on archaeological resources. Such impacts would be unavoidable, because there are no mitigation mechanisms available to the City that require private as-of-right development to perform archaeological mitigation. These impacts, in addition to the shadows impact to Grace Episcopal Church (which is a State and City Landmark), could not be mitigated.

Regarding Traffic, the Affordable Housing Alternative would result in significant adverse impacts at 35 signalized intersections and one unsignalized intersection in one or more peak hours. A traffic mitigation plan was developed to address these impacts. Mitigation proposed for the Hillside Avenue corridor would implement No Standing regulations from 7 AM to 10 AM along the westbound (north) curb lane to provide an additional travel lane in the AM peak period between 161st Street and Sutphin Boulevard. To accommodate the westbound AM period demand on Jamaica Avenue, No Standing from 7 AM to 10 AM is proposed for the westbound (north) curb lane on Jamaica Avenue from 168th Street to Parsons Boulevard to provide an additional travel lane. Proposed signal timing adjustments would also be incorporated into the mitigation at most of the other impacted intersections. A new signal is proposed at the unsignalized intersection of Jamaica Avenue and 178th Street to accommodate the traffic volume increase. The proposed measures would mitigate the majority of the traffic impacts. The Affordable Housing Alternative would result in 12 unmitigable impacts.

Regarding Parking, zoning provisions proposed under the Affordable Housing Alternative would partially mitigate the significant adverse parking impact of the originally proposed actions. Under the Affordable Housing Alternative there would be an overall deficit of 1,416 off-street public parking spaces in the midday peak period with a resulting 122 percent utilization. By comparison, under the originally proposed actions there would be a 2,165-space deficit in the midday peak period (133 percent utilization). The parking impact under the Affordable Housing Alternative would be reduced compared to the originally proposed actions because the Affordable Housing Alternative includes provisions within the Special Downtown Jamaica District (SDJD) that would strengthen off-street accessory parking requirements, reduce parking waivers for commercial and

residential developments, and provide more flexible ways for new developments to meet the parking requirements. No additional parking mitigation was identified.

Regarding Transit, the Affordable Housing Alternative would result in capacity shortfalls on three NYCT routes and five New York Metropolitan Transportation Authority (MTA) Bus routes. As standard practice, the bus operating agencies routinely conduct ridership counts and adjust bus service frequency to meet its service criteria, within fiscal and operational constraints. As such, the capacity shortfalls would be mitigated by NYCT and MTA Bus.

Regarding Pedestrians, the Affordable Housing Alternative would result in a significant adverse impact to the northwest corner of Jamaica Avenue and Merrick Boulevard in the PM peak hour, as well as a significant adverse impact to the northeast corner of Jamaica Avenue and 160th Street in the PM peak hour. To mitigate these significant adverse impacts, it is proposed to bulb-out the corner by one foot along Merrick Boulevard at Jamaica Avenue on the west side to gain more pedestrian space; and to bulb-out the corner by one foot along 160th Street on the east side to gain more pedestrian space at the intersection with Jamaica Avenue.

(E) DESIGNATIONS

As part of the zoning map amendment, (E) Designations would be mapped for hazardous materials, air quality, and noise. (E) Designations are applied to specific properties that could require remediation or other measures, should an owner want to demolish, excavate, or otherwise construct on his/her property. Under the Affordable Housing Alternative, as set forth in the FEIS, (E) designations for Hazardous Materials, Air Quality and Noise would be mapped as part of the proposed rezoning, as detailed below.

Hazardous Materials

Under the Affordable Housing Alternative, development could occur on sites that have the potential for adverse impacts due to potential presence of hazardous materials. For the projected and potential development sites concluded to have the potential for adverse impacts due to

hazardous materials, an (E) designation is proposed to avoid hazardous materials impacts. In addition, for City-owned sites, the agencies that control these sites have entered into agreements with NYCDEP on the activities that need to be performed prior to and during site construction.

Any site that has received an (E) designation for hazardous materials will require that the fee owner of the site conduct a testing and sampling protocol, and develop a remediation plan, where appropriate, to the satisfaction of the New York City Department of Environmental Protection (NYCDEP) before the issuance of a building permit by the Department of Buildings (pursuant to Section 11-15 of the Zoning Resolution - Environmental Requirements). With the requirements of the (E) designation on development sites, there would be no impact from the potential presence of contaminated materials.

Air Quality

Air quality analyses for heating, ventilation, and air conditioning (HVAC) systems were performed. To preclude the potential for significant adverse air quality impacts on other projected and potential developments from HVAC emissions, an (E) designation would be incorporated into the proposed rezoning under the Affordable Housing Alternative for each of the affected sites.

Air quality analyses were also undertaken to identify industrial uses within 400 feet of the projected and potential development sites. In order to avoid impacts on these development sites due to local industrial source emissions an (E) designation for air quality would be incorporated into the rezoning proposal on these projected and potential development sites.

The (E) designations would require that new residential and/or commercial development, enlargement, or change of use would meet specified conditions designed to preclude adverse air quality effects. Specifically, fee owners of properties on which the (E) designations would be mapped would need to demonstrate to NYCDEP that any new development, enlargement, or change of use has inoperable windows and does not include air intakes, unless such intakes

incorporate alternative design features and/or technologies developed in the future that are recognized as effective under industry standards. New York law requires operable windows in habitable portions of residential buildings and residential development, enlargement, or change of use on the referenced property is therefore restricted under current conditions.

These conditions would apply only if the emissions and/or contaminants identified in the air quality analyses were to continue to be present at the time that the fee owner of the property subject to the (E) designation seeks to satisfy the (E) requirements.

Noise

The *CEQR Technical Manual* establishes building noise attenuation requirements, based on exterior (ambient) noise levels. These noise attenuation values are designed to achieve interior noise levels of 45 dBA or lower for residential buildings, based on exterior $L_{10(1)}$ noise levels for the study area attenuation requirement are as follows: to achieve 30 dBA of building attenuation, double-glazed windows with good sealing properties as well as alternate means of ventilation, such as well sealed through-the-wall air conditioning, are necessary; to achieve 35 dBA of building attenuation, double glazed windows with good sealing properties as well as alternate ventilation such as central air conditioning, are necessary; and to achieve 40 dBA of building attenuation, special design features that go beyond the normal double-glazed window and central air conditioning are necessary, which may include using specially designed windows (e.g., windows with small sizes, windows with air gaps, windows with thicker glazing, etc.), and additional building insulation.

To ensure that interior noise levels for future buildings meet the above requirements, an (E) designation would be placed on properties that require this noise attenuation.

PROPOSED CPC MODIFICATIONS TECHNICAL MEMORANDUM

As noted above, subsequent to the issuance of the FEIS, a Technical Memorandum was completed on July 11, 2007 which addresses the potential impacts of certain CPC modifications to the modified applications (N 070315(A) ZRQ, C 070314(A) ZMQ), which are discussed in this report. The purpose of this Technical Memorandum was to examine the potential changes to the Affordable Housing Alternative resulting from the CPC modifications and determine whether any of them would result in significant adverse environmental impacts not already identified in the FEIS with respect to the Affordable Housing Alternative. The memorandum concludes that the proposed changes would not result in any such impacts.

The proposed modifications would result in the same significant adverse impacts identified under the Affordable Housing Alternative, with the exception of community facilities (elementary schools). As explained in the memorandum, the significant adverse impact on elementary schools identified in the FEIS under the Affordable Housing Alternative would not result under the CPC modifications. Due to the reduced densities under the modifications, the CPC modifications would result in fewer total dwelling units than would the Affordable Housing Alternative, because of lowered density on previously identified development sites and fewer school-age children.

The same mitigation measures for socioeconomic conditions, community facilities (day care), shadows, traffic and parking, and transit and pedestrians identified in the FEIS for the Affordable Housing Alternative would be needed for the proposed CPC modifications. Significant adverse impacts to open space and historic resources would be unmitigable under the CPC modifications, as under the Affordable Housing Alternative. Like the Affordable Housing Alternative, the proposed modifications would not result in significant adverse hazardous material, air quality, or noise impacts.

As with the Affordable Housing Alternative, the proposed modifications require (E) designations on projected and potential development sites to avoid significant adverse impacts with respect to hazardous materials, air quality, and noise. However, the proposed modifications would require

fewer (E) designations compared to the Affordable Housing Alternative, due to the reduced number of development sites. In addition, the proposed modifications to establish ZR Section 11-151 would eliminate all but one of the (E) designation requirements for industrial source air quality emissions needed under the Affordable Housing Alternative. One potential development site (Site 384-O) would receive an (E) designation due to industrial source emissions, but under terms that would not preclude new development, enlargement, or change of use. This site would not be subject to the text amendment to Section 11-151 under consideration. The CPC modifications include a zoning text amendment that would apply special development criteria to specific identified areas. These areas include thirteen projected and potential development sites, as well as adjacent properties, which were proposed to receive (E) designations due to industrial source emissions under the Affordable Housing Alternative, as described in the FEIS. Under this CPC modification, the (E) designations would be eliminated, and development would continue pursuant to existing zoning within the identified areas until the industrial air emission source is eliminated, at which point the Chairperson of the CPC, in consultation with NYCDEP, would certify that development could occur pursuant to the rezoning. This modification would allow for greater flexibility in the development of the directly affected properties.

A complete list of properties requiring (E) designations for hazardous materials, air quality and noise under the CPC modifications is included in the Technical Memorandum and attached hereto as "Attachment A".

UNIFORM LAND USE REVIEW

The original application (C 070314 ZMQ), in conjunction with the applications for the related actions, was certified as complete by the Department of City Planning on February 5, 2007, and was duly referred to Community Board 8, Community Board 12, the Borough Board and the Borough President in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b) along with the applications for the non-ULURP actions (N 070315 ZRQ, N 070317 HGQ) which were referred for review and comment.

On April 23, 2007, the modified application (C 070314 (A) ZMQ) was referred to Community Board 8, Community Board 12, the Borough Board and the Borough President pursuant to Section 2-06(c)(1) of the Uniform Land Use Review Procedure

Community Board Public Hearing

Community Board 8 held a public hearing on March 6, 2007 on the original application (C 070314 ZMQ), and on March 14, 2007, by a vote of 36 to 0 with no abstentions, adopted a resolution recommending disapproval of the application.

Community Board 12 held public hearings on March 28, 2007 and April 11, 2007 on the original application (C 070314 ZMQ) and related applications (C070158 MMQ, N 070315 ZRQ, C 070316 HUQ, N 070317 HGQ, C 070322 HDQ, C 070318 PPQ) and on April 11, 2007 adopted resolutions on these applications. The resolutions adopted by Community Board 12 are presented in the following table. The resolutions adopted by Community Board 12, however, were submitted on April 18, 2007, and are, therefore, non-complying.

ULURP	Recommendation	In Favor	Opposed	Abstain
C 070158 MMQ	Motion to disapprove	34	0	1
N 070315 ZRQ	Motion to approve	17	16	2
C 070316 HUQ N 070317 HGQ C 070322 HDQ	Motion to disapprove	20	12	3
Note: Community Board 12 did not submit recommendations on applications C 070314 ZMQ and C 070318 PPQ.				

Borough President Recommendation

The original application (C 070314 ZMQ) was considered by the Borough President who issued a recommendation on May 14, 2007 approving the application with the following conditions:

- Creation of a team of design consultants who would work with all stakeholders (area residents, civic associations, elected officials and city agencies) to study and make recommendations for storefront and streetscape improvements along the entire length of Hillside Avenue between the Van Wyck Expressway and 191st Street. Such findings would include items such as attractive entryways for residential buildings and median improvements that would include tree plantings and landscaping to increase green space as identified in Plan NYC 2030. This group would also work on funding and implementation of the findings of the study;
- Formation of a task force consisting of city agencies (i.e. DCP, DEP, DOT, HPD, EDC, SCA...), affected elected officials and the Community Boards to oversee planning and implementation of infrastructure projects, and enhancement of city services and transportation. The task force would meet on an ongoing regular basis to address any issues or impacts that may arise as a result of the Jamaica Development Plan;
- The proposed R7A zoning on Hillside Avenue from Midland Parkway and 180th Street east to 191st Street should be modified to allow buildings that would reflect the height and density of the existing buildings. The proposed R7X areas to the west of Midland Parkway and 180th Street should be reevaluated and modified with more appropriate zoning in relation to the existing building heights and densities. The overall concern is that the entire length of Hillside Avenue should not be a wall of uniformly tall buildings. The building heights should be varied creating an interesting skyline with a sense of openness;
- Units built with inclusionary housing floor area bonuses should only be allowed on the same site as the market rate units. This would assure that there is a real mix of incomes in new housing developments and that all residents of the buildings would share the amenities provided. Affordable units provided offsite would only reinforce separation and the lack of interaction between groups;
- Modification of the alternative zoning Text regarding the Special downtown Jamaica District for specific sites within the special district. Section 115-224 should be amended to allow a maximum height of 290 feet on Blocks 9998 and 9999. Special bulk regulations Section 115-20, should be amended by adding a waiver for properties adjacent to railroad embankments from the required 30 feet rear yard set back on Blocks 9998 and 9999. Development on these parcels would be restricted without these text amendments to the special district;
- City investment to acquire parcels of property (Block 9998, Lots 109, 110) for use as a public parking garage in the proposed Jamaica Gateway Urban Renewal Area to support the proposed Station Plaza development around the AirTrain Station. A shortage of

parking already exists in this area. New parking will assure the success of the new Station Plaza development;

- Economic opportunities should be made available for the residents of Community District 12 to provide goods and services during construction of the proposed International Merchandise Mart and retail stores. Upon completion, employment opportunities should be made available to residents of Community District 12. Notification of such opportunities before and after construction should be made to Community Board 12, affected elected officials and the Borough President's Office.

Borough Board Review

The Borough Board did not submit a recommendation on this application.

City Planning Commission Public Hearing

On May 9, 2007 (Calendar No. 7), the City Planning Commission scheduled May 23, 2007, for a public hearing on the original application (C 070314 ZMQ) and the modified application (C 070314 (A) ZMQ) and related actions (C 070158 MMQ, N 070315 ZRQ, N 070315 (A) ZRQ, C 070316 HUQ, N 070317 HGQ, C 070322 HDQ and C 0070318 PPQ). The hearing was duly held on May 23, 2007 (Calendar No. 29), in conjunction with the applications for the related actions.

There were 31 speakers in favor of the application and related actions and 16 speakers in opposition.

Those who spoke in support included representatives of the Greater Jamaica Development Corporation; the Regional Plan Association; the City Council Member from the 24th district; the Pratt Center for Community Development; the Real Estate Board of New York; the NY Metro Chapter of the American Planning Association; other institutions, businesses and community groups; and the Chair of Community Board 12; the Borough President; the City Council Member from the 27th District; and residents of the area.

Those who spoke in opposition included local residents; local business owners; a representative of the State Senator from the 11th District; and representatives of other local community groups including the Jamaica Residents for an Alternate Plan (members of Community Board 12's former AD HOC Committee), the A&L Multi-Block Civic Association, the Hillcrest Estates Civic Association and the Queens Civic Congress. Several members of Community Board 12's former AD HOC Committee, a committee that was formed by CB 12 to review the proposed Plan and make recommendations to the board, spoke in opposition to parts of the proposal.

The speakers in favor applauded the proposed changes in Downtown Jamaica, citing the need for revitalization and new investment in the area. Several representatives and property owners described the foreseeable benefits of the rezoning as facilitating much-needed new housing development and business and employment opportunities in the Jamaica core and along Hillside Avenue. Several speakers with property interests in the rezoning area described constraints on key development sites near the AirTrain and adjacent to the LIRR embankment, and requested further modification to the zoning text relating to rear yard and height requirements to facilitate development on these properties.

The owner of property located at Archer Avenue and Sutphin Boulevard spoke in support of the overall Plan but objected to the proposed zoning change from C4-6 to C6-2 on his property claiming it was a downzoning, resulting in lower residential and community facility FARs.

The Borough President described the need to improve the image of Hillside Avenue that would include more street trees and more attractive store fronts. She recommended a working group be formed, composed of the affected parties and design professionals to study Hillside Avenue. She also recommended better coordination of city agency efforts to oversee capital projects and enhancements to support growth.

Many speakers, including the Borough President, addressed the issue of affordable housing. While agreeing that Inclusionary Zoning is a key component of the Plan, several speakers requested modifications to the Inclusionary Housing Program. These included making provision of affordable units mandatory in areas zoned R6A and higher, that these units be provided only on-site and that the City should to revisit the definition of affordable.

Several speakers described the need to provide economic opportunities to the local population. One speaker urged that first source hiring be required to maximize employment opportunities for the residents from the immediate neighborhood by zip code. A representative for a local economic organization sought support for a local benefits program that would encourage local investment, involve local developers and ensure minority participation. Another speaker called on EDC and SBS to develop new strategies for hiring people from the local areas, ensuring a living wage and providing opportunities for local businesses.

Most of the speakers who testified in opposition were concerned with the potential impacts that the rezoning would have on the area's infrastructure and services, including traffic, transportation, parking, school seats, health, safety and enforcement. They expressed special concern about the proposed R7A and R7X districts along Hillside Avenue. Most of these speakers supported alternate plans developed by Community Board 12's former AD HOC Committee and another plan proposed by the Council Member from the 24th District, both of which recommended reduced densities along Hillside Avenue.

The owner of a cement plant located one block east of the AirTrain Station at 95th Avenue and 147th Place, testified in opposition to the Plan because the proposed zoning on his property from M1-1 to R5 would render the current use non-conforming. He stated that his company had 70 employees mostly from the local area. He further stated that any future financing or expansion would become difficult if his business became a nonconforming use. He requested that the existing M1-1 zoning district remain on his property.

A few speakers who opposed the rezoning felt that the proposal did not go far enough in protecting 1- and 2- family neighborhoods from overdevelopment. They opposed the proposed change from M1-1 to M1-2 on properties located at the eastern portion of the zoning area along the railroad tracks if open uses, such as waste transfer stations, were allowed with this zone, and recommended increasing the required open area from 8 feet to 12 feet in the proposed "building transition rule" to better protect residential properties abutting potential development sites along the area's wide streets.

There were no other speakers and the hearing was closed.

CONSIDERATION

The Commission believes that this proposed modified amendment of the Zoning Map (C 070314 (A) ZMQ), as further modified herein, in conjunction with the related applications for modified amendments to the Zoning Resolution (N 070315 (A) ZRQ) as further amended herein, an amendment to the City Map (C 070158 MMQ), approval of the Jamaica Gateway Urban Renewal Plan (C 070316 HUQ), designation of the Jamaica Gateway Urban Renewal Plan (N 070317 HGQ), the disposition of real property within the Jamaica Gateway Urban Renewal Plan (C 070322 HDQ), and the disposition of one city-owned property (C 070318 PPQ) are appropriate.

The Commission is pleased to support this comprehensive, long range strategy to support Jamaica's downtown business district, expand housing and economic opportunities along the area's major thoroughfares and preserve the character of neighboring low-rise residential communities. The Plan builds on the existing strengths of this unique transit-oriented regional center, and it will set the stage for 3 million square feet of new commercial space, more than 3,400 dwelling units and about 9,600 jobs to be created by 2015. At the same time, the Plan proposes finely-tuned zoning designed to preserve areas with one- and two- family homes and other low-rise contexts.

ZONING MAP AMENDMENT

The Commission recognizes that zoning in the 368-block rezoning area has not changed substantially in over 45 years when Jamaica was a major retail and business center, with large department stores along Jamaica Avenue and light manufacturing and warehouse activities clustered near the Long Island Rail Road. The originally proposed actions represent a significant upgrade in the area's zoning, utilizing the most up-to-date zoning practices to provide for orderly growth.

The Commission notes that the proposed zoning changes will protect approximately 130 residential blocks from out of scale development. These blocks are characterized by 1- and 2-family homes where current zoning allows all types of residential buildings, including multi-family development. The proposed R3A, R3X and R4-1 zoning districts will limit new residential construction to 1- and 2- family residences and protect these areas from out-of-character development. The Commission also notes that the proposed zoning changes to R4 and R5 will better match the low-rise mixed residential character on 50 blocks most of which are currently zoned for medium density residential development.

The Commission believes that the zoning changes proposed for the downtown area -- C6-4, C6-3, C6-2, C4-5X, and C4-4A -- will provide for a mix of residential, community facility and commercial uses at densities that are appropriate for this regional center. The Commission further notes that the proposed zones provide a range of higher densities in the downtown area, that permit the largest buildings nearest the transit hubs with a gradual stepping down in scale on blocks further from the hubs to provide for a better transition with adjacent residential communities.

The Commission believes that the medium density contextual districts proposed to be mapped in the Downtown area (R7A) and at the Downtown's eastern edge (R6A) will better reflect the

existing mid-rise contexts and provide height limits and more predictable building envelopes for future development. The Commission believes that the R7X district proposed along the central and western portion of Hillside Avenue represents an important opportunity to revitalize this corridor with new housing and mixed-use buildings convenient to the transit stations located along the avenue. The Commission also notes that R6 and C4-2 zoning districts currently mapped along Hillside Avenue generally from Parsons Boulevard to 181st Street on the south side of the avenue allow densities of up to 4.8 FAR that would be similar to the proposed R7X district, but without the height limits of the R7X zone or incentives for affordable housing. The Commission also notes that the Borough President, recommended that a team of design consultants be hired by the City to work with local stakeholders, civic associations, elected officials and city agencies to study and make recommendations for streetscape improvements along the Hillside Avenue corridor. The Commission believes that such enhancements to the physical character would be appropriate to correspond to the proposed rezoning for the corridor and set the stage for much-needed additional development

The Commission believes that other proposed medium density zones along corridors leading to Downtown Jamaica generally reflect the various scales of development along these streets such as the R6A zoning proposed for portions of Jamaica Avenue, Sutphin Boulevard, Merrick Boulevard and Liberty Avenue and the R5D zoning proposed for Guy R. Brewer Boulevard and the southern portion of Sutphin Boulevard. The Commission believes these zones will generally promote new development that reinforces and enhances the qualities of these corridors.

The Commission, however, acknowledges recommendations by the Borough President, civic groups and residents for changes to the proposed zoning along Hillside Avenue, as well as recommendations and testimony for changes to the zoning along Jamaica Avenue, Liberty Avenue and Merrick Boulevard in order to reduce the scale and density of future development. The Commission carefully considered such recommended changes and believes that certain adjustments along Hillside Avenue, Jamaica Avenue, Liberty Avenue and Merrick Boulevard would address these concerns while still achieving important objectives for development, and the

Commission is, therefore, adopting the following modifications to the modified zoning map amendment:

- **On Hillside Avenue, east of Midland Parkway/181st Street to 191st Street - replace the proposed R7A district with an R6A district;**

The Commission believes the R6A district would provide an improved transition in density and scale at the eastern end of the Hillside Avenue corridor where it is adjacent to areas developed primarily with one- and two-family houses. The R6A would still allow new apartment buildings that would reinforce the existing context of 6- to 7-story multifamily buildings found in this portion of the avenue. The R6A zone would have a maximum FAR of 3.0 and a maximum building height of 70 feet. The Inclusionary Housing Program would not be available in this zone.

- **On Hillside Avenue, west of Midland Parkway/181st Street to 175th Street and Edgerton Boulevard - replace the proposed R7X district with an R7A district;**

The Commission believes the R7A district would also provide an improved transition in density and scale along this portion of Hillside Avenue where it is adjacent to areas developed primarily with one- and two-family houses. The R7A would still allow new apartment buildings that would reinforce the existing context of 7- to 8-story multifamily buildings found along this portion of the avenue. The R7A district would have a base FAR of 3.45 with a maximum FAR of 4.6 with the inclusionary housing bonus and a maximum building height of 80 feet. A total of 207 affordable housing units are projected to be generated through the redevelopment of sites on Hillside under this further modified rezoning, compared to 308 units under the original modified rezoning.

- **On Jamaica Avenue, east of 181st Street - replace the proposed R6A district with an R5D district;**

The Commission believes the R5D district would provide an improved transition at the eastern end of Jamaica Avenue which is developed primarily with one- and two-story commercial and mixed-use buildings. The R5D zone would have a maximum FAR of 2.0 and a maximum building height of 40 feet.

- **On Liberty Avenue, east of 168th Place - replace the proposed R6A district with an R5B district;**

The Commission believes the R5B district would provide an improved transition at the eastern end of Liberty Avenue which is developed primarily with one- and two-story residential and mixed-use buildings. The R5B district would have a maximum FAR of 1.35 and a maximum building height of 33 feet.

- **Along Merrick Boulevard between Liberty Avenue and 109th Avenue - replace the proposed R6A district with an R5D district.**

The Commission believes the R5D district with its maximum FAR of 2.0 would provide an improved transition in the section of the boulevard adjacent to residential lots developed with one- and two-family houses. The portion of the boulevard south of 109th Avenue would retain the proposed R6A zoning as it is more consistent with the existing 7-story apartment buildings.

ZONING TEXT AMENDMENT

The Commission believes that the creation of the proposed Special Downtown Jamaica District will complement the proposed zoning map changes by providing urban design controls that will further enhance the pedestrian environment and improve the quality of life for those who live, work and visit Downtown Jamaica. The Commission notes that the proposed text utilizes innovative strategies to achieve the goals of the Jamaica Plan, especially to regulate the scale of base portions of buildings in the downtown and provide for the transition in scales between apartment buildings on corridors and adjacent lower density development.

Inclusionary Housing

The Commission is pleased that the Plan builds upon the City's commitment to provide affordable housing throughout New York City. It is projected that 792 units could be produced in Jamaica through the proposed affordable housing program, which was analyzed as the Affordable Housing Alternative in the FEIS. This Inclusionary Housing Program (IHP) would

couple a zoning bonus with housing subsidy programs to create powerful incentives for affordable housing development in the downtown area and along Hillside Avenue. The proposal also creates incentives for the preservation of existing affordable units in the broader Jamaica community.

The Commission notes that the IHP for Jamaica would include many of the innovations recently adopted in previous zoning initiatives elsewhere in the City. For instance, affordable units that earn the bonus are required to remain permanently affordable, regardless of the term of affordability normally required by any subsidy program regulations. Use of the preservation option, as well as the off-site construction option, would address the need for permanent affordable housing. The Commission notes that in addition to the standard inclusionary housing options of providing affordable units elsewhere in the same Community District as the new development or in an adjacent Community District within a ½ mile radius, the special district would allow off-site affordable units to be located anywhere in the Special District.

The Commission heard testimony recommending a mandatory affordable housing requirement. The Commission notes the City's strong record of providing effective voluntary incentives to private developers to produce affordable housing, including the optional Inclusionary Housing Program, and that New York City continues to be in the vanguard in providing affordable housing. The IHP proposed for Jamaica encompasses one of the largest areas where IHP is applicable in the City. The Commission further notes the extraordinary difficulty to find additional opportunities for meeting the future housing needs of the City and believes that a voluntary Inclusionary Housing Program, coupled with additional density incentives, is the most appropriate way to meet these housing challenges.

The Commission heard testimony from several speakers recommending that affordable units be located on-site only and that the inclusionary housing program be extended to apply in R6A districts. The Commission believes the availability of both an on-site and off-site option is essential to the viability of the IHP. Also, the Commission seeks to provide the strongest

incentives for private and non-profit developers to produce permanently affordable units and believes that the R6A district is too limited in allowable densities to provide the strong incentives needed.

Speakers also raised other issues including: whether the IHP would be adequate to meet the needs of lower income people living in Jamaica today; that at least 50% of housing on urban renewal or publicly owned sites should be affordable and there should be a tax credit for small landlords; and that there be a lower range of affordable housing development through a 50-30-20 plan. Other speakers requested adoption of anti-harassment provisions for the rezoning area.

The Commission believes that the proposed regulations will produce affordable housing at a variety of income levels, including low-income households. The affordable units would be available to households making less than 80% of the Area Median Income, which is \$56,720 for a family of four. This level of eligibility would encompass a broad range of working families in the Jamaica area, where the median family income is around \$40,000. Additional HPD or HDC programs are available that can be used in conjunction with the inclusionary bonus to target families with even lower incomes.

The Jamaica Plan's Inclusionary Housing program would also partially mitigate the potential secondary displacement impact disclosed in the FEIS. As disclosed in the FEIS, approximately 1,835 housing units could be vulnerable to indirect displacement pressures as a consequence of changes in the real estate market induced by the Jamaica Plan. The proposed inclusionary housing program would incentivize the preservation of existing affordable housing units and the production of new affordable units, for which 50% of the affordable units would be set aside for residents of Community District 12.

The Commission believes that the proposed regulations establish an effective approach to promoting affordable housing development where city-owned land is scarce, and one that would work under a variety of market conditions and for different types of development. The

Commission encourages HPD to continue to explore creative alternatives in meeting the growing demand for affordable housing.

In adopting the Affordable Housing Alternative, as modified, the Commission recognizes that the provision for inclusionary housing only partially mitigates the significant adverse impacts to indirect residential displacement disclosed in the FEIS. This alternative would also only partially mitigate impacts to parking and would not include mitigation for the open space, certain shadows, and historic resources impacts disclosed in the FEIS. However, the Commission believes that these effects are outweighed by the benefits and importance of achieving the Plan's goal to revitalize Downtown Jamaica and provide new affordable housing while preserving industrial uses, where appropriate, as well as the low-density character of Jamaica's neighborhoods. The Commission notes that with respect to the open space impacts that were disclosed in the FEIS, measures were identified which could improve overall open space conditions but which would not constitute mitigation for the significant adverse impacts. Such measures include: funding improvements to two school yard open spaces in the rezoning area (P.S. 118 and P.S. 160) through the City's Schoolyards to Playground initiative, which program the New York City Department of Parks and Recreation (DPR) will continue to seek funding for in the next fiscal year; continued efforts by DPR and DCP to identify sites for long term opportunities for open space improvements in the Jamaica area; and continued efforts by DPR to work with other city agencies to identify unused and unprogrammed space in the rezoning area for open space use. The Commission also notes that concerns expressed during the public review process with regard to infrastructure are being actively considered by the relevant agencies under the auspices of an Interagency Task Force.

Other Zoning Text Issues

The Borough President recommended that Section 115-224 of the proposed text be amended to allow a maximum height of 290 feet on Blocks 9998 and 9999 and that Section 115-20 be amended by adding a waiver for properties adjacent to rail road embankments from the required rear yard. This concern was also expressed by other speakers who suggested the rear yard

requirements on these blocks be reduced. The Commission recognizes the unique development constraints on these key sites, but believes that these requests warrant further public review. Therefore, the Commission has asked the Department of City Planning to draft a follow-up zoning text amendment that would address this issue.

The Commission heard testimony from the owner of a concrete business located at 95th Avenue and 147th Place, who objected to the rezoning of his property from M1-1 to R5. While the Commission believes that it would be inappropriate to retain the existing M1-1 district on this site because of the close proximity to residences and also to Sutphin Boulevard, the Commission notes that the site is occupied by a viable business that is also at the edge of what will continue to be an industrial district. Its operations do not directly impact on the improvements envisioned for the Sutphin Boulevard corridor. The Commission is therefore adopting herein further modification to the text that will provide the owner of this concrete plant a ten-year period in which to expand. The Commission notes that while this revised text will address this business owner's intended expansion, the concrete plant must continue to meet the same performance standards that exist under the M1-1 district today.

The Commission recognizes that during the environmental review process and as disclosed in the FEIS, (E) designations placed on development sites under the rezoning due to nearby industrial source air emissions would have severely constrained any new development, enlargement, or change in use at these locations. The Commission believes that the proposed modification to the text amendment set forth in Section 11-151 of the Zoning Resolution is appropriate to allow development to continue on these sites and adjacent properties under the existing zoning regulations, while allowing development to occur pursuant to the rezoning, as modified, at such time as the industrial air emissions are addressed. The Commission also believes that the proposed modification to the Special District text, (ZR Section 115-16), which would restrict Use Group 16 facilities in areas currently zoned C8-1 from converting to Use Group 17 uses, is appropriate in order to ensure that additional industrial air emissions do not occur in the affected area.

The Commission also has made further modification of the text that is necessary to clarify the location of the street wall on properties along Archer Avenue where a public place is planned to be mapped as part of the Station Plaza project proposed separately by EDC and DOT.

JAMAICA GATEWAY URBAN RENEWAL PLAN

The Commission believes that the proposed urban renewal strategy would complement the rezoning of three key blocks which are central to the future image of Jamaica. While it is likely that the zoning changes and other public investments in Downtown Jamaica will encourage the development of these blocks, and that the tools of urban renewal may not be needed, there are conditions on these blocks that are deterrents to redevelopment. Urban renewal acquisition may then be necessary to facilitate new development.

AMENDMENT TO THE CITY MAP

The proposed amendment to the City Map involving the demapping of a portion of 148th Street between 94th and 95th avenues would facilitate the development of an approximately 1.26 million square foot commercial building that will provide approximately 700 parking spaces. The Commission understands that the additional floor area generated from the demapped portion of 148th Street is necessary for the development of this project. The Commission notes that an interagency conference was held on November 17, 2006 and no objection was raised from any city agency concerning this proposed action.

DISPOSITION OF ONE CITY OWNED PROPERTY

The Commission believes the proposed disposition of Block 10209, Lot 115, occupied by a 45,000 square foot underutilized, city-owned garage structure will provide an opportunity for redevelopment of this site for uses that will better serve the Jamaica community.

The Commission heard testimony recommending that future development on this property include affordable housing. The Commission is aware that HPD has expressed interest in working with EDC towards the possible inclusion of affordable units in future development on this site.

The Commission acknowledges the extraordinary level of community participation which occurred during the development and public review of the Jamaica Plan. The modified application, and the further modifications adopted herein, responds to this remarkable input, and the Commission believes that the Jamaica Plan has been made stronger as a result.

RESOLUTION

RESOLVED, that having considered the Final Environmental Impact Statement (FEIS), for which a Notice of Completion ratified herein was issued on June 29, 2007 with respect to this application (CEQR No. 05DCP081Q), together with the Technical Memorandum, dated July 11, 2007, prepared with respect to the further modifications adopted by the City Planning Commission herein, the City Planning Commission finds that the requirements of the New York State Environmental Quality Review Act and Regulations have been met and that, consistent with social, economic and other essential considerations:

1. Consistent with social, economic and other essential considerations, including the provision of affordable housing, from among the reasonable alternatives thereto, the Affordable Housing Alternative set forth in the FEIS and the Technical Memorandum, dated July 11, 2007, is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable; and

2. Adverse environmental impacts disclosed in the FEIS with respect to the Affordable Housing Alternative will be minimized or avoided to the maximum extent practicable by incorporating as conditions to the approval those mitigative measures that were identified as practicable.

The report of the City Planning Commission, together with the FEIS, and the Technical Memorandum, dated July 11, 2007, constitute the written statement of facts, and of social, economic and other factors and standards, that form the basis of the decision, pursuant to Section 617.11(d) of the SEQRA regulations; and be it further

RESOLVED, by the City Planning Commission, pursuant to Section 197-c and 200 of the New York City Charter, that based on the environmental determination and 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. 14d, 15a, 15b, and 18c:

2. eliminating from within an existing R3-2 District a C1-2 District bounded by 110th Avenue/ Brinkerhoff Avenue, Merrick Boulevard, 110th Road, the northeasterly street line of 171st Place, the northeasterly prolongation of the southeasterly street line of 110th Road, a line 150 feet northeasterly of Merrick Boulevard, 111th Road, Merrick Boulevard, Sayres Avenue, 170th Street, 111th Avenue, and a line 150 feet southwesterly of Merrick Boulevard;
3. eliminating from within an existing R4 District a C1-2 District bounded by:
 - c. South Road, a line midway between Guy R. Brewer Boulevard and 164th Street, 107th Avenue, a line midway between Union Hall Street and Guy R. Brewer Boulevard, a line 150 feet southeasterly of South Road, and Union Hall Street;
 - d. 108th Avenue, Guy R. Brewer Boulevard, a line 100 feet northwesterly of 109th Avenue, a line midway between Guy R. Brewer Boulevard and 164th Street, 109th Avenue, and a line midway between Union Hall Street and Guy R. Brewer Boulevard;
 - c. Hendrickson Place, Merrick Boulevard, 108th Avenue, and a line 100 feet southwesterly of Merrick Boulevard;

- d. the northeasterly prolongation of the southeasterly street line of 108th Road, 169th Place, 108th Drive, and a line passing through two points: the first on the northwesterly street line of 108th Drive distant 141 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of 108th Drive and the southwesterly street line of 169th Place, and the second on the southerly street line of Merrick Boulevard distant 100 feet westerly (as measured along the street line) from the point of intersection of the southerly street line of Merrick Boulevard and the southwesterly street line of 169th Place;
 - e. 108th Drive, Merrick Boulevard, 110th Avenue/ Brinkerhoff Avenue, a line 100 feet northeasterly of 169th Place, 109th Road, a line 100 feet southwesterly of Merrick Boulevard, 109th Avenue, and a line midway between 169th Place and Merrick Boulevard; and
 - f. 104th Avenue, a line 150 feet northeasterly of 177th Street, 106th Avenue, a line 150 feet southwesterly of 177th Street, 105th Avenue, and 177th Street;
4. eliminating from within an existing R5 District a C1-2 District bounded by:
- a. a line 150 feet northwesterly of Hillside Avenue, 169th Street, Homelawn Street, a line 100 feet northwesterly of Hillside Avenue, the northwesterly centerline prolongation of 170th Street, Hillside Avenue, and 168th Street; and
 - b. a line 150 feet northwesterly of Jamaica Avenue, 189th Street, Jamaica Avenue, 190th Street, a line 150 feet southeasterly of Jamaica Avenue, Woodhull Avenue, Jamaica Avenue, and 188th Street;
5. eliminating from within an existing R6 District a C1-2 District bounded by:
- a. a line 100 feet southeasterly of Hillside Avenue, Parsons Boulevard, a line midway between Hillside Avenue and 88th Avenue, and a line 135 feet northeasterly of 153rd Street; and
 - b. Hillside Avenue, 170th Street, a line midway between 88th Avenue and Hillside Avenue, 169th Street, a line 100 feet southeasterly of Hillside Avenue, and 168th Street;
6. eliminating from within an existing R3-2 District a C2-2 District bounded by:
- a. a line 100 feet northwesterly of Hillside Avenue, Chelsea Street, a line midway between Hillside Avenue and Wexford Terrace, 188th Street, Hillside Avenue, 191st Street, a line 100 feet southeasterly of Hillside Avenue, 189th Street, a line

150 feet southeasterly of Hillside Avenue, 183rd Street, Hillside Avenue, and Dalny Road; and

- b. a line 150 feet northwesterly of Jamaica Avenue, 182nd Place, Jamaica Avenue, and 181st Street;
7. eliminating from within an existing R4 District a C2-2 District bounded by:
- a. a line 150 feet northerly of Jamaica Avenue, 183rd Street, a line 100 feet northerly of Jamaica Avenue, 184th Street, a line 150 feet northwesterly of Jamaica Avenue, 187th Place, Jamaica Avenue, and 182nd Place; and
 - b. 107th Avenue, a line 100 feet southwesterly of Sutphin Boulevard, Shore Avenue, a line 100 feet southwesterly of Sutphin Boulevard, Lakewood Avenue, Sutphin Boulevard, 108th Avenue, a line 150 feet southwesterly of Sutphin Boulevard, Shore Avenue, and a line 150 feet southwesterly of Sutphin Boulevard;
8. eliminating from within an existing R5 District a C2-2 District bounded by:
- a. a line 100 feet northwesterly of Hillside Avenue, 164th Street, a line 150 feet northwesterly of Hillside Avenue, 168th Street, Hillside Avenue, and Parsons Boulevard;
 - b. a line 100 feet northwesterly of Hillside Avenue, Kingston Place, Hillside Avenue and its northeasterly centerline prolongation, and the northwesterly centerline prolongation of 170th Street;
 - c. a line 100 feet northwesterly of Hillside Avenue, a line 100 feet northeasterly of Midland Parkway, a line 180 feet northwesterly of Hillside Avenue, a line 100 feet southwesterly of 182nd Street, a line 100 feet northwesterly of Hillside Avenue, a line 100 feet northeasterly of 182nd Street, a line 180 feet northwesterly of Hillside Avenue, a line 100 feet southwesterly of Dalny Road, a line 100 feet northwesterly of Hillside Avenue, Dalny Road, Hillside Avenue, 183rd Street, a line 100 feet southeasterly of Hillside Avenue, 182nd Place, Hillside Avenue, 182nd Street, a line 100 feet southeasterly of Hillside Avenue, 181st Street, Hillside Avenue, and Edgerton Boulevard;
 - f. a line 100 feet northwesterly of Jamaica Avenue, 188th Street, Jamaica Avenue, Woodhull Avenue, a line 150 feet southeasterly of Jamaica Avenue, Hollis Avenue, Jamaica Avenue, and 187th Place; and
 - g. a line 100 feet southerly of Jamaica Avenue, a line 100 feet northeasterly of 144th Place, a line 200 feet northwesterly of 91st Avenue, and 144th Place;

8. eliminating from within an existing R6 District a C2-2 District bounded by:
- b. a line 100 feet northerly of Jamaica Avenue, a line midway between Queens Boulevard and 139th Street, a line 150 feet northerly of Jamaica Avenue, 139th Street, 89th Avenue, 144th Street, a line 150 feet northerly of Jamaica Avenue, a line midway between 146th Street and Sutphin Boulevard, Jamaica Avenue, 146th Street, a line 100 feet southerly of Jamaica Avenue, and the easterly service road of the Van Wyck Expressway;
 - b. Hillside Avenue, 150th Street, a line 100 feet southeasterly of Hillside Avenue, a line midway between Sutphin Boulevard and 148th Street, 88th Avenue, a line midway between 146th Street and Sutphin Boulevard, a line 100 feet southeasterly of Hillside Avenue, and 146th Street;
 - c. Hillside Avenue, a line midway between 163rd Street and 164th Street, a line 150 feet southeasterly of Hillside Avenue, a line 100 feet northeasterly of Parsons Boulevard, 88th Avenue, Parsons Boulevard, a line 100 feet southeasterly of Hillside Avenue, and a line 100 feet southwesterly of Parsons Boulevard;
 - d. Hillside Avenue, 168th Street, a line midway between Hillside Avenue and 88th Avenue, and a line 200 feet northeasterly of Merrick Boulevard;
 - e. Hillside Avenue, 173rd Street, a line 150 feet southeasterly of Hillside Avenue, 171st Street, a line midway between Hillside Avenue and 88th Avenue, and 170th Street;
 - f. a line 100 feet northwesterly of Hillside Avenue (straight line portion) and its southwesterly prolongation, Edgerton Boulevard, Hillside Avenue, 181st Street, a line 150 feet southeasterly of Hillside Avenue, 178th Street, a line 100 feet southeasterly of Hillside Avenue, 175th Street, and Hillside Avenue;
 - g. a line 150 feet northwesterly of Jamaica Avenue, 181st Street, Jamaica Avenue, 177th Street, a line 150 feet southeasterly of Jamaica Avenue, 170th Street, a line 100 feet southeasterly of Jamaica Avenue, 168th Place, Jamaica Avenue, and 169th Street; and
 - h. South Road, a line 100 feet northeasterly of 150th Street, 107th Avenue, a line 150 feet northeasterly of 150th Street, a line 150 feet northeasterly of Sutphin Boulevard, 108th Avenue, Sutphin Boulevard, Lakewood Avenue, a line 100 feet southwesterly of Sutphin Boulevard, Shore Avenue, a line 100 feet southwesterly of Sutphin Boulevard, 107th Avenue, and a line 100

feet southwesterly of 150th Street;

12. changing from an R5 District to an R1-2 District property bounded by a line 270 feet northwesterly of Wexford Terrace, Dalny Road, a line 150 feet northwesterly of Wexford Terrace, a line perpendicular to the northwesterly street line of Wexford Terrace distant 400 feet southwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of Dalny Road and the northwesterly street line of Wexford Terrace, a line 200 feet northwesterly of Wexford Terrace, and Avon Street;
13. changing from an R2 District to an R3X District property bounded by 90th Avenue, 189th Street, a line 150 feet northwesterly of Jamaica Avenue, 188th Street, 91st Avenue, and a line midway between 187th Place and 188th Street;
14. changing from an R3-2 District to an R3X District property bounded by:
 - a. 87th Road, 188th Street, 87th Drive, a line 225 feet northeasterly of 188th Street, a line 100 feet northwesterly of Hillside Avenue, and Dalny Road, a line 100 feet northwesterly of Wexford Terrace, and Chelsea Street; and
 - b. a line 100 feet southeasterly of Hillside Avenue, 189th Street, 90th Avenue, and a line midway between 187th Street and 187th Place;
14. changing from an R4 District to an R3X District property bounded by 90th Avenue, a line midway between 187th Place and 188th Street, 91st Avenue, and a line midway between 187th Street and 187th Place;
15. changing from an R5 District to an R3X District property bounded by:
 - a. a line 150 feet northwesterly of Wexford Terrace, Dalny Road, a line 100 feet northwesterly of Hillside Avenue, a line 100 feet southwesterly of Dalny Road, Wexford Terrace, and a line perpendicular to the northwesterly street line of Wexford Terrace distant 400 feet southwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of Dalny Road and the northwesterly street line of Wexford Terrace; and
 - b. a line 150 feet northwesterly of Jamaica Avenue, 189th Street, a line 100 feet northwesterly of Jamaica Avenue, and 188th Street;
14. changing from an R3-2 District to an R3A District property bounded by 189th Street, Brinkerhoff Avenue, Liberty Avenue, 104th Avenue, a line midway between 186th Street and 187th Street, a line 225 feet northwesterly of 104th Avenue, a line midway between 188th Street and 189th Street, and a line 240 feet southeasterly of Henderson Avenue;

15. changing from an R3-2 District to an R4 District property bounded by Henderson Avenue, 189th Street, a line 240 feet southeasterly of Henderson Avenue, a line midway between 188th Street and 189th Street, a line 225 feet northwesterly of 104th Avenue, a line midway between 186th Street and 187th Street, 104th Avenue, Liberty Avenue, a northwesterly boundary line of a park and its southerly prolongation, a northeasterly boundary line of a park and its southeasterly prolongation, and 183rd Place;
16. changing from an M1-1 District to an R4 District property bounded by the southeasterly boundary line of a Rail Road right-of-way, a line 500 feet southwesterly of 189th Street, Henderson Avenue, 183rd Place, and a northeasterly boundary line of a park and its southeasterly prolongation;
17. changing from an R2 District to an R4-1 District property bounded by 91st Avenue, 188th Street, a line 150 feet northwesterly of Jamaica Avenue, and a line 100 feet northeasterly of 187th Place;
18. changing from an R3-2 District to an R4-1 District property bounded by a line 100 feet southeasterly of Hillside Avenue, a line midway between 187th Street and 187th Place, 90th Avenue, 182nd Place, a line 100 feet northwesterly of Jamaica Avenue, 181st Street, 89th Avenue, and the southeasterly prolongation of a line midway between 182nd Place and 183rd Street;
19. changing from an R4 District to an R4-1 District property bounded by:
 - a. 90th Avenue, a line midway between 187th Street and 187th Place, 91st Avenue, a line 100 feet northeasterly of 187th Place, a line 150 feet northwesterly of Jamaica Avenue, a line midway between 186th Street and 187th Street, a line 100 feet northwesterly of Jamaica Avenue, and 182nd Place; and
 - b. a line 100 feet southeasterly of Liberty Avenue, 172nd Street, Liberty Avenue, 173rd Street, a line midway between Liberty Avenue and 103rd Road, 177th Street, 104th Avenue, a line 100 feet northeasterly of 177th Street, a line midway between 104th Avenue and 105th Avenue, 180th Street, 107th Avenue, 178th Street, 110th Avenue/Brinkerhoff Avenue, 173rd Street, 109th Avenue, 171st Street and its southeasterly centerline prolongation, 108th Avenue, 170th Street, a line 100 feet northwesterly of 108th Avenue, a line 100 feet northeasterly of Merrick Boulevard, 106th Avenue, a line 150 feet northeasterly of Merrick Boulevard, 104th Avenue, and a line 100 feet southwesterly of 168th Place;

- 20 changing from an R5 District to an R4-1 District property bounded by a line 100 feet southeasterly of Hillside Avenue, the southeasterly prolongation a line midway between 182nd Place and 183rd Street, 89th Avenue, and 181st Street;
- 21 changing from an R6 District to an R4-1 District property bounded by:
- a. a line 100 feet southeasterly of Hillside Avenue, 173rd Street, Hillside Avenue, 175th Street, a line midway between 88th Avenue and 89th Avenue, a line 180 feet southwesterly of 178th Street, 89th Avenue, 178th Street, a line 150 feet southeasterly of Hillside Avenue, 179th Place, a line 100 feet southeasterly of Hillside Avenue, 181st Street, a line 100 feet northwesterly of Jamaica Avenue, and a line midway between 171st Street and 172nd Street; and
 - b. 107th Avenue and its northeasterly centerline prolongation, the southwesterly boundary line of the Long Island Rail Road Right-of-Way (Old Southern Division), 108th Avenue, Sutphin Boulevard, a line 100 feet southeasterly of Yates Road, a line 100 feet northeasterly of Sutphin Boulevard, Yates Road, 154th Street, a line 230 feet northwesterly of 108th Avenue, and 155th Street;
22. changing from an M1-1 District to an R4-1 District property bounded by a line perpendicular to the northeasterly street line of 177th Street distant 170 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of 177th Street and the southerly street line of Liberty Avenue, a line midway between 177th Street and 178th Street, 104th Avenue, and 177th Street;
23. changing from a C8-1 District to an R4-1 District property bounded by:
- a. 105th Avenue, a line 150 feet northeasterly of Merrick Boulevard, 106th Avenue, and a line 100 feet northeasterly of Merrick Boulevard; and
 - b. 108th Avenue, 171st Street, and a line 100 feet northeasterly of Merrick Boulevard;
24. changing from an R4 District to an R5 District property bounded by:
- a. 101st Avenue, Allendale Street, a line midway between 101st Avenue and 102nd Avenue, and Van Wyck Expressway; and
 - b. South Road, 160th Street, 108th Avenue and its southwesterly centerline prolongation, and the southwesterly boundary line of the Long Island Rail Road Right-of-Way (Old Southern Division);

25. changing from an R6 District to an R5 District property bounded by:
- a. a line 100 feet southeasterly of Hillside Avenue, a line midway between 146th Street and Sutphin Boulevard, a line 100 feet northerly of Jamaica Avenue, 144th Street, 89th Avenue, a line 100 feet northeasterly of 139th Street, a line midway between 88th Road and 89th Avenue, 139th Street, a line perpendicular to the southwesterly street line of 139th Street distant 150 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 139th Street and the northerly street line of Jamaica Avenue, a line midway between Queens Boulevard and 139th Street, a line 125 feet southeasterly of Hillside Avenue, and 139th Street;
 - b. a line 125 feet southeasterly of South Road, a line midway between 156th Street and 157th Street, 107th Avenue, 155th Street, a line 230 feet northwesterly of 108th Avenue, 154th Street, Yates Road, a line 100 feet northeasterly of Sutphin Boulevard, a line 100 feet northeasterly of 150th Street, 107th Avenue, and 153rd Street; and
 - c. a line 100 feet southeasterly of Jamaica Avenue, a line 100 feet northeasterly of 168th Place, a line 150 feet southeasterly of Jamaica Avenue, 172nd Street, a line 100 feet southeasterly of Jamaica Avenue, 177th Street, the northwesterly boundary line of the Long Island Rail Road right-of-way (Main Line), 168th Street, 93rd Avenue, and 168th Place;
26. changing from a C4-2 District to an R5 District property bounded by a line 100 feet southeasterly of Jamaica Avenue, 168th Place, a line 150 feet southeasterly of Jamaica Avenue, and a line 100 feet southwesterly of 168th Place;
27. changing from an M1-1 District to an R5 District property bounded by:
- a. a line 100 feet southeasterly of Jamaica Avenue, 179th Place, the northwesterly boundary line of the Long Island Rail Road right-of-way (Main Line), and 177th Street; and
 - b. Atlantic Avenue, 148th Street, a line 100 feet northwesterly of Liberty Avenue, and 147th Place;
28. changing from an M1-5 District to an R5 District property bounded by a line 150 feet southeasterly of Jamaica Avenue, 168th Place, 93rd Avenue, and a line 100 feet southwesterly of 168th Place;

29. changing from an R4 District to an R5B District property bounded by Liberty Avenue, 172nd Street, a line 100 feet southeasterly of Liberty Avenue, and 168th Place;
30. changing from an R2 District to an R5D District property bounded by a line 150 feet northwesterly of Jamaica Avenue, 188th Street, a line 100 feet northwesterly of Jamaica Avenue, and a line 100 feet northeasterly of 187th Place;
31. changing from an R3-2 District to an R5D District property bounded by a line 100 feet northwesterly of Jamaica Avenue, 182nd Place, Jamaica Avenue, and 181st Street;
32. changing from an R4 District to an R5D District property bounded by:
 - a. South Road, a line 100 feet northeasterly of 65th Street, a line perpendicular to the southwesterly street line of 165th Street distant 200 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of South Road and the southwesterly street line of 165th Street, a line 100 feet southwesterly of 165th Street, 104th Road and its northeasterly and southwesterly centerline prolongations, a line midway between Guy R. Brewer Boulevard and 164th Street, 109th Avenue, a line midway between Union Hall Street and Guy R. Brewer Boulevard, a line 100 feet southeasterly of South Road, and 160th Street;
 - b. South Road, Sutphin Boulevard, 107th Avenue, and a line 100 feet southwesterly of Sutphin Boulevard;
 - c. Lakewood Avenue, Sutphin Boulevard, 108th Avenue, a line 100 feet southwesterly of Sutphin Boulevard, a line midway between Lakewood Avenue and 108th Avenue, and a line 150 feet southwesterly of Sutphin Boulevard; and
 - d. Liberty Avenue, 168th Place, a line 100 feet southeasterly of Liberty Avenue, and a line 100 feet southwesterly of 168th Place;
 - e. Hendrickson Place, Merrick Boulevard, 108th Avenue, and a line 100 feet southwesterly of Merrick Boulevard;
 - f. 170th Street, a line 100 feet northeasterly of Merrick Boulevard, and a line 100 feet northwesterly of 108th Avenue;
 - g. the northeasterly prolongation of the southeasterly street line of 108th Road, Merrick Boulevard, the northeasterly centerline prolongation of 108th Drive, 171st Street, the southwesterly centerline prolongation of 109th Avenue, Merrick Boulevard, 108th Drive, and a line passing through two points: the first on the

northwesterly street line of 108th Drive distant 141 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of 108th Drive and the southwesterly street line of 169th Place, and the second on the southeasterly street line of Merrick Boulevard distant 100 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of Merrick Boulevard and the southwesterly street line of 169th Place; and

- h. a line 100 feet northwesterly of Jamaica Avenue, a line midway between 186th Street and 187th Street, a line 150 feet northwesterly of Jamaica Avenue, a line 100 feet northeasterly of 187th Place, a line 100 feet northwesterly of Jamaica Avenue, 187th Place, Jamaica Avenue, and 182nd Place;
33. changing from an R5 District to an R5D District property bounded by a line 100 feet northwesterly of Jamaica Avenue, 189th Street, Jamaica Avenue, 190th Street, a line 100 feet southeasterly of Jamaica Avenue, Woodhull Avenue, a line perpendicular to the southwesterly street line of Woodhull Avenue distant 375 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of Woodhull Avenue and the southwesterly street line of 190th Street, Hollis Avenue, Jamaica Avenue, and 187th Place;
34. changing from an R6 District to an R5D District property bounded by South Road, a line midway between 156th Street and 157th Street, a line 125 feet southeasterly of South Road, 153rd Street, 107th Avenue, a line 100 feet northeasterly of 150th Street, a line 100 feet northeasterly of Sutphin Boulevard, a line 100 feet southeasterly of Yates Road, Sutphin Boulevard, Lakewood Avenue, a line 100 feet southwesterly of Sutphin Boulevard, Shore Avenue, a line 100 feet southwesterly of Sutphin Boulevard, 107th Avenue, and Sutphin Boulevard;
35. changing from a C8-1 District to an R5D District property bounded by Liberty Avenue, a line 100 feet southwesterly of 168th Place, 104th Avenue, a line 150 feet northeasterly of Merrick Boulevard, 105th Avenue, a line 100 feet northeasterly of Merrick Boulevard, 171st Street, the northeasterly centerline prolongation of 108th Drive, Merrick Boulevard, the northeasterly prolongation of the southeasterly street line of 108th Road, a line passing through two points: the first on the northwesterly street line of 108th Drive distant 141 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of 108th Drive and the southwesterly street line of 169th Place, and the second on the southeasterly street line of Merrick Boulevard distant 100 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of Merrick Boulevard and the southwesterly street line of 169th Place, 108th Road, 167th Street, 108th Avenue, and Merrick Boulevard;

36. changing from an M1-1 District to an R5D District property bounded by South Road, 157th Street, a line 125 feet southeasterly of South Road, and a line midway between 156th Street and 157th Street;
37. changing from an R3-2 District to an R6A District property bounded by:
 - c. 110th Avenue/Brinkerhoff Avenue, 171st Place and its southeasterly centerline prolongation, the southeasterly street line of 110th Road and its northeasterly prolongation, a line 90 feet southwesterly of 172nd Street, 111th Avenue, 172nd Street, 111th Road, Merrick Boulevard, Sayres Avenue, 170th Street, 111th Avenue, and a line 100 feet southwesterly of Merrick Boulevard; and
 - b. a line 100 feet northwesterly of Hillside Avenue, a line 225 feet northeasterly of 188th Street, 87th Drive and its northeasterly centerline prolongation, 191st Street, a line 100 feet southeasterly of Hillside Avenue, 183rd Street, Hillside Avenue, and Dalny Road;
38. changing from an R4 District to an R6A District property bounded by:
 - a. 101st Avenue, Liberty Avenue, Sutphin Boulevard, South Road, a line 100 feet southwesterly of Sutphin Boulevard, a line 100 feet southeasterly of Liberty Avenue, Remington Street, Liberty Avenue, Van Wyck Expressway, a line 100 feet northwesterly of Liberty Avenue, a line 100 feet northeasterly of Remington Street, Lloyd Road, Liberty Avenue, and Allendale Street; and
 - b. 108th Drive, Merrick Boulevard, 109th Avenue and its southwesterly centerline prolongation, a line 100 feet northeasterly of 171st Street, a line 100 feet northeasterly of Merrick Boulevard, a line 200 feet northwesterly of 110th Avenue/Brinkerhoff Avenue, 172nd Street, 110th Avenue/Brinkerhoff Avenue, and a line 100 feet southwesterly of Merrick Boulevard;
39. changing from an R5 District to an R6A District property bounded by:
 - a. a line 100 feet southerly of Jamaica Avenue, a line 100 feet northeasterly of 144th Place, a line 200 feet northwesterly of 91st Avenue, and 144th Place; and
 - b. a line 180 feet northwesterly of Hillside Avenue, a line 100 feet southwesterly of Dalny Road, a line 100 feet northwesterly of Hillside Avenue, Dalny Road, Hillside Avenue, 183rd Street, a line 100 feet southeasterly of Hillside Avenue, 181st Street, Hillside Avenue, and Midland Parkway;
40. changing from an R6 District to an R6A District property bounded by:

- a. a line 100 feet southeasterly of Hillside Avenue, a line midway between 171st Street and 172nd Street, a line 100 feet northwesterly of Jamaica Avenue, 181st Street, Jamaica Avenue, 177th Street, a line 100 feet southeasterly of Jamaica Avenue, 172nd Street, a line 150 feet southeasterly of Jamaica Avenue, a line 100 feet northeasterly of 168th Place, a line 100 feet southeasterly of Jamaica Avenue, 168th Place, Jamaica Avenue, 169th Street, 90th Avenue, a line 100 feet southwesterly of 168th Street, 89th Avenue, and a line 200 feet northeasterly of Merrick Boulevard; and,
 - b. a line 100 feet northerly of Jamaica Avenue, a line midway between Queens Boulevard and 139th Street, a line perpendicular to the southwesterly street line of 139th Street distant 150 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of 139th Street and the northerly street line of Jamaica Avenue, 139th Street, a line midway between 88th Road and 89th Avenue, a line 100 feet northeasterly of 139th Street, 89th Avenue, 144th Street, a line 100 feet northerly of Jamaica Avenue, a line midway between 146th Street and Sutphin Boulevard, Jamaica Avenue, 146th Street, a line 100 feet southerly of Jamaica Avenue, and the northeasterly service road of Van Wyck Expressway;
41. changing from a C4-2 District to an R6A District property bounded by a line 100 feet southeasterly of Hillside Avenue, a line 200 feet northeasterly of Merrick Boulevard, 89th Avenue, and a line 100 feet northeasterly of Merrick Boulevard;
42. changing from a C8-1 District to an R6A District property bounded by a line 125 feet southeasterly of Hillside Avenue, a line midway between Queens Boulevard and 139th Street, a line 100 feet northerly of Jamaica Avenue, and 138th Street;
43. changing from an M1-1 District to an R6A District property bounded by:
- a. Hillside Avenue, 138th Street, a line 100 feet northerly of Jamaica Avenue, the northeasterly service road of the Van Wyck Expressway, a line 100 feet southerly of Jamaica Avenue, a line midway between the Van Wyck Expressway and 138th Street, 91st Avenue, and Van Wyck Expressway;
 - b. a line 100 feet southerly of Jamaica Avenue, 146th Street, 91st Avenue, and a line 100 feet northeasterly of 144th Place;
 - c. Sutphin Boulevard, Liberty Avenue, 101st Avenue, and 146th Street; and
 - d. a line 100 feet northwesterly of Liberty Avenue, 148th Street, Liberty Avenue, a line midway between Sutphin Boulevard and 148th Street, South Road, Sutphin Boulevard, Liberty Avenue, and 147th Place;

44. changing from an R5 District to an R7A District property bounded by Wexford Terrace, a line 220 feet northeasterly of Edgerton Boulevard, a line 100 feet northwesterly of Hillside Avenue, Midland Parkway, Hillside Avenue, and Edgerton Boulevard;
45. changing from an R6 District to an R7A District property bounded by:
- a. a line midway between Hillside Avenue and 88th Avenue, Parsons Boulevard, a line 100 feet southeasterly of Hillside Avenue, 161st Street, a line 135 feet southeasterly of Hillside Avenue, 163rd Street, a line 150 feet southeasterly of Hillside Avenue, a line 100 feet northeasterly of 163rd Street, 89th Avenue, 161st Street, a line 150 feet northwesterly of 89th Avenue, Parsons Boulevard, 89th Avenue, a line 125 feet northeasterly of 153rd Street, 90th Avenue/Rufus King Avenue, Grace Court, 90th Road, 153rd Street, Jamaica Avenue, 150th Street, a line 100 feet northerly of Jamaica Avenue, a line 100 feet northeasterly of Sutphin Boulevard, 90th Avenue/Rufus King Avenue, 148th Street, a line 130 feet southeasterly of 89th Avenue, a line 110 feet southwesterly of 148th Street, 89th Avenue, and 148th Street, and excluding the area bounded by 88th Avenue, 153rd Street, 89th Avenue, and 150th Street; and
 - b. Hillside Avenue, 181st Street, a line 100 feet southeasterly of Hillside Avenue, 179th Place, a line 150 feet southeasterly of Hillside Avenue, 178th Street, 89th Avenue, a line 180 feet southwesterly of 178th Street, a line midway between 88th Avenue and 89th Avenue, and 175th Street;
46. changing from an R5 District to an R7X District property bounded by a line 100 feet northwesterly of Hillside Avenue, a line perpendicular to the northwesterly street line of Hillside Avenue distant 330 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of Hillside Avenue and the southwesterly street line of Kingston Place, Kingston Place, Hillside Avenue and its northeasterly centerline prolongation, and a line 100 feet southwesterly of Parsons Boulevard;
47. changing from an R6 District to an R7X District property bounded by:
- a. a line midway between 87th Road and Hillside Avenue, 150th Street, a line 100 feet southeasterly of Hillside Avenue, a line 100 feet southeasterly of Parsons Boulevard, Hillside Avenue, a line 100 feet northeasterly of 163rd Street, a line 150 feet southeasterly of Hillside Avenue, 163rd Street, a line 135 feet southeasterly of Hillside Avenue, 161st Street, a line 100 feet southeasterly of Hillside Avenue, Parsons Boulevard, a line midway between Hillside Avenue and 88th Avenue, 148th Street, Hillside Avenue, and the northwesterly centerline prolongation of 146th Street;

- b. Hillside Avenue, 173rd Street, a line 100 feet southeasterly of Hillside Avenue, and a line 200 feet northeasterly of Merrick Boulevard; and
 - c. Wexford Terrace, Edgerton Boulevard, and Hillside Avenue and its northeasterly centerline prolongation;
48. changing from a C8-1 District to an R7X District property bounded by:
- a. a line 100 feet northwesterly of Hillside Avenue, 146th Street and its northwesterly centerline prolongation, a line 100 feet southeasterly of Hillside Avenue, and 139th Street; and
 - b. a line 100 feet northwesterly of Hillside Avenue, a line 100 feet southwesterly of Parsons Boulevard, Hillside Avenue, a line 100 feet southwesterly of Parsons Boulevard, a line 100 feet southeasterly of Hillside Avenue, and 150th Street;
49. changing from an R6 District to a C4-4A District property bounded by Hillside Avenue, 148th Street, 88th Avenue, a line midway between 146th Street and Sutphin Boulevard, a line 100 feet southeasterly of Hillside Avenue, and 146th Street;
50. changing from an C4-2 District to a C4-4A District property bounded by 88th Avenue, 148th Street, 89th Avenue, a line 110 feet southwesterly of 148th Street, a line 130 feet southeasterly of 89th Avenue, 148th Street, 90th Avenue/Rufus King Avenue, a line 100 feet northeasterly of Sutphin Boulevard, a line 100 feet northerly of Jamaica Avenue, 150th Street, Jamaica Avenue, and a line midway between 146th Street and Sutphin Boulevard;
51. changing from an M1-1 District to a C4-4A District property bounded by 91st Avenue, 146th Street, Archer Avenue, 139th Street, a line 100 feet southeasterly of 91st Avenue, and 144th Place;
52. changing from an R5 District to a C4-5X District property bounded by 97th Avenue, a line midway between Waltham Street and 146th Street, 101st Avenue, and Waltham Street;
53. changing from an R6 District to a C4-5X District property bounded by:
- a. a line 150 feet northwesterly of 89th Avenue, 161st Street, a line 100 feet northwesterly of 90th Avenue/Rufus King Avenue, and Parsons Boulevard;
 - b. a line midway between 89th Avenue and 90th Avenue/Rufus King Avenue, a line 150 feet southwesterly of Parsons Boulevard, 90th Avenue/Rufus King Avenue,

- and a line 125 feet northeasterly of 153rd Street;
- c. Hillside Avenue, a line midway between 163rd Street and 164th Street, 89th Avenue, and a line 100 feet northeasterly of 163rd Street; and
 - d. 89th Avenue, a line 100 feet southwesterly of 168th Street, 90th Avenue, 169th Street, 91st Avenue/P.O. Edward Byrne Avenue and its southwesterly centerline prolongation, and a line 200 feet northeasterly of Merrick Boulevard;
54. changing from a C4-2 District to a C4-5X District property bounded by Hillside Avenue, a line 200 feet northeasterly of Merrick Boulevard, a line 100 feet southeasterly of Hillside Avenue, a line 100 feet northeasterly of Merrick Boulevard, 89th Avenue, a line 200 feet northeasterly of Merrick Boulevard, 91st Avenue/P.O. Edward Byrne Avenue and its southwesterly centerline prolongation, 169th Street, Jamaica Avenue, a line 160 feet northeasterly of 168th Street, a line 100 feet southeasterly of 91st Avenue/P.O. Edward Byrne Avenue, 168th Street, a line 150 feet northwesterly of Jamaica Avenue, Parsons Boulevard, 90th Road and its northeasterly centerline prolongation, Grace Court, 90th Avenue/Rufus King Avenue, a line 150 feet southwesterly of Parsons Boulevard, a line midway between 89th Avenue and 90th Avenue/Rufus King Avenue, a line 125 feet northeasterly of 153rd Street, 89th Avenue, Parsons Boulevard, a line 100 feet northwesterly of 90th Avenue/Rufus King Avenue, 161st Street, 89th Avenue, and a line midway between 163rd Street and 164th Street, and excluding the area bounded by a line 350 feet southeasterly of 89th Avenue, 162nd Street, a line 330 feet northwesterly of Jamaica Avenue, and 161st Street;
55. changing from an M1-1 District to a C4-5X District property bounded by:
- a. 94th Avenue, Liverpool Street, Atlantic Avenue, and 138th Place; and
 - b. Atlantic Avenue, 147th Place, Liberty Avenue, Sutphin Boulevard, 146th Street, 101st Avenue, a line midway between Waltham Street and 146th Street, 97th Avenue, and Sutphin Boulevard;
56. changing from an R6 District to a C4-3A District property bounded by a line 100 feet southeasterly of Hillside Avenue, 139th Street, a line 125 feet southeasterly of Hillside Avenue, and a line midway between Queens Boulevard and 139th Street;
57. changing from a C8-1 District to a C4-3A District property bounded by 87th Avenue, 139th Street, a line 100 feet southeasterly of Hillside Avenue, and a line midway between Queens Boulevard and 139th Street, a line 125 feet southeasterly of Hillside Avenue, 138th Street, Hillside Avenue, and the northeasterly service road of Van Wyck Expressway;

58. changing from a C4-2 District to a C6-2 District property bounded by:
- a. Jamaica Avenue, 147th Street, a line 100 feet southerly of Jamaica Avenue, Sutphin Boulevard, the northerly boundary line of the Long Island Rail Road Right-of-Way (Main Line), a line midway between 146th Street and Sutphin Boulevard and its southerly prolongation, a line 100 feet southerly of Jamaica Avenue, and 146th Street; and
 - b. a line 150 feet northwesterly of Jamaica Avenue, 168th Street, a line 100 feet southeasterly of 91st Avenue/P.O. Edward Byrne Avenue, a line 160 feet northeasterly of 168th Street, Jamaica Avenue, 168th Place, a line 100 feet southeasterly of Jamaica Avenue, a line 100 feet southwestly of 168th Place, a line 150 feet southeasterly of Jamaica Avenue, Merrick Boulevard, Archer Avenue, a line perpendicular to a line perpendicular to the southerly street line of Jamaica Avenue distant 200 feet southerly (as measured along the street line) from the easterly street line of Guy R. Brewer Boulevard and the southerly street line of Jamaica Avenue, distant 320 feet northeasterly from the point of intersection of the previously described line and the easterly street line of Guy R. Brewer Boulevard, a line 200 feet southeasterly of Jamaica Avenue, and 164th Street and its southeasterly centerline prolongation;
59. changing from a C4-6 District to a C6-2 District property bounded by a line 100 feet southerly of Jamaica Avenue, 147th Street, Archer Avenue, and Sutphin Boulevard;
60. changing from an M1-1 District to a C6-2 District property bounded by:
- a. a line 100 feet southerly of Jamaica Avenue, a line midway between 146th street and Sutphin Boulevard and its southerly prolongation, the northwesterly boundary line of the Long Island Rail Road Right-of-Way (Main Line), and 146th Street and its southerly centerline prolongation; and
 - b. Archer Avenue, 168th Street, and the northerly boundary line of the Long Island Rail Road Right-of-Way (Main Line);
61. changing from an M1-5 District to a C6-2 District property bounded by a line 150 feet southeasterly of Jamaica Avenue, a line 100 feet southwestly of 168th Place, 93rd Avenue, Archer Avenue, and Merrick Boulevard;
62. changing from an R5 District to a C6-3 District property bounded by Atlantic Avenue, a line midway between Waltham Street and Sutphin Boulevard, 97th Avenue, and Waltham Street;
63. changing from a C4-2 District to a C6-3 District property bounded by:

- a. a line 150 feet northwesterly of Jamaica Avenue, Parsons Boulevard, 90th Road and its northeasterly centerline prolongation, 153rd Street, Jamaica Avenue, Guy R. Brewer Boulevard, a line 200 feet southeasterly of Jamaica Avenue, a line perpendicular to and passing through a point on the last course distant 320 feet northeasterly (as measured along the last course) from its intersection with the northeasterly street line of Guy R. Brewer Boulevard, Archer Avenue, 164th Street, 92nd Road and 164th Street and its southeasterly centerline prolongation; and
 - b. Jamaica Avenue, 150th Street, a line 100 feet southeasterly of Jamaica Avenue, and 147th Street;
64. changing from a C6-1 District to a C6-3 District property bounded by Jamaica Avenue, 153rd Street, Archer Avenue, and 150th Street;
65. changing from a C6-1A District to a C6-3 District property bounded by Jamaica Avenue, Guy R. Brewer Boulevard, a line 200 feet southeasterly of Jamaica Avenue, a line perpendicular to and passing through a point on the last course distant 320 feet northeasterly (as measured along the last course) from its intersection with the northeasterly street line of Guy R. Brewer Boulevard, Archer Avenue, and 153rd Street;
66. changing from an M1-1 District to a C6-3 District property bounded by:
- a. a line 100 feet southeasterly of Jamaica Avenue, 150th Street, Archer Avenue, 158th Street, the northwesterly boundary line of the Long Island Rail Road Right-of-Way (Main Line), 150th Street, a line 100 feet southeasterly of Archer Avenue, a line 420 feet northeasterly of Sutphin Boulevard, Archer Avenue, and 147th Street; and
 - b. 94th Avenue, Sutphin Boulevard, 97th Avenue, a line midway between Waltham Street and Sutphin Boulevard, Atlantic Avenue, and Liverpool Street;
67. changing from a C4-2 District to a C6-4 District property bounded by Archer Avenue, the southerly centerline prolongation of 147th Street, the northwesterly boundary line of the Long Island Rail Road Right-of-Way (Main Line), and Sutphin Boulevard;
68. changing from an M1-1 District to a C6-4 District property bounded by Archer Avenue, a line 420 feet northeasterly of Sutphin Boulevard, 94th Avenue, the northwesterly prolongation of a line 50 feet northeasterly of 148th Street, Atlantic Avenue, Sutphin Boulevard, the northwesterly boundary line of the Long Island Rail Road Right-of-Way (Main Line), and the southerly centerline prolongation of 147th Street;

69. changing from an R4 District to an M1-1 District property bounded by 104th Avenue, a line 150 feet northeasterly of 177th Street, a line midway between 104th Avenue and 105th Avenue, and a line 100 feet northeasterly of 177th Street;
70. changing from an M1-1 District to an M1-2 District property bounded by Jamaica Avenue, Hollis Avenue, a northwesterly boundary line of the Long Island Rail Road Right-of-Way (Main Line), 183rd Street, Liberty Avenue, 175th Street, Douglas Avenue, 168th Street, the northwesterly boundary line of the Long Island Rail Road Right-of-Way (Main Line), and 179th Place;
71. changing from an M1-1 District to an M1-4 District property bounded by a line 100 feet southeasterly of Archer Avenue, 150th Street, the northwesterly boundary line of the Long Island Rail Road Right-of-Way (Main Line), 158th Street, Liberty Avenue, the northeasterly boundary line of the Long Island Rail Road Right-of-Way (Old Southern Division), South Road, the southwesterly boundary line of the Long Island Rail Road Right-of-Way (Old Southern Division), 107th Avenue and its northeasterly centerline prolongation, a line midway between 156th Street and 157th Street, a line 125 feet southeasterly of South Road, 157th Street, South Road, a line midway between Sutphin Boulevard and 148th Street, Liberty Avenue, 148th Street, Atlantic Avenue, the northwesterly prolongation of a line 50 feet northeasterly of 148th Street, 94th Avenue, and a line 420 feet northeasterly of Sutphin Boulevard;
72. establishing within a proposed R6A District a C1-3 District bounded by 110th Road, the southeasterly centerline prolongation of 171st Place, the southeasterly street line of 110th Road and its northeasterly prolongation, a line 90 feet southwesterly of 172nd Street, 111th Avenue, 172nd Street, 111th Road, and Merrick Boulevard;
73. establishing within a proposed R4-1 District a C1-4 District bounded by 104th Avenue, a line 100 feet northeasterly of 177th Street, 106th Avenue, a line 100 feet southwesterly of 177th Street, 105th Avenue, and 177th Street
74. establishing within an existing R5 District a C1-4 District bounded by 101st Avenue, Brisbin Street, a line midway between 101st Avenue and 102nd Avenue, and Remington Street;
75. establishing within a proposed R5D District a C1-4 District bounded by South Road, a line midway between Guy R. Brewer Boulevard and 164th Street, 109th Avenue, a line midway between Union Hall Street and Guy R. Brewer Boulevard, a line 100 feet southeasterly of South Road, and 160th Street;
76. establishing within a proposed R6A District a C2-3 District bounded by Liberty Avenue, a line midway between Sutphin Boulevard and 148th Street; South Road, and Sutphin Boulevard;

77. establishing within a proposed R7X District a C2-3 District bounded by Hillside Avenue, a line 100 feet northeasterly of 163rd Street, a line 150 feet southeasterly of Hillside Avenue, 163rd Street, a line 135 feet southeasterly of Hillside Avenue, 161st Street, a line 100 feet southeasterly of Hillside Avenue, Parsons Boulevard, a line midway between Hillside Avenue and 88th Avenue, and 148th Street;
78. establishing within an existing R3-2 District a C2-4 District bounded by Liberty Avenue, Remington Street, 104th Avenue, and the northeasterly service road of the Van Wyck Expressway;
79. establishing within a proposed R5B District a C2-4 District bounded by Liberty Avenue, 172nd Street, a line 100 feet southeasterly of Liberty Avenue, and 168th Place;
80. establishing within a proposed R5D District a C2-4 District bounded by:
 - a. South Road, 157th Street, a line 125 feet southeasterly of South Road, 153rd Street, 107th Avenue, a line 100 feet easterly of 150th Street, a line 100 feet northeasterly of Sutphin Boulevard, a line 100 feet southeasterly of Yates Road, Sutphin Boulevard, 108th Avenue, a line 100 feet southwesterly of Sutphin Boulevard, a line midway between 108th Avenue and Lakewood Avenue, a line 150 feet southwesterly of Sutphin Boulevard, Lakewood Avenue, and a line 100 feet southwesterly of Sutphin Boulevard; and
 - b. 168th Place, a line 100 feet southeasterly of Liberty Avenue, a line 100 feet northeasterly of Merrick Boulevard, 104th Street, a line 150 feet northeasterly of Merrick Boulevard, 105th Avenue, a line 100 feet northeasterly of Merrick Boulevard, a line 100 feet northwesterly of 108th Avenue, 170th Street, 108th Avenue, a line 100 feet northeasterly of Merrick Boulevard, 171st Street, the southwesterly centerline prolongation of 109th Avenue, Merrick Boulevard, 108th Drive, a line passing through two points: the first on the northwesterly street line of 108th Drive distant 141 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of 108th Drive and the southwesterly street line of 169th Place, and the second on the southerly street line of Merrick Boulevard distant 100 feet westerly (as measured along the street line) from the point of intersection of the southerly street line of Merrick Boulevard and the southwesterly street line of 169th Place, 108th Road, 167th Street, 108th Avenue, a line 100 feet southwesterly of Merrick Boulevard, Hendrickson Place, and Merrick Boulevard; and
 - c. a line 100 feet northwesterly of Jamaica Avenue, a line midway between 186th Street and 187th Street, a line 150 feet northwesterly of Jamaica Avenue, 188th Street, a line 100 feet northwesterly of Jamaica Avenue, 189th Street, Jamaica

Avenue, 190th Street, a line 100 feet southeasterly of Jamaica Avenue, a line perpendicular to the southwesterly street line of Woodhull Avenue distant 375 feet northwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of Woodhull Avenue and the westerly street line of 190th Street, Hollis Avenue, Jamaica Avenue, and 181st Street;

81. establishing within a proposed R6A District a C2-4 District bounded by:
- a. a line 100 feet northerly of Jamaica Avenue, a line midway between 138th Street and Queens Boulevard, a line 125 feet southerly of Hillside Avenue, a line midway between Queens Boulevard and 139th Street, a line perpendicular to the westerly street line of 139th Street distant 150 feet northerly (as measured along the street line) from the point of intersection of the westerly street line of 139th Street and the northerly street line of Jamaica Avenue, 139th Street, a line midway between 88th Road and 89th Avenue and its westerly prolongation, a line 100 feet northeasterly of 139th Street, 89th Avenue, 144th Street, a line 100 feet northerly of Jamaica Avenue, a line midway between 146th Street and Sutphin Boulevard, Jamaica Avenue, 146th Street, 91st Avenue, a line 100 feet northeasterly of 144th Place, a line 200 feet northwesterly of 91st Avenue, 144th Place, a line 100 feet southerly of Jamaica Avenue, a line 100 feet northeasterly of Van Wyck Expressway, 91st Avenue, and Van Wyck Expressway;
 - b. a line 100 feet northwesterly of Jamaica Avenue, 181st Street, Jamaica Avenue, 179th Place, a line 100 feet southerly of Jamaica Avenue, 172nd Street, a line 150 feet southeasterly of Jamaica Avenue, a line 100 feet northeasterly of 168th Place, a line 100 feet southeasterly of Jamaica Avenue, 168th Place, Jamaica Avenue, and 169th Street;
 - c. a line 100 feet northwesterly of Liberty Avenue, a line 100 feet northeasterly of Remington Street, Lloyd Road, Liberty Avenue, Sutphin Boulevard, South Road, a line 100 feet southwesterly of Sutphin Boulevard, a line 100 feet southeasterly of Liberty Avenue, Inwood Street, a line 100 feet southeasterly of Liberty Avenue, Remington Street, Liberty Avenue, and Van Wyck Expressway;
 - d. a line 100 feet northwesterly of Liberty Avenue, 148th Street, Liberty Avenue, 147th Place; and
 - e. 108th Drive, Merrick Boulevard, Sayres Street, 170th Street, 111th Avenue, and a line 100 feet southwesterly of Merrick Boulevard;
 - f. a line 100 feet northwesterly of Hillside Avenue, a line 100 feet northeasterly of Midland Parkway, a line 180 feet northwesterly of Hillside Avenue, a line 100 feet southwesterly of 182nd Street, a line 100 feet northwesterly of Hillside

Avenue, a line 100 feet northeasterly of 182nd Street, a line 180 feet northwesterly of Hillside Avenue, a line 100 feet southwesterly of Dalny Road, a line 100 feet northwesterly of Hillside Avenue, 188th Street, Hillside Avenue, 191st Street, a line 100 feet southeasterly of Hillside Avenue, 182nd Place, Hillside Avenue, 182nd Street, a line 100 feet southeasterly of Hillside Avenue, 181st Street, Hillside Avenue, and Midland Parkway;

82. establishing within a proposed R7A District a C2-4 District bounded by:
 - a. a line 100 feet southeasterly of Hillside Avenue, a line 100 feet northeasterly of Parsons Boulevard, 88th Avenue, and Parsons Boulevard; and
 - b. a line 100 feet northwesterly of Hillside Avenue, Midland Parkway, Hillside Avenue, 181st Street, a line 100 feet southeasterly of Hillside Avenue, 179th Street, a line 150 feet southeasterly of Hillside Avenue, 178th Street, a line 100 feet southeasterly of Hillside Avenue, a line 100 feet northeasterly of 175th Street, 88th Avenue, 175th Street, Hillside Avenue, and Edgerton Boulevard;

83. establishing within a proposed R7X District a C2-4 District bounded by:
 - a. a line 100 feet northwesterly of Hillside Avenue, Kingston Place, Hillside Avenue, 173rd Street, a line 100 feet southeasterly of Hillside Avenue, a line 200 feet northeasterly of Merrick Boulevard, Hillside Avenue, 146th Street, a line 100 feet southeasterly of Hillside Avenue, and 139th Street; and
 - b. a line 100 feet northwesterly of Hillside Avenue (straight line portion) and its southwesterly prolongation, Edgerton Boulevard, and Hillside Avenue and its northwesterly centerline prolongation;

84. establishing a Special Downtown Jamaica District (DJ) bounded by:
 - a. a line 100 feet northwesterly of Hillside Avenue, a line perpendicular to the northwesterly street line of Hillside Avenue distant 330 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of Hillside Avenue and the southwesterly street line of Kingston Place, Kingston Place, Wexford Terrace, a line 220 feet northeasterly of Edgerton Boulevard, a line 100 feet northwesterly of Hillside Avenue, Midland Parkway, a line 180 feet northwesterly of Hillside Avenue, a line 100 feet southwesterly of Dalny Road, a line 100 feet northwesterly of Hillside Avenue, a line 225 feet northeasterly of 188th Street, 87th Drive and its northeasterly centerline prolongation, 191st Street, a line 100 feet southeasterly of Hillside Avenue, 179th Place, a line 150 feet southeasterly of Hillside Avenue, 178th Street, 89th Avenue,

a line 180 feet southwesterly of 178th Street, a line midway between 88th Avenue and 89th Avenue, 175th Street, Hillside Avenue, 173rd Street, a line 100 feet southeasterly of Hillside Avenue, a line 100 feet northeasterly of Merrick Boulevard, 89th Avenue, a line 100 feet southwesterly of 168th Street, 90th Avenue, 169th Street, Jamaica Avenue, a line midway between 171st Street and 172nd Street, a line 100 feet northwesterly of Jamaica Avenue, 181st Street, Jamaica Avenue, 179th Place, a line 100 feet southeasterly of Jamaica Avenue, 172nd Street, a line 150 feet southeasterly of Jamaica Avenue, a line 100 feet northeasterly of 168th Place, a line 100 feet southeasterly of Jamaica Avenue, a line 100 feet southwesterly of 168th Place, 93rd Avenue, 168th Street, the northeasterly boundary line of the Long Island Rail Road right-of-way, Archer Avenue, 158th Street, the southerly boundary line of Prospect Cemetery and its southwesterly prolongation, a line 120 feet southwesterly of Pedestrian Way, a line 65 feet northwesterly of Liberty Avenue, Pedestrian Way, Liberty Avenue, 148th Street, 95th Avenue, 147th Place, Liberty Avenue, Sutphin Boulevard, 146th Street, 101st Avenue, Waltham Street, 95th Avenue, 138th Place, 94th Avenue, Sutphin Boulevard, the northeasterly boundary line of the Long Island Rail Road right-of-way, the southerly centerline prolongation of 146th Street, Archer Avenue, 139th Street, a line 100 feet southeasterly of 91st Avenue, 144th Place, 91st Avenue, 146th Street, Jamaica Avenue, a line midway between 146th Street and Sutphin Boulevard, a line 100 feet southeasterly of Hillside Avenue, and 139th Street, and excluding the area bounded by 88th Avenue, 153rd Street, 89th Avenue, and 150th Street; and

- b. 108th Drive, Merrick Boulevard, 109th Avenue and its southwesterly centerline prolongation, a line 100 feet northeasterly of Merrick Boulevard, a line 200 feet northwesterly of 110th Avenue/Brinkerhoff Avenue, 172nd Street, 110th Avenue/Brinkerhoff Avenue, 171st Place and its southeasterly centerline prolongation, the southeasterly street line of 110th Road and its northeasterly prolongation, a line 90 feet southwesterly of 172nd Street, 111th Avenue, 172nd Street, 111th Road, Merrick Boulevard, Sayres Avenue, 170th Street, 111th Avenue, and a line 100 feet southwesterly of Merrick Boulevard;

Borough of Queens, Community Districts 8 and 12, as shown on a diagram (for illustrative purposes only) dated April 23, 2007, modified by the City Planning Commission on July 11, 2007, and subject to the conditions of CEQR Declaration E-175.

The above resolution (C 070314 (A) ZMQ), duly adopted by the City Planning Commission on July 11, 2007 (Calendar No. 21), is filed with the Office of the Speaker, City Council, and the

Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

AMANDA M. BURDEN, AICP, Chair

KENNETH J. KNUCKLES, Esq., Vice-Chairman

ANGELA M. BATTAGLIA, IRWIN CANTOR, P.E., ANGELA R. CAVALUZZI, R.A.,

BETTY Y. CHEN, RICHARD W. EADDY, LISA A. GOMEZ, NATHAN LEVENTHAL,

KAREN A. PHILLIPS, DOLLY WILLIAMS, Commissioners