



IN THE MATTER OF an application submitted by the New York City Department of City Planning pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section Nos. 14d, 15b, 18c, and 19a:

1. eliminating from within an existing R7A District a C1-2 District bounded by a line 100 feet southeasterly of Hillside Avenue, Parsons Boulevard, 88th Avenue, and a line 135 feet northeasterly of 153rd Street;
2. eliminating from within an existing R4 District a C1-3 District bounded by 109 Avenue, Guy R. Brewer Boulevard, a line 110 feet southeasterly of 109th Avenue, and a line 100 feet southwesterly of Guy R. Brewer Boulevard;
3. eliminating from within an existing R5D 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 from 172nd Street, 111th Avenue, 172nd Street, 111th Road, and Merrick Boulevard;
4. eliminating from within an existing R5D District a C1-4 District bounded by:
 - a. Tuskegee Airmen Way, Union Hall Street, a line 100 feet southeasterly of Tuskegee Airmen Way, and 160th Street; and
 - b. a line 100 feet southeasterly of Tuskegee Airmen Way, Guy R. Brewer Boulevard, a line perpendicular to the northeasterly street line of Guy R. Brewer Boulevard distant 100 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and northeasterly street line of Guy R. Brewer Boulevard, a line midway between Guy R. Brewer Boulevard and 164th Street, 109th Avenue, Union Hall Street, a line 100 feet northwesterly of 109th Avenue, and a line midway between Union Hall Street and Guy R. Brewer Boulevard;
5. eliminating from within an existing R7A District a C1-4 District bounded by Tuskegee Airmen Way, a line midway between Guy R. Brewer Boulevard and 164th Street, a line perpendicular to the northeasterly street line of Guy R. Brewer Boulevard distant 100 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and northeasterly street line of Guy R. Brewer Boulevard, Guy R. Brewer Boulevard, a line 100 feet southeasterly of Tuskegee

Airmen Way, a line midway between Union Hall Street and Guy R. Brewer Boulevard, a line 125 feet southeasterly of Tuskegee Airmen Way, and Union Hall Street;

6. eliminating from within an existing R3-2 District a C2-3 District bounded by 112th Road, Guy R. Brewer Boulevard, Phroane Avenue, a line 100 feet northeasterly of Guy R. Brewer Boulevard, Sayres Avenue, Guy R. Brewer Boulevard, Linden Boulevard, and a line 100 feet southwesterly from Guy R. Brewer Boulevard;
7. eliminating from within an existing R5B District a C2-3 District bounded by Linden Boulevard, 173rd Street, a line 100 feet southeasterly of Linden Boulevard, a line midway between Merrick Boulevard and 172nd Street, 115th Avenue, a line 75 feet southwesterly of 172nd Street, a line 240 feet southeasterly of 115th Avenue, 172nd Street, 116th Avenue, a line 100 feet southwesterly of Merrick Boulevard, a line 200 feet southeasterly of Linden Boulevard, and 170th Street;
8. eliminating from within an existing R5D District a C2-3 District bounded by:
 - a. 108th Avenue, Sutphin Boulevard, 108th Avenue, a line 100 feet northeasterly of Sutphin Boulevard, 109th Avenue, Sutphin Boulevard, Ferndale Avenue, and a line 100 feet southwesterly of Sutphin Boulevard; and
 - b. 113th Avenue, Merrick Boulevard, the southeasterly boundary of St. Albans Memorial Park and its southwesterly prolongation, a line perpendicular to northwesterly street line of Linden Boulevard distant 276 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of the Linden Boulevard and northeasterly street line of Merrick Boulevard, Linden Boulevard, and a line 130 feet southwesterly of Merrick Boulevard;
9. eliminating from within an existing R6A District a C2-3 District bounded by Liberty Avenue, a line 150 feet northeasterly of Sutphin Boulevard, Tuskegee Airmen Way, and Sutphin Boulevard;
10. eliminating from within an existing R7A 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;
11. eliminating from within an existing R6A District a C2-4 District 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;
 - b. 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 southwesterly street line of Kingston Place, Hillside Avenue, and 167th Street;
 - c. a line 100 feet northeasterly of Jamaica Avenue, a line midway between 146th Street and Sutphin Boulevard, Jamaica Avenue, and 146th Street; and
 - d. a line 100 feet southerly of Jamaica Avenue, a line 80 feet westerly of 146th Street, a line 145 feet southerly of Jamaica Avenue, 146th Street, 91st Avenue, a line 100 feet northeasterly of 144th Place, a line 200 feet northwesterly of 91st Avenue, and 144th Place;
12. eliminating from within an existing R7A District a C2-4 District bounded by:
- a. a line 100 feet northwesterly of Hillside Avenue, 167th Street, Hillside Avenue, and the northwesterly center line prolongation of 146th Street; and
 - b. a line 100 feet southeasterly of Hillside Avenue, 100 feet northeasterly of Parsons Boulevard, 88th Avenue, and Parsons Boulevard;
13. eliminating from within an existing R7X District a C2-4 District bounded by Hillside Avenue, 168th Street, a line 100 feet southeasterly of Hillside Avenue, and a line 200 feet northeasterly of Merrick Boulevard;
14. changing from an R3-2 District to an R6A District property bounded by a line 125 feet northwesterly from 111th Avenue, 172nd Street, 111th Avenue, and a line 90 feet southwesterly from 172nd Street;
15. changing from an R4-1 District to an R6A District property bounded by Hendrickson Place, a line 100 feet southwesterly of Merrick Boulevard, 108th Avenue, and 166th Street;
16. changing from an R5 District to an R6A District property bounded by:
- a. a line 100 feet northwesterly of 87th Road, 164th Street, a line 100 feet northwesterly of Hillside Avenue, and 162nd Street; and

- b. 97th Avenue, 148th Street, a line 100 feet northwesterly of Liberty Avenue, and 147th Place;
17. changing from an R5D District to an R6A District property bounded by:
- a. 108th Avenue, a line 100 feet southwesterly of Merrick Boulevard, 108th Road, and 167th Street; and
 - b. a line 200 feet northwesterly of 110th Avenue/Brinkerhoff Avenue, 172nd Street, 110th Avenue/Brinkerhoff Avenue, and a line 100 feet northeasterly from Merrick Boulevard;
18. changing from an M1-1 District to an R6A District property bounded by a line 150 feet southeasterly of Atlantic Avenue, 148th Street, 97th Avenue, and 147th Place;
19. changing from an R3A District to an R6D District property bounded by 110th Road, a line 250 feet northeasterly from Guy R. Brewer Boulevard, a line perpendicular to the northwesterly street line of Claude Avenue distance 300 feet northeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Guy R. Brewer Boulevard and northwesterly street line of Claude Avenue, Claude Avenue, a line perpendicular to the southeasterly street line of Claude Avenue distance 220 feet northeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Guy R. Brewer Boulevard and southeasterly street line of Claude Avenue, Mathias Avenue, and a line 100 feet northeasterly from Guy R. Brewer Boulevard;
20. changing from an R4 District to an R6D District property bounded by:
- a. a line 190 feet northwesterly of 109th Avenue, a line midway between Union Hall Street and Guy R. Brewer Boulevard; a line 100 feet northwesterly from 109th Avenue and Union Hall Street;
 - b. 109th Avenue, a line 100 feet southwesterly of Guy R. Brewer Boulevard, a line 120 feet southeasterly of 109th Avenue, a line 115 feet southwesterly of Guy R. Brewer Boulevard, 110th Avenue/Brinker, and Union Hall Street;
21. changing from an R5D District to an R6D District property bounded by a line 100 feet northwesterly of 109th Avenue, a line midway between Union Hall Street and Guy R. Brewer Boulevard; 109th Avenue, and Union Hall Street;
22. changing from an R3-2 District to an R7A District property bounded by 110th Avenue/Brinker, a line midway between Guy R. Brewer Boulevard and 164th Street, 110th Road, a line 100 feet northeasterly of Guy R. Brewer Boulevard, Sayres Avenue, Guy R.

Brewer Boulevard, the southwesterly boundary line of the Long Island Railroad Right-Of Way (Southern Division), Linden Boulevard, a line 100 feet southwesterly of Guy R. Brewer Boulevard, Mathias Avenue, Guy R. Brewer Boulevard, Claude Avenue, a line perpendicular to the northwesterly street line of Claude Avenue distance 115 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of Claude Avenue and the southwesterly street line of Guy R. Brewer Boulevard, 111th Avenue, and a line midway between Union Hall Street and Guy R. Brewer Boulevard;

23. changing from an R4 District to an R7A District property bounded by 109th Avenue, a line midway between Guy R. Brewer Boulevard and 164th Street, 110 Avenue, a line 115 feet southwesterly from Guy R. Brewer Boulevard, a line 120 feet southeasterly of 109th Avenue, and a line 100 feet southwesterly from Guy R. Brewer Boulevard;
24. changing from an R5 District to an R7A District property bounded by Claude Avenue, Guy R. Brewer Boulevard, Mathias Avenue, and a line 100 feet northeasterly of Dillon Street;
25. changing from an R5B District to an R7A District property bounded by:
 - a. Liberty Avenue, 172nd Street, a line 100 feet southeasterly of Liberty Avenue, and 168th Place;
 - b. Linden Boulevard, 173rd Street, a line 100 feet southeasterly of Linden Boulevard, a line midway between 172nd Street and Merrick Boulevard, 115th Avenue, a line 75 feet southwesterly of 172nd Street, a line 240 feet southeasterly of 115th Avenue, 172nd Street, 116th Avenue, a line 100 feet southwesterly of Merrick Boulevard, a line 200 feet southeasterly of Linden Boulevard, and 170th Street
26. changing from an R5D District to an R7A District property bounded by:
 - a. Tuskegee Airmen Way, 150th 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, 108th Avenue, a line 100 feet northeasterly of Sutphin Boulevard, 109th Avenue, Sutphin Boulevard, Ferndale 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;
 - b. Tuskegee Airmen Way, Union Hall Street, a line 100 feet southeasterly Tuskegee Airmen Way, and 160th Street;

- c. Tuskegee Airmen Way, a line 100 feet northeasterly of 165th Street, a line perpendicular to the northeasterly street line of 165th Street distant 155 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and northeasterly street line of 165th Street, 165th Street, a line perpendicular to the southwesterly street line of 165th Street distant 150 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and southwesterly street line of 165th Street, a line 100 feet northwesterly of 104th Road, a line 95 feet northeasterly of 164th Street, a line 60 feet northwesterly of 104th Road, 164th Street, a line perpendicular to the southwesterly street line of 164th Street distant 70 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and southwesterly street line of 164th Street, and a line 105 feet northeasterly of Guy R. Brewer Boulevard;
- d. a line 100 feet southeasterly from Tuskegee Airmen Way, Guy R. Brewer Boulevard, a line perpendicular to northeasterly street line of Guy R. Brewer Boulevard distant 100 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and northeasterly street line of Guy R. Brewer Boulevard, 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;
- e. Liberty Avenue, 168th Place, a line 100 feet southeasterly of Liberty Avenue, a line 100 feet southwesterly of 168th Place, 104th Avenue, a line 150 feet northeasterly from 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, 109th Avenue, a line 100 feet northeasterly of Merrick Boulevard, 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, a line 100 feet southwesterly of Merrick Boulevard, Hendrickson Place, and Merrick Boulevard; and

- f. 113th Avenue, Merrick Boulevard, the southeasterly boundary line of St. Albans Memorial Park and its southwesterly and northeasterly prolongation, Marne Place, Linden Boulevard, and a line 130 feet southwesterly of Merrick Boulevard;
27. changing from an R6A District to an R7A District property bounded by Hillside Avenue, 138th Street and its northwesterly centerline prolongation, a line 125 feet southerly and southeasterly of Hillside Avenue, a line midway between 139th Street and Queens Boulevard, a line perpendicular to the northeasterly street line of Queens Boulevard distant 100 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of Queens Boulevard and northerly street line of Jamaica Avenue, Queens Boulevard, a line 100 feet northerly of Jamaica Avenue, 138th Street, Jamaica Avenue, a line 75 feet southwesterly of 138th Street, a line 100 feet southerly of Jamaica Avenue, and Van Wyck Expressway;
 28. changing from an M1-1 District to an R7A District property bounded by Atlantic Avenue, 94th Avenue, 138th Place, Atlantic Avenue, 95th Avenue, and Van Wyck Expressway;
 29. changing from an R4 District to an R7X District property bounded by 102nd Avenue, Allendale Street, Liberty Avenue, Lloyd Road, and a line perpendicular to the southeasterly street line of 102nd Avenue distant 100 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of 102nd Avenue and the southwesterly street line of Brisbin Street;
 30. changing from an R6 District to an R7X District property bounded by 88th Avenue, 153rd Street, 89th Avenue, and 150th Street;
 31. changing from an R6A District to an R7X District property bounded by:
 - a. a line 100 feet northeasterly of Jamaica Avenue, Queens Boulevard, a line perpendicular to the northeasterly street line of Queens Boulevard distant 100 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of Queens Boulevard and the northerly street line 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 northerly street line of Jamaica Avenue and southwesterly street line of 139th Street, 139th Street, a line midway between 89th Avenue and 88th Road, a line 100 feet northeasterly of 139th Street, 89th Avenue, 144th Street, a line 100 feet northeasterly of Jamaica Avenue, 146th Street, Jamaica Avenue, 146th Street, a line 145 feet southwesterly of Jamaica Avenue, a line 80 feet southwesterly of 146th

Street, a line 100 feet southwesterly and southerly of Jamaica Avenue, a line 75 feet southwesterly of 138th Street, Jamaica Avenue, and 138th Street;

- b. a line 100 feet northwesterly from Liberty Avenue, a line 100 feet northeasterly of Remington Street, Lloyd Road, Liberty Avenue, Allendale Street, 101st Avenue and its northeasterly centerline prolongation, a line 100 feet southwesterly of Sutphin Boulevard, a line 100 feet southeasterly of Liberty Avenue, Remington Street, Liberty Street, and Van Wyck Expressway; and
- c. a line 100 feet southeasterly from Liberty Avenue, a line midway between 148th Street and Sutphin Boulevard, Tuskegee Airmen Way, and a line 100 feet southwesterly of Sutphin Boulevard;

32. changing from an R7A District to an R7X District property bounded by:

- a. a line midway between Hillside Avenue and 88th Avenue, a line 100 of southwesterly from Parsons Boulevard, 89th Avenue, a line 125 feet northeasterly of 153rd Street, 90th Avenue, Grace Court, 90th Road, 153rd Street, Jamaica Avenue, 150th Street, a line 100 feet northwesterly and northerly of Jamaica Avenue, a line 100 feet northeasterly of Sutphin Boulevard, 90th 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. a line 100 feet southeasterly from Hillside Avenue, 161st Street, a line 135 feet southeasterly from Hillside Avenue, 163rd Street, a line 100 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, and a line 100 feet northeasterly Parsons Boulevard;

33. changing from an M1-4 District to an R8A District property bounded by 97th Avenue, a line 235 feet northeasterly of 148th Street, a line 100 southeasterly of 97th Avenue, 150th Street, Liberty Avenue, and 148th Street;

34. changing from an R6A District to an R8X District property bounded by Liberty Avenue, 147th Place, a line 100 feet northwesterly from Liberty Avenue, 148th Street, Liberty Avenue, a line midway between Sutphin Boulevard and 148th Street, a line 100 feet southeasterly from Liberty Avenue, and a line 100 feet southwesterly from Sutphin Boulevard;

35. changing from an R6 District to a C4-4 District property bounded by a line 200 feet northwesterly of Liberty Avenue, 160th Street, Liberty Avenue, and 159th Street;

36. changing from an R6A District to a C4-4D District property bounded by:

- a. a line 100 feet northwesterly of Hillside Avenue, 146th Street and its northwesterly center line prolongation, a line 100 feet southeasterly of Hillside Avenue, and 139th Street;
- b. a line 100 feet northwesterly of Hillside Avenue, a line perpendicular to the northwesterly street line of Hillside Avenue distant 330 feet southwestly (as measured along the street line) from the point of intersection of the northwesterly street line of Hillside Avenue and the southwestly street line of Kingston Place, Hillside Avenue, and 167th Street; and
- c. 89th Avenue, 168th Street, 90th Avenue, and a line 100 feet southwestly of 168th Street;

37. changing from an R7A District to a C4-4D District property bounded by a line 100 feet northwesterly of Hillside Avenue, 167th Street, Hillside Avenue, a line 100 feet northeasterly of 163rd Street, a line 100 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, a line 100 feet northeasterly of Parsons Boulevard, a line 150 feet northwesterly of 89th Avenue, Parsons Boulevard, 89th Avenue, a line 100 feet southwestly of Parsons Boulevard, a line midway between Hillside Avenue and 88th Avenue, 148th Street, Hillside Avenue, and the northwesterly center line prolongation of 146th Street;

38. changing from an R7X District to a C4-4D District property bounded by Hillside Avenue, 168th Street, a line 100 feet southeasterly of Hillside Avenue, and a line 200 feet northeasterly from Merrick Boulevard;

39. changing from a C4-3A District to a C4-4D District property bounded by 86th Avenue, Queens Boulevard, 87th Avenue, 139th Street, a line 125 feet southeasterly and southerly of Hillside Avenue, and northeasterly service road of the Van Wyck Expressway;

40. changing from a C4-4A District to a C4-4D District property bounded by Hillside Avenue, 148th Street, 88th Avenue, Sutphin Boulevard, 90th Avenue, a line 100 feet northeasterly of Sutphin Boulevard, a line 100 feet northeasterly of Jamaica Avenue, a line midway between Sutphin Boulevard and 146th Street, a line 100 feet southeasterly of Hillside Avenue, and 146th Street;

41. changing from a C4-5X District to a C4-4D District property bounded by a line 150 feet northwesterly of 89th Avenue, 161st Street, 89th Avenue, a line 100 feet northeasterly of

163rd Street, 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 100 feet southwesterly of 168th Street, 90th Avenue, 168th Street, a line 150 feet northwesterly of Jamaica Avenue, and Parsons Boulevard;

42. changing from a C4-4A District to a C6-2 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, and Sutphin Boulevard;

43. changing from an R6A District to a C6-3 District property bounded by:

- a. a line 100 feet northeasterly of Jamaica Avenue, a line midway between Sutphin Boulevard and 146th Street, Jamaica Avenue, and 146th Street; and
- b. Sutphin Boulevard, Liberty Avenue, a line 100 feet southwesterly of Sutphin Boulevard, the northeasterly centerline prolongation 101st Avenue, and 146th Street;

44. changing from a C4-4A District to a C6-3 District property bounded by:

- a. a line 100 feet northerly of Jamaica Avenue, 150th Street, Jamaica Avenue, and a line midway between Sutphin Boulevard and 146th Street; and
- b. a line 100 feet southeasterly of 91st Avenue, 144th Place, Archer Avenue, and 139th Street;

45. changing from a C4-5X District to a C6-3 District property bounded by:

- a. 94th Avenue, Liverpool Street, Atlantic Avenue, and 138th Place;
- b. a line 100 feet southeasterly of 97th Avenue, Sutphin Boulevard, 146th Street, 101st Avenue, and Waltham Street; and
- c. Atlantic Avenue, 147th Place, Liberty Avenue, and Sutphin Avenue;

46. changing from a C6-2 District to a C6-3 District property bounded by a line 150 feet northwesterly from Jamaica Avenue, 168th Street, Jamaica Avenue, 165th Street, 92nd Road and its northeasterly centerline prolongation, and 164th Street and its southeasterly center line prolongation;

47. changing from a C4-5X District to a C6-3A District property bounded by 89th Avenue, Parsons Boulevard, 90th Road and its northeasterly centerline prolongation, Grace Court, 90th Avenue, and a line 125 feet northeasterly of 153rd Street;
48. changing from an R6A District to a C6-4 District property bounded by a line 100 feet southwesterly of Jamaica Avenue, a line 80 feet northwesterly of 146th Street, a line 145 feet southwesterly of Jamaica Avenue, 146th Street, 91st Avenue, a line 100 feet northeasterly of 144th Place, a line 200 feet northwesterly of 91st Avenue, and 144th Place;
49. changing from a C4-4A District to a C6-4 District property bounded by 91st Avenue, 146th Street, Archer Avenue, and 144th Place;
50. changing from a C6-2 District to a C6-4 District property bounded by Jamaica Avenue, 147th Place, Archer Avenue, Sutphin Boulevard, the northerly boundary line of the Long Island Railroad Right-Of-Way (Montauk Division), and 146th Street and its southerly centerline prolongation;
51. changing from a C6-3 District to a C6-4 District property bounded by:
 - a. Jamaica Avenue, 153rd Street, 90th Road and its northeasterly centerline prolongation, Parsons Boulevard, a line 150 feet northwesterly of Jamaica Avenue, 160th Street, Archer Avenue, 158th Street, the centerline of the Long Island Railroad Right-Of-Way (Montauk Division), 150th Street, a line 100 feet southeasterly of Archer Avenue, a line 420 feet northeasterly of Sutphin Boulevard, Archer Avenue, and 147th Place; and
 - b. 94th Avenue, Sutphin Boulevard, Atlantic Avenue, and Liverpool Street;
52. changing from an M1-4 District to a C6-4 District property bounded by a line 100 feet southeasterly of Archer Avenue, 150th Street, Atlantic Avenue, a line 50 feet northeasterly from 148th Street, 94th Avenue, and a line 420 feet northeasterly of Sutphin Boulevard;
53. changing from an M1-1 District to an M1-2A District property bounded by:
 - a. Liberty Avenue, Merrick Boulevard, 107th Avenue, a line 100 feet northeasterly of 165th Street, Tuskegee Airmen Way, and 165th Street;
 - b. Liberty Avenue, 177th Street, the center line of the Long Island Railroad Right-Of Way (Montauk Division), Liberty Avenue, Dunkirk Street, a line 485 feet northwesterly of Murdock Avenue, the southwesterly boundary line of the Long Island Railroad Right-Of-Way (Montauk Division), Brinkerhoff Avenue, 180th Street, a line midway between 104th Avenue and 105th Avenue, a line 100 feet

northeasterly of 177th Street, a line perpendicular to northeasterly street line of 177th Street distant 170 feet southeasterly (as measured along the street line) from the point of intersection of the southerly street line of Liberty Avenue and northeasterly of 177th Street, 177th Street, a line midway between 103rd Road and Liberty Avenue, and 173rd Street; and

- c. the southeasterly boundary line of the Long Island Railroad Right-Of-Way (Main Line), 189th Street and its northwesterly centerline prolongation, Henderson Avenue, and a line 500 feet southwesterly of 189th Street;
54. changing from an M1-4 District to an M1-2A District property bounded by Liberty Avenue, the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Old Southern Division), Tuskegee Airmen Way, the southwesterly boundary line of the Long Island Railroad 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 Tuskegee Airmen Way, 157th Street, Tuskegee Airmen Way, and a line midway between Sutphin Boulevard and 148th Street;
55. changing from an M1-1 District to an M2-3A District property bounded by:
- a. Archer Avenue, 165th Street, the northwesterly boundary line of the Long Island Railroad Right-Of-Way (Main Line), 177th Street, Liberty Avenue, 165th Street, the southeasterly boundary line of the Long Island Railroad Right-Of-Way (Main Line), and 158th Street; and
 - b. Jamaica Avenue, Hollis Avenue, the northwesterly boundary line of the Long Island Railroad Right-Of-Way (Main Line), and the southeasterly centerline prolongation of 187th Street;
56. changing from an M1-2 District to an M2-3A District property bounded by Jamaica Avenue, the southeasterly centerline prolongation of 187th Street, the northwesterly boundary line of the Long Island Railroad Right-Of-Way (Main Line), and 179th Place and its southeasterly centerline prolongation;
57. changing from an M1-1 District to an M3-2A District property bounded by the northwesterly boundary line of the Long Island Railroad Right-Of-Way (Main Line), Hollis Avenue, 99th Avenue, 189th Street and its northerly centerline prolongation, the southerly and southeasterly boundary line of the Long Island Railroad Right-Of-Way (Main Line), Liberty Avenue, the centerline of the Long Island Railroad Right-Of-Way (Montauk Division), and 177th Street;

58. changing from an M1-1 District to an M1-2A/R7A District property bounded by 91st Avenue, 138th Place, a line 100 feet southeasterly of 91st Avenue, a line midway between 138th Place and 139th Street, a line 100 feet northwesterly of Archer Avenue, 139th Street, Archer Avenue, and Van Wyck Expressway;
59. changing from an M1-4 District to an M1-2A/R7-2 District property bounded by the centerline of the Long Island Railroad Right-Of-Way (Main Line), 158th Street, the southerly boundary lines of Prospect Cemetery and its southwesterly prolongation, a line 120 feet southwesterly of 159th Street, a line 65 feet northwesterly of Liberty Avenue, 159th Street, Liberty Avenue, 157th Street, a line 100 feet northwesterly of Liberty Avenue, and 150th Street;
60. changing from an M1-1 District to an M1-3A/R7X District property bounded by Atlantic Avenue, 148th Street, a line 150 feet southeasterly of Atlantic Avenue, and 147th Place;
61. changing from an M1-4 District to an M1-3A/R7X District property bounded by 97th Avenue, 150th Street, a line 100 feet northwesterly of Liberty Avenue, 157th Street, Liberty Avenue, 150th Street, a line 100 feet southeasterly of 97th Avenue, and a line 235 feet northeasterly of 148th Street;
62. changing from an M1-4 District to an M1-6A/R9A District property bounded by a line midway between Atlantic Avenue and 97th Avenue, 150th Street, 97th Avenue, and 148th Street;
63. changing from an M1-4 District to an M1-8A/R9X property bounded by Atlantic Avenue, 150th Street, a line midway between Atlantic Avenue and 97th Avenue, and 148th Street;
64. establishing within an existing R5D District a C2-4 District bounded by a line perpendicular to the southwesterly street line of 164th Street distant 70 feet southeasterly (as measured along the street line) from the point of intersection of southeasterly street line of Tuskegee Airmen Way and the southwesterly street line of 164th Street, 164th Street, the southwesterly center line prolongation of 104th Road, and a line midway between Guy R. Brewer Boulevard and 164th Street;
65. establishing within a proposed R6D District a C2-4 District bounded by a line 100 feet northwesterly of 109th Avenue, a line midway between Union Hall Street and Guy R. Brewer Boulevard, 109th Avenue, and Union Hall Street;
66. establishing within an existing R7A District a C2-4 District bounded by Tuskegee Airmen Way, a line 105 feet northeasterly of a Guy R. Brewer Boulevard, the southwesterly centerline of 104th Road, a line midway between Guy R. Brewer Boulevard and 164th Street, a line perpendicular to the northeasterly street line of Guy R. Brewer Boulevard

distant 100 feet southeasterly (as measured from along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and the northeasterly street line of Guy R. Brewer Boulevard, Guy R. Brewer Boulevard, a line 100 feet southeasterly of Tuskegee Airmen Way, a line midway between Union Hall Street and Guy R. Brewer Boulevard, a line 125 feet southeasterly of Tuskegee Airmen Way, and Union Hall Street;

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

- a. Tuskegee Airmen Way, Union Hall, a line 100 feet southeasterly of Tuskegee Airmen Way, and 160th Street;
- b. Tuskegee Airmen Way, 164th Street, a line perpendicular to the southwesterly street line of 164th Street distant 70 feet southeasterly (as measured along the street line) from the point of intersection of southeasterly street line of Tuskegee Airmen Way and southwesterly street line of 164th Street, and a line 105 feet northeasterly of Guy R. Brewer Boulevard;
- c. a line 100 feet southeasterly of Tuskegee Airmen Way, Guy R. Brewer Boulevard, a line perpendicular to the northeasterly street line of Guy R. Brewer Boulevard distant 100 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and northeasterly street line of Guy R. Brewer Boulevard, a line midway between Guy R. Brewer Boulevard and 164th Street, 109th Avenue, Guy R. Brewer Boulevard, a line 120 feet southeasterly of 109th Avenue, a line 100 feet southwesterly of Guy R. Brewer Boulevard, 109th Avenue, and a line midway between Union Hall Street and Guy R. Brewer Boulevard;
- d. 108th Avenue, Sutphin Boulevard, 108th Avenue, a line 100 feet northeasterly of Sutphin Boulevard, 109th Avenue, Sutphin Boulevard, Ferndale Avenue, and a line 100 feet southwesterly of Sutphin Boulevard;
- e. 112th Road, Guy R. Brewer Boulevard, Phroane Avenue, a line 100 feet northeasterly of Guy R. Brewer Boulevard, Sayres Avenue, Guy R. Brewer Boulevard, Linden Boulevard, and a line 100 feet southwesterly of Guy R. Brewer Boulevard;
- f. 110th Road, the southeasterly centerline prolongation of 171st Place, the southeasterly street line 110th Road and its northeasterly prolongation, a line 90 feet southwesterly of 172nd Street, 111th Avenue, 172nd Street, 111th Road, and Merrick Boulevard; and

- g. 113th Avenue, Merrick Boulevard, a southeasterly boundary line of St. Albans Memorial Park and its southwesterly prolongation, a line perpendicular to the northwesterly street line of Linden Boulevard distant 276 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of Linden Boulevard and northeasterly street line of Merrick Boulevard, Linden Boulevard, 173rd Street, a line 100 feet southeasterly of Linden Boulevard, a line midway between Merrick Boulevard and 172nd Street, 115th Street, a line 75 feet southwesterly of 172nd Street, a line 240 feet southeasterly of 115th Avenue, 172nd Street, 116th Avenue, a line 100 feet southwesterly of Merrick Boulevard, a line 200 feet southeasterly of Linden Boulevard, 170th Street, Linden Boulevard, and a line 130 feet southeasterly of Merrick Boulevard;

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

- a. 102nd Avenue, Allendale Street, Liberty Avenue, Lloyd Road, a line perpendicular to the southeasterly street line of 102nd Avenue distant 100 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of 102nd Avenue and the southwesterly street line of Brisbin Street, a line 100 feet southeasterly of 102nd Avenue, Brisbin Street, a line 50 feet southeasterly of 102nd Avenue, and a line perpendicular to the southeasterly street line of 102nd Avenue distant 90 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of 102nd Street and the southwesterly street line of Allendale Street; and
- b. a line 100 feet southeasterly of Liberty Avenue, a line midway between Sutphin Boulevard and 148th Street, Tuskegee Airmen Way, and Sutphin Boulevard;

69. establishing within a proposed R8X District a C2-4 District bounded by Liberty Avenue, a line midway between Sutphin Boulevard and 148th Street, a line 100 feet southeasterly of Liberty Avenue, and Sutphin Boulevard; and

70. establishing a Special Downtown Jamaica District (DJ) bounded by:

- a. 86 Avenue, Queens Boulevard, 87th Avenue, 139th Street, a line 125 feet southeasterly of Hillside 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 northerly street line of Jamaica Avenue and southwesterly street line of 139th Street, 139th Street, a line midway between 89th Avenue and 88th Road, a line 100 feet northeasterly of 139th Street, 89th Avenue, 144th Street, a line 100 feet northeasterly 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 southwesterly of Jamaica Avenue, Van Wyck Expressway, Hillside Avenue, and northeasterly service road of the Van Wyck Expressway;

- b. 88th Avenue, 153rd Street, 89th Avenue, and 150th Street;
- c. a line 100 feet northwesterly of 87th Road, 164th Street, a line 100 feet northwesterly of Hillside Avenue, and 162nd Street;
- d. 89th Avenue, 168th Street, 90th Avenue, and a line 100 feet southwesterly of 168th Street;
- e. 91st Avenue, 138th Place, a line 100 feet southeasterly of 91st Avenue, a line midway between 138th Place and 139th Street, a line 100 feet northwesterly of Archer Avenue, 139th Street, Archer Avenue, and Van Wyck Expressway;
- f. Atlantic Avenue, 94th Avenue, 138th Place, Atlantic Avenue, 95th Avenue, and Van Wyck Expressway;
- g. a line 100 feet northwesterly of Liberty Avenue, a line 100 feet northeasterly of Remington Street, Lloyd Road, a line 100 feet southwesterly of Brisbin Street, 102nd Avenue, Allendale Street, 101st Avenue, 146th Street, Sutphin Boulevard, Liberty Avenue, 147th Place, Atlantic Avenue, 148th Street, Liberty Avenue, the centerline of the Long Island Railroad 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 Tuskegee Airmen Way, 157th Street, Tuskegee Airmen Way, 150th 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, 108th Avenue, a line 100 feet northeasterly of Sutphin Boulevard, 109 Avenue, Sutphin Boulevard, Ferndale 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, a line 100 feet southwesterly of Sutphin Boulevard, a line 100 feet southeasterly of Liberty Avenue, Remington Street, Liberty Avenue, and Van Wyck Expressway;
- h. a line 200 feet northwesterly of Liberty Avenue, 160th Street, Liberty Avenue, and 159th Street;
- i. Archer Avenue, 165th Street, the northwesterly boundary line of the Long Island Railroad Right-Of-Way (Main Line), 179th Place, Jamaica Avenue, Hollis Avenue, 99th Avenue, 189th Street, Henderson Avenue, a line 500 feet southwesterly from

189th Street, the southerly and southeasterly boundary line of the Long Island Railroad Right-Of Way (Main Line), Liberty Avenue, Dunkirk Street, a line 485 feet northwesterly of Murdock Avenue, the southwesterly boundary line of the Long Island Railroad Right-Of-Way (Montauk Division), Brinkerhoff Avenue, 180th Street, a line midway between 104th Avenue and 105th Avenue, a line 100 feet northeasterly of 177th Street, a line perpendicular to northeasterly street line of 177th Street distant 170 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Liberty Avenue and northeasterly of 177th Street, 177th Street, a line midway between 103rd Road and Liberty Avenue, 173rd Street, Liberty Avenue, 172nd Street, a line 100 feet southeasterly of Liberty Avenue, a line 100 feet southeasterly of Merrick Boulevard, a line 100 feet southwesterly of 168th Place, 104th Avenue, a line 150 feet northeasterly from Merrick Boulevard, 105th Avenue, a line 100 feet northeasterly of Merrick Boulevard, a line 100 feet northerly of 108th Avenue, 170th Street, 108 Avenue, a line 100 feet northeasterly of Merrick Boulevard, 171st Street, 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, a line 125 feet northwesterly of 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, 166th Street, Hendrickson Place, Merrick Boulevard, 107th Avenue, a line 100 feet northeasterly of 165th Street, a line perpendicular to the northeasterly street line of 165th Street distant 155 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and northeasterly street line of 165th Street, 165th Street, a line perpendicular to the southwesterly street line of 165th Street distant 150 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and southwesterly street line of 165th Street, a line 100 feet southwesterly of 165th Street, a line 100 feet northwesterly of 104 Road, a line 95 feet northeasterly of 164th Street, a line 60 feet northwesterly of 104 Road, 164th Street, a line perpendicular to the southwesterly street line of 164th Street distant 70 feet southeasterly (as measured along the street line) from the point of intersection of the

southeasterly street line of Tuskegee Airmen Way and southwesterly street line of 164th Street, a line midway between Guy R. Brewer Boulevard and 164th Street, 110th Road, a line 250 feet northeasterly from Guy R. Brewer Boulevard, a line perpendicular to the northwesterly street line of Claude Avenue distant 300 feet northeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Guy R. Brewer Boulevard and northwesterly street line of Claude Avenue, Claude Avenue, a line perpendicular to the southeasterly street line of Claude Avenue distance 220 feet northeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Guy R. Brewer Boulevard and southeasterly street line of Claude Avenue, Mathias Avenue, a line 100 feet northeasterly of Guy R. Brewer Boulevard, Sayres Avenue, Guy R. Brewer Boulevard, the southwesterly boundary line of the Long Island Railroad Right-Of-Way (Southern Division), Linden Boulevard, a line 100 feet southwesterly of Guy R. Brewer Boulevard, Mathias Avenue, a line 100 feet northeasterly of Dillon Street, Claude Avenue, a line perpendicular to the northwesterly street line of Claude Avenue distant 115 feet southwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of Guy R. Brewer Boulevard and northwesterly street line of Claude Avenue, 111th Avenue, a line midway between Union Hall Street and Guy R. Brewer Boulevard, 110th Avenue, Union Hall Street, a line 190 feet northwesterly of 109th Avenue, a line midway between Union Hall Street and Guy R. Brewer Boulevard, a line 125 feet southeasterly of Tuskegee Airmen Way, Union Hall Street, a line 100 feet southeasterly Tuskegee Airmen Way, and 160th Street, Tuskegee Airmen Way, 165th Street, the southeasterly boundary line of the Long Island Railroad Right-Of-Way (Montauk Division), and 158th Street; and

- j. 113th Avenue, Merrick Boulevard, the southeasterly boundary line of St. Albans Memorial Park and its southwesterly and northeasterly prolongation, Marne Place, 173rd Street, a line 100 feet southeasterly of Linden Boulevard, a line midway between 172nd Street and Merrick Boulevard, 115th Avenue, a line 75 feet southwesterly of 172nd Street, a line 240 feet southeasterly of 115th Avenue, 172nd Street, 116th Avenue, a line 100 feet southwesterly of Merrick Boulevard, a line 200 feet southeasterly of Linden Boulevard, 170th Street, Linden Boulevard, and a line 130 feet southwesterly of Merrick Boulevard;

Borough of Queens, Community Districts 8 and 12 as shown on a diagram (for illustrative purposes only) dated February 11, 2025, and subject to the conditions of CEQR Declaration E-842.

This application (C 250172 ZMQ) for a zoning map amendment was filed by the Department of City Planning (DCP) on March 14, 2025. The zoning map amendment, along with related actions,

(N 250173 ZRQ, C 250171 HAQ, and C 250187 MMQ), would facilitate land use changes for an approximately 230-block area to implement the Jamaica Neighborhood Plan.

The Jamaica Neighborhood Plan focuses on a transit-rich section of southeast Queens situated within the neighborhood of Jamaica in Community District 12 and a small portion of Community District 8. The area subject to the proposed actions, referred to as the project area, is generally bounded by Hillside Avenue to the north, the Van Wyck Expressway Service Road to the west, 109th Avenue, 115th Avenue, and 116th Avenue to the south; and 191st Street and Farmers Boulevard to the east.

The Jamaica Neighborhood Plan is a comprehensive neighborhood plan developed over the past two years with community stakeholders and elected officials, and in close coordination with City and other public agencies to support the long-term vision and goals of the plan. The plan aims to create a more prosperous neighborhood that promotes affordability, celebrates inclusivity and diversity, and supports investment activity and business opportunities.

The implementation of the plan would facilitate over 12,300 new homes, including approximately 4,000 permanently income-restricted homes, and approximately 2,000,000 square feet of space for commercial and community facility uses. The proposed actions are designed to advance key land use objectives, including expanding access to permanently income-restricted housing through the Mandatory Inclusionary Housing (MIH) program to support neighborhood diversity and further the City's equity and fair housing goals. The plan also aims to reinforce Jamaica's role as a regional business hub, to strengthen the existing economic ecosystem and to encourage job-generating development through increased industrial and commercial density. In addition, the plan seeks to improve the quality and safety of the area's streetscape, enhance the pedestrian experience, and create opportunities for publicly accessible open spaces. Finally, the plan establishes a zoning framework that is aligned with infrastructure investments, capital projects, and public services to support a comprehensive, community-driven approach to growth that meets the needs of both

current and future residents.

To accomplish these goals, DCP, New York City Department of Housing Preservation and Development (HPD), New York City Department of Transportation (DOT), and New York City Economic Development Corporation (EDC), propose a series of land use actions, including zoning map amendments, zoning text amendments, dispositions of City-owned property, an Urban Development Action Area (UDAA) designation and Urban Development Action Area Project (UDAAP) approval, and a city map amendment.

RELATED ACTIONS

In addition to the zoning map amendment (C 250172 ZMQ), the following actions are also being sought concurrently with this application:

- N 250173 ZRQ** Zoning text amendment to modify the existing Downtown Jamaica Special District in Zoning Resolution (ZR) Article XI, Chapter 5 and establish a Mandatory Inclusionary Housing (MIH) area.

- C 250171 HAQ** Disposition approval, UDAA and UDAAP designation

- C 250187 MMQ** City Map amendment to adjust and eliminate street lines between 144 Place and 147 Place.

BACKGROUND

Jamaica is a community celebrated for its rich historical and cultural significance, serving as a major local and regional transportation hub. It is one of Queens’ three major regional business districts and includes one of the city’s 21 industrial business zones (IBZs). The neighborhood offers a diverse range of housing options, from single- and two-family homes to low-rise townhomes and high-rise apartment buildings. Jamaica has long been home to many multigenerational residents.

While Jamaica has many strengths and assets, the area has experienced steady population growth over the years, leading to increased demand for housing, jobs and expansion of services. However, the economic and housing sectors have struggled to keep pace with the population increase in the area.

Several major events have significantly impacted the neighborhood. Historically, Jamaica and surrounding neighborhoods were some of the few places in NYC where Black and Brown communities could access homeownership. But these same communities were also targets for subprime lending and other exploitative banking practices. By the early 2000s, the foreclosure crisis hit Jamaica particularly hard like in South Jamaica, destroying community wealth and leaving behind vacant homes that continue to create negative impacts for the neighborhood to this day.

In 2007, the Jamaica Plan was adopted which was a set of land use actions including a rezoning that updated zoning to increase density in downtown Jamaica and preserved the single- and two-family home areas surrounding the downtown core. However, the 2007-2008 financial crisis hindered potential development following the 2007 rezoning.

Years later, the COVID-19 pandemic in 2020 further compounded challenges in the neighborhood. According to the Taskforce on Racial Inclusion & Equity (TRIE), Jamaica was one of the most impacted neighborhoods by COVID-19 in New York City. In 2020, the NYC Department of Health and Mental Hygiene (DOHMH) reported that Jamaica was among the neighborhoods with the highest number of COVID-19 deaths. By 2021, it had the fifth highest COVID-19 death toll of any neighborhood in the city. As a hub of retail activity, Jamaica's central business district was acutely impacted by the economic effects of the pandemic, with over 600 stores closing since 2020.

However, Jamaica remains as a key shopping destination and employment hub, with approximately 1,400 businesses and 19,000 jobs although the impacts of the pandemic and other

ongoing challenges continue to be evident. While today's storefront vacancy rate of approximately 11% is on par with the citywide rate, it is higher than the rest of Queens, reflecting nationwide shifts toward online shopping that have impacted an area with historic clusters of apparel and goods businesses, and growing quality of life issues that make tenancing commercial strips more challenging. Over the past decade, job opportunities have also gradually declined, partly due to the closure of major institutions like Mary Immaculate Hospital and the absence of large industries that provide opportunities for local employment.

Industrial sectors are another important source of employment in Jamaica, and its Industrial Business Zone (IBZ) is home to many non-residential uses operating within the project area. Businesses there today include warehouses, auto-related services like mechanics and salvage yards, fleet management, wholesale trade, and some manufacturing, as well as complementary office and locally serving businesses. While a handful of businesses have thrived in the area such as an urban farm that grows and distributes vegetables, a manufacturer producing glass for car mirrors and cameras, and a glass recycling facility, much of the manufacturing area has seen limited employment growth. Much of this stagnation is consistent with the limited market for industrial development citywide. Across the city, industrial growth remains weaker than other sectors, as the city's historically competitive advantage in manufacturing diminished due to high costs of land and transportation in an urban environment, concentrating industrial growth in those areas where proximity to the NYC market remain critical – especially construction, logistics and transportation, and large infrastructure like waste services and energy. Additionally, existing zoning makes new development in M zoned areas extremely challenging for any new businesses to site or existing businesses to expand. Before the 1961 zoning regulations, industrial buildings were commonly built in loft-style buildings, providing adaptable space for various types of industrial businesses. However, the 1961 zoning rules limited new construction, especially in manufacturing districts, by creating a low-density district with high loading and parking requirements that made modern, flexible buildings difficult to build. As a result, the area has seen little new development. Recent additions have included hotels and self-storage facilities, which are a couple of viable uses

permitted under current zoning.

The city is grappling with a housing crisis and faces a historic housing shortage defined by a 1.41 percent rental vacancy rate, the lowest since 1968, according to the 2023 New York City Housing and Vacancy Survey (NYCHVS). Over the past two decades, housing production in and near Jamaica has not kept pace with the area's population growth. According to the U.S. Census, from 2010 to 2020, Jamaica's population has increased by 13.4 percent, higher than the rest of NYC, which grew by 7.7 percent. Meanwhile from 2010 to 2020 housing production in Jamaica has only increased by 10.1 percent. This shortage has led to tremendous pressure on the existing housing stock with tenants particularly vulnerable to landlord harassment, rising rents, and involuntary displacement. The 2007 Jamaica Plan created an Inclusionary Housing Designated Area (IHDA) in downtown Jamaica which gave developers an optional floor area bonus in exchange for the creation, rehabilitation, or preservation of permanently affordable housing. While Jamaica's Voluntary Inclusionary Housing program has led to the creation of some income-restricted housing in the past ten years, this optional program resulted in income-restricted units with higher AMIs than other zoning tools require. In IHDA's, developments taking advantage of the full 33 percent bonus had to devote at least 20 percent of their residential floor area to housing that will remain permanently affordable to lower-income households (at or below 80 percent AMI). As part of City of Yes for Housing Opportunity, IHDA's were replaced with the Universal Affordability Preference, which provides a preferential FAR for housing affordable to households making 60 percent AMI and allows income averaging, or the inclusion of up to three AMI bands that average to 60 percent AMI. Unlike Mandatory Inclusionary Housing (MIH), neither IHDA's nor UAP require affordable housing. MIH also provides several affordability options, as described below.

The Jamaica Neighborhood Plan was launched in response to trends that signaled growing challenges in a neighborhood with strong access to transit and jobs and where population growth is outpacing housing production. Recognizing both the challenges and opportunities of this neighborhood, local elected officials such as the city council member of District 27 and the Queens

Borough President called for a participatory planning process that engages the community, and that shapes a comprehensive plan that would address the needs of this neighborhood. The Jamaica Neighborhood Study was publicly launched in May 2023.

At the beginning of the planning process, the local city council member convened a steering committee that met monthly. These meetings shaped ongoing progress and advised on issues and opportunities throughout the neighborhood planning process. The committee included approximately 52 representatives from the local community board, organizations, businesses, cultural institutions, faith-based organizations, and offices of other elected officials. The local city council member also formed an executive committee comprised of local, state, and federal elected officials who represent Jamaica. The planning process included monthly steering and executive committee meetings in addition to approximately 38 public meetings, which ranged from tabling events in parks and libraries to in-person workshops and working groups on specific topics and areas of concern. There was also a series of virtual meetings and a dedicated website updated with plan's progress.

In March 2025, the Jamaica Neighborhood Plan was released, reflecting the input and comments received throughout the two-year planning process. The plan is the result of a community-driven vision: Jamaica is prosperous thanks to its affordability and inclusivity, its diversity, and its business and investment opportunities. To achieve this vision, six cross-cutting goals were created, all shaped by community feedback: (1) improve quality of life for current and future residents; (2) foster a thriving local economy and help residents prosper; (3) create a climate-resilient and environmentally just Jamaica; (4) achieve equitable health and safety outcomes; (5) maintain cultural diversity and nurture inclusivity; and (6) preserve and strengthen Jamaica's rich multicultural history. These identified goals inform the proposed zoning framework and will continue to guide strategies and coordination across City agencies in the implementation of existing and future investments in Jamaica.

Project Area History

The Jamaica neighborhood was historically home to the Jameco (or Yamecah) Indigenous people. The area's early economy occurred along an ancient trail, on what is known today as Jamaica Avenue, where Indigenous tribes traded materials. Around 1655, early Dutch settlers paid the Jameco (or Yamecah) a small number of weapons and supplies to occupy an area they generally referred to as "Rustdorp". Then around 1664, the English took control of the land from the Dutch and renamed the area Jamaica after the Jameco Indigenous people. For many years after, Jamaica was primarily farmland and certain areas served as a trading post for farmers. These farms also contributed to the history of slavery during this time period.

Jamaica experienced significant transportation infrastructure development, particularly in the late 1800s and early 1900s, including the construction of elevated rapid transit lines that would later become part of the Jamaica LIRR tracks. With increased transportation access and options, Jamaica's population grew rapidly.

The growth in residential population spurred businesses and increased commercial activity in Jamaica. During this time, major banking and retail institutions were established. The Jamaica Savings Bank, recognized as the oldest banking institution in Jamaica, established its headquarters in downtown Jamaica around the 1860s. As the bank prospered, it relocated from its original location to an expanded site in the 1920s. Around the same time, there were seven banks in Jamaica, and the local press referred to Jamaica Avenue as "Financial Row" as cited by the NYC Landmarks Preservation Commission Report on the Jamaica Savings Bank (LP-2393). By the 1930s, it had opened an additional branch at Sutphin Boulevard and Jamaica Avenue. According to the NYC Landmarks Preservation Commission Report on the Jamaica Savings Bank (LP-2393), it had become the 47th largest savings institution in the United States by that time. Downtown Jamaica became a major commercial center for Queens and much of Long Island during this time period, and attracted major retailers such as Macy's, and became home to popular entertainment

venues like the Lowes Valencia theatre and La Casina nightclub. The 1969 Draft Plan for New York City reflected these changes and described Jamaica as the largest retail center in Queens and the “third largest in the metropolitan region.” Through the 1960s, Downtown Jamaica was an important business center and attracted investments in new homes and apartments.

Alongside economic growth, the early 1900s also saw rapid residential development, resulting in a variety of housing options including many single- and two-family homes as well as multifamily buildings that still exist to this day. During this period, parts of Jamaica became known for strong Black homeownership and were considered among the largest concentrations of Black homeowners in New York City at the time. However, around the 1930s, areas south of the LIRR were redlined and marked as “unfavorable” due to the large concentration of Black homeowners. Redlining was a practice by the Federal government of “drawing boundaries around neighborhoods based on residents’ race and depriving them of resources and opportunities” as described in the NYC Environmental & Health Data Portal.

Due to several factors, the commercial center began to decline in the 1960s and 1970s. Queens and Long Island became increasingly auto-oriented. More shopping options became available in neighboring Long Island and other Queens neighborhoods, such as Rego Park, which diverted spending away from businesses in Jamaica. South Jamaica also grappled with the cocaine and heroin epidemics which destroyed the lives of many in the community. The challenges in the area were further compounded by the effects of redlining that was eventually banned in the 1960s. Due to economic decline, stores began to leave the neighborhood, including the infamous closure of the Macy’s that was originally located along Jamaica Avenue.

In response to these trends, revitalization efforts began in the late 1960s. The Greater Jamaica Development Corporation (GJDC) was founded to spur public and private investments in the area. Infrastructure and development projects slowly gained traction like the removal of the Jamaica Avenue "elevated subway" and its replacement by the Archer Avenue subway extension. The

Jamaica Center for Arts and Learning was also established on Jamaica Avenue to support efforts to activate the commercial center. Implementation of urban renewal in Jamaica during this time period led to the creation of a new federal office building housing the Social Security Administration, new federal and state courthouses, a new campus for York College, and new residential developments.

Changes and public investments continue to this day. In recent years, additional major investments have included the 2006 AirTrain light rail, a \$387 million renovation project to connect Jamaica Station to the AirTrain terminal and renovate platforms and waiting areas, and the construction of the nation's largest and most modern laboratory for the U.S. Food and Drug Administration. In September 2007, the New York City Council adopted DCP's Jamaica Plan, which included a comprehensive set of land use actions designed to foster development in downtown Jamaica while protecting the character of mid- and low-density neighborhoods surrounding the downtown core. In spring of 2014, the Mayor's Office, NYC EDC, other city agencies, and the Queens Borough President launched the Jamaica Planning Initiative to strengthen the neighborhood's economy and quality of life. Covering the area bounded by Union Turnpike to the north, 188th Street and Farmers Boulevard to the east, Linden Boulevard to the south, and the Van Wyck Expressway to the west, the plan outlines strategies to create quality jobs, support small businesses, promote commercial growth, and enhance livability known as the JamaicaNOW Neighborhood Action Plan. Most recently, led by New York State's Regional Economic Development Council, Downtown Jamaica was identified as one of the ten communities that were identified to participate in the Downtown Revitalization Initiative (DRI), a \$100 million program to improve the vitality of urban centers across the state. The program allocated \$10 million to support the implementation of investment projects in the area and created a longer-term strategy that will attract additional public and private investment. The plan's three primary goals were to expand career opportunities and strengthen career pathways, activate downtown through programming and marketing, and connect major centers of activity.

Prior Land Use Actions withing the Surrounding Area

Over the past few decades, areas within the study area and the surrounding area have been subject to several land use actions and planning efforts, such as citywide and area-wide rezonings sponsored by DCP, private applications initiated by individual owners, as well as local and state planning initiatives.

Jamaica Plan (2007)

A large geography of the project area was subject to the 2007 Downtown Jamaica Plan (C 0470314A ZMQ, N 070315A ZRQ) (the 2007 Jamaica Plan). The area affected by the 2007 actions covered around 368 blocks and is generally bounded by the Van Wyck Expressway service road to the west; 87th Road and Highland Avenue to the north; 189th, 190th, 191st Streets, along with Farmers Boulevard, to the east; and Waltham Street, as well as 105th, 108th, 109th, Sayres, and 110th Avenues, to the south.

The 2007 Jamaica Plan consisted of several land use actions, including zoning map and text amendments, an urban renewal plan and designation, disposition of property within the Jamaica Gateway Urban Renewal Plan, the disposition of city-owned property and an amendment to the City Map. The 2007 Jamaica Plan was intended to support Jamaica's downtown business district, expand housing and economic opportunities along the area's major thoroughfares and preserve intact blocks in neighboring low-rise residential communities.

The objectives of the 2007 Jamaica Plan included the following:

- Preserve lower density residential neighborhoods by mapping zones that more appropriately reflect one- and two-family residential communities, as well as other lower density areas 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.

In conjunction with the Jamaica Plan was the Station Plaza Enhancements (C 070078 MMQ), which proposed City Map changes to a section of the project area, which consisted of:

1. The realignment of Archer Avenue between 144th Place and 147th Place.
2. The establishment of public places between 144th Place and 147th Place.
3. The adjustment of grades necessitated thereby; and,
4. Acquisition or disposition of real property related thereto.

Jamaica Gateway Urban Renewal Area (2007)

The northwestern section of the project area contains the Jamaica Gateway Urban Renewal Area (JGURA), which was established in 2007 (C 070316 HUQ) and remains in effect for 40 years from the date of initial approval. It includes the three blocks bounded by Archer Avenue, Sutphin Boulevard, 94th Avenue, Liverpool Street, 95th Avenue, 148th Street, 94th Avenue and 150th Street, which were under multiple ownership and comprised vacant and underutilized parcels. The JGURA was established to support the redevelopment and transformation of the greater area through actions proposed as part of the 2007 Jamaica Plan. The urban renewal designation and plan was enacted to facilitate the necessary acquisition to foster redevelopment.

As described above, the 2007 Jamaica Plan included approximately 368 blocks and proposed to enhance Jamaica's residential, commercial, and industrial areas by expanding the downtown context westward to connect 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.

St. Albans-Hollis Rezoning (2007)

A section of the project area was subject to an area-wide rezoning sponsored by DCP known as the St. Albans-Hollis Rezoning in 2007 at the request of Community Board 12, local civic associations, and the local City Councilman's office (C 070472 ZMQ). This rezoning focused on the residential character of St. Albans and Hollis, while also allowing for appropriately scaled new development along Merrick Boulevard, Linden Boulevard, Farmers Boulevard, and Hollis Avenue, the communities' main transportation and retail corridors.

The area affected by the St. Albans-Hollis rezoning is in the eastern portion of Community District 12 and is bounded by Merrick Boulevard to the west and south, Springfield Boulevard and Francis Lewis Boulevard to the east, and 99th Avenue to the north.

South Jamaica Rezoning (2011)

In 2011, a section of the project area was subject to an area-wide rezoning sponsored by DCP known as the South Jamaica Rezoning (C 110145 ZMQ, N 110146 ZRQ). The recommendations were the result of extensive outreach and consultation with the "One Block at a Time" civic organization, the South Jamaica Steering Committee, Community Board 12, local elected officials and local community organizations. That rezoning focused on character of the South Jamaica community while allowing opportunities for moderate growth along the area's main corridors of Rockaway, Sutphin, Guy R. Brewer, Merrick, and Farmers Boulevards. In conjunction with the zoning map amendments, and in response to community needs and interests, a text amendment (N 110146 ZRQ) was included to facilitate and encourage full-line food stores in southeast Queens by extending the applicable area of the Food Retail Expansion to Support Health (FRESH) program to Community District 12's commercial corridors.

The area affected by the South Jamaica Rezoning covers approximately 538 blocks in southeast Queens in Community District 12. The area is generally bounded by Liberty Avenue, 108th Avenue, and South Road to the north; Merrick Boulevard, Nellis Street, and Springfield Boulevard to the east; North Conduit to the south; and Van Wyck Expressway to the west.

Recent Citywide Efforts (2020-2024)

DCP adopted two citywide text amendments known as City of Yes for Economic Opportunity (COYEO) and City of Yes for Housing Opportunity (CHO) that have implications for the Jamaica Neighborhood Plan. The proposed changes through both COYEO and CHO have been incorporated into the Jamaica Neighborhood Plan zoning framework and land use changes.

COYEO was approved by the City Planning Commission on March 6, 2024, and adopted by the City Council on June 6, 2024. This text amendment supports businesses and job growth by ensuring a wider range of businesses can use existing commercial space. The proposal makes zoning flexible enough for empty storefronts to be activated by businesses that serve the City's neighborhoods. COYEO also streamlined a patchwork of ground floor activation and streetscape rules to provide clarity and a clearer hierarchy of ground floor activation requirements in zoning, which have been applied to update the Special Downtown Jamaica District. Additionally, COYEO creates a range of higher density manufacturing districts designed to enable greater opportunities for job intensive growth.

CHO was approved by the City Planning Commission on September 25, 2024, and adopted by the City Council on December 5, 2024. This text amendment expands housing options through zoning reforms that would address the housing crisis. Key components included: updates to the MIH program; the introduction of the Universal Affordability Preference (UAP) program which provides a preferential FAR that is available for affordable housing developments located outside of MIH applicable areas; and modifications to parking requirements that balances between housing development and the need for parking in some parts of the city. These changes, in addition to low density zoning reforms such as allowing accessory dwelling units and modest apartment buildings, aimed to enable a little more housing in every neighborhood. Changes were made to the Special Downtown Jamaica District to align with CHO's broader goals. These included replacing the Voluntary Inclusionary Housing program with the Universal Affordability Preference and replacing

the special purpose district's residential parking requirements with the underlying requirements.

South Jamaica Gateway Rezoning

South Jamaica Gateway Rezoning was an application (C 240328 ZMQ, N 240329 ZRQ, C 240330 HAQ) by the Department of Housing Preservation and Development (HPD) for a zoning map amendment from an R5D/C1-4 zoning district to R4 and R7A/C1-4 districts, a zoning text amendment to establish a Mandatory Inclusionary Housing (MIH) area, and an Urban Development Action Area (UDAAP). This application sought to facilitate the development of two mixed-use buildings containing residential and community facility uses containing 143 income-restricted units including 78 Affordable Independent Residences for Seniors (AIRS) units. The community facility space would provide space for a house of worship that formally occupied the development site. The application was approved by the City Council on October 10, 2024.

166-11 91st Avenue Special Permit

166-11 91st Avenue Special Permit was an application (C 230262 ZSQ, N 230263 ZRQ) by Amar 16611 91st Street, LLC for a special permit pursuant to ZR 115-60 and a zoning text amendment to establish an MIH area, to allow the modification of bulk regulations consistent with the height and setback regulations of the Special Downtown Jamaica District. This application sought to facilitate the development of a new 13-story mixed-use building containing residential and community facility uses, containing 28 units, of which 7-8 units would be income-restricted. The application was approved by the City Council on February 8, 2024.

141-05 109th Avenue Rezoning

141-05 109th Avenue Rezoning was an application (C 220267 ZMQ, N 220268 ZRQ) by Mal Pal Realty Corp. for a zoning map amendment from an R3A district to an R6B/C2-3 zoning district and a zoning text amendment to map an MIH area. This application sought to facilitate the development of a four-story mixed-use building including residential, community facility, and commercial uses including a daycare and commercial offices on the ground floor with 60 dwelling units on the floors

above, including 27 income-restricted units. This application was approved by the City Council on May 23, 2023.

97-04 Sutphin Boulevard Rezoning

97-04 Sutphin Boulevard Rezoning was an application (C 210213 ZMQ, N 210214 ZRQ) by BG Sutphin LLC for a zoning map amendment from a C4-5X district to a C6-3 district within the Special Downtown Jamaica District and a zoning text amendment to map an MIH area. This application sought to facilitate the development of a new 15-story building containing residential and community facility uses including 173 income-restricted units for seniors and a health clinic on the ground floor. This application was approved by the City Council on April 28, 2022.

Existing Context

The proposed actions would affect an approximately 712-acre area covering over 230 blocks centered around Downtown Jamaica, a large portion of its surrounding industrial districts, and several of Jamaica's major road corridors. The project area is generally bounded by Hillside Avenue to the north, the Van Wyck Expressway Service Road to the west, 109th Avenue, 115th Avenue, and 116th Avenue to the south, and 191st Street and Farmers Boulevard to the east. Almost the entirety of the project area is located in Queens Community District 12, with a small portion along Hillside Avenue and Queens Boulevard located in Community District 8.

Jamaica features some of the highest levels of transit accessibility in Queens, with the LIRR, JFK AirTrain, E, F, J, and Z subway lines, and over 30 bus routes providing access to the project area. Downtown Jamaica is home to a rail hub at Archer Avenue and Sutphin Boulevard (serving the LIRR, JFK AirTrain, and E, J and Z subway lines), the Jamaica Center subway station (terminus for the E, J, and Z subway lines), as well as bus hubs at Archer Avenue and Parsons Boulevard, and along Merrick Boulevard between Jamaica Avenue and 89th Avenue. Along Hillside Avenue, the F train is served by stations at Sutphin Boulevard, Parsons Boulevard, 169th Street, and 179th Street.

The Jamaica-Van Wyck E train station is across the Van Wyck Expressway from the project area's western boundary, and the Briarwood F train station at Main Street and Queens Boulevard is a short walk from the project area's northwestern boundary. Outside of these nodes, the rest of the project area is primarily served by buses, with major corridors along Merrick Boulevard, Liberty Avenue, Guy R. Brewer Boulevard, Sutphin Boulevard, and Jamaica Avenue.

Along with Downtown Flushing and Long Island City, Downtown Jamaica serves as one of Queens' three primary central business districts and South Queens' primary commercial and transportation hub. Over the past two decades, Jamaica's status as an employment center has diminished, with a 13 percent decline in private sector employment

Due to its large size and varied built environment, the project area is described below across a series of subareas. The project area is comprised of the core of Downtown Jamaica (Downtown Jamaica Core), the manufacturing, commercial, and institutional areas south of Downtown (Downtown Jamaica South), the manufacturing districts east of Downtown Jamaica (East Jamaica Manufacturing Districts), and key corridors in Jamaica (Jamaica Major Corridors) including Hillside Avenue, Jamaica Avenue, Liberty Avenue, Sutphin Boulevard, Guy R. Brewer Boulevard, and Merrick Boulevard.

Downtown Jamaica Core

Downtown Jamaica Core, which includes the Jamaica Center Central Business District (CBD), is located north of the LIRR tracks and bordered generally by Archer Avenue to the south, Hillside Avenue to the north, Merrick Boulevard to the east, and Sutphin Boulevard to the west. The area is mainly characterized by a mix of retail, institutional, and office uses with housing located throughout this area. Jamaica Avenue serves as a major commercial and cultural corridor, home to small businesses, major retailers, office spaces, performing arts centers, and Rufus King Park which is an 11.5-acre city park that includes the historic Rufus King Manor House and notable landmarked structures. Commercial activity generally extends from Jamaica Avenue into side

streets like Sutphin Boulevard, Parsons Boulevard, and 165th Street, connecting to Hillside Avenue.

This area has a range of housing types including single- and two-family houses and medium to high density apartment buildings. Prior to the 2007 rezoning, housing was typically in areas adjacent to the major corridors like Jamaica Avenue, Sutphin Boulevard, Parson Boulevard, etc. However, following the 2007 rezoning, Downtown Jamaica's core has seen over 1,000 new units developed, most of which are on large lots within a short walk of the transit hub at Archer Avenue and Sutphin Boulevard and the Jamaica Center E train station. Approximately half of the units have been developed pursuant to the IHDA program, while commercial development has been limited to ground floor retail uses.

Major institutional uses within the Downtown Jamaica Core include federal, state, and city government facilities including the Civil Court and Surrogate's Court along Sutphin Boulevard, the Queens Family Court on Jamaica Avenue at 153rd Street, the Queens Central Library on Merrick Boulevard, and the United States Postal Service Jamaica Post Office.

Downtown Jamaica South

Downtown Jamaica South is located just south of the LIRR tracks and bordered generally by the LIRR tracks, Sutphin Boulevard, Liberty Avenue and 158th Street. The area is currently characterized by a mix of retail, light industrial uses, warehouses, and automotive uses, with housing throughout the area.

Sutphin Boulevard serves as the primary local commercial corridor, extending south to Liberty Avenue. This portion of Sutphin Boulevard features ground floor retail often paired with a floor of housing above. Retail along this corridor includes personal service businesses, such as nail and hair salons and barbershops, food and drink establishments, and small bodegas and grocery stores. The areas east of Sutphin Boulevard towards 158th Street include a number of industrial uses, including

two concrete batching facilities along 95th Avenue, food processors, and active wholesalers and warehouses. There are also other auto uses such as vehicle salvages, vehicle storage, paratransit lots and a car wash facility. These uses directly surround a number of existing one- and two-family homes that were built in the early 1900s followed by the development of industrial uses throughout the 1900s.

This section of Liberty Avenue serves as a major light industrial corridor with low scale buildings that typically have uses such as masonry and auto uses such as repair, retail and recycling of auto parts, and a gas station, and self-storage.

East Jamaica Manufacturing Districts

To the east of York College and south of the LIRR tracks is an industrial area with businesses such as warehouses, automotive products dealers and repair shops, construction supply companies, and food wholesalers. At Merrick Blvd and Tuskegee Airmen Way is the MTA Merrick Bus Depot, which is currently being reconstructed and expanded to modernize the bus depot. Adjacent to these industrial zones are existing one- and two-family residential homes, many constructed throughout the 1900s, often situated near automotive uses, vacant lots, and parking areas. At the southwestern edge of the project area, land use is primarily residential, with a mix of one- and two-family detached and semi-detached homes and several walkup apartment buildings.

At the southeastern edge of the project area, the Montauk line of the LIRR branches off to the south along 180th Street from the main line. This area also contains the MTA LIRR railyard, known as the Hillside Support Facility, a significant transit infrastructure that serves as a maintenance facility for the LIRR. On either side of these rail tracks are industrial uses including warehousing, distribution, manufacturing, and construction-related businesses. Industrial uses along Liberty Avenue near 177th Street include three concrete batching plants that are within about a block of the existing residential neighborhood south of Liberty Avenue.

To the east of the LIRR Montauk line tracks is the residential neighborhood of St. Albans. The portion of this neighborhood within the project area is almost entirely residential. It is comprised mainly of single-family detached houses with some two-family houses, as well as a few blocks of small walk-up apartment buildings.

Major Corridors

Hillside Avenue

Hillside Avenue is located in the northern portion of the project area and extends west to east from the Van Wyck Expressway to 172nd Street in Jamaica. The avenue is characterized by diverse small businesses, such as restaurants, grocery stores, retail shops, and service-oriented establishments. Additionally, clusters of auto businesses, including car dealerships, gas stations, car rental agencies, and repair shops are located throughout the area. There are residential uses along the avenue, featuring a mix of one- and two-family buildings, older low-rise structures with storefronts and housing above, older multifamily buildings, and newer developments. Notable features include the 169th Street subway station, several bus lines traversing the avenue, and numerous schools situated directly on Hillside Avenue or within close proximity.

Jamaica Avenue

Jamaica Avenue is located at the center of the project area and extends from the Van Wyck Expressway to 168th Street. This area is also known as the central business district. The avenue serves as a vital economic, cultural, and social corridor for the neighborhood. There is a wide range of commercial uses including large retailers, small businesses, and office buildings. Jamaica Avenue also serves as a major transit hub, connecting numerous bus routes and nearby train and rail routes that serve a wide range of transit users. Key features along Jamaica Avenue include Rufus King Park, an 11.5-acre park located on the north side of Jamaica Avenue between 150th and 153rd Streets and features handball courts, paved walkways, landscaping, a playground and benches. It also includes a historic resource, the Rufus King House, which is accessible to the

public for tours.

Guy R. Brewer Boulevard

South of Jamaica Avenue in the Downtown Core, 163rd Street becomes Guy R. Brewer Boulevard, which runs through the York College campus to the north and the South Jamaica neighborhood to the south. Guy R. Brewer Boulevard is the area's main retail strip. It is lined with mixed-use buildings with storefronts on the ground floor and residential use above and a number of community facilities and houses of worship. Immediately south of the LIRR tracks is York College, which is part of the City University of New York (CUNY) system. The York College campus includes several academic buildings, a performing arts center, a health and physical education building, athletic fields, and a U.S. Food and Drug Administration laboratory. The campus also includes three cemeteries as well as a church that is being rebuilt as a childcare center. At the southeastern corner of the campus there are two large vacant lots.

Merrick Boulevard

Merrick Boulevard runs north-south through the project area. The northern portion of Merrick Boulevard is lined with commercial, light-industrial, and institutional uses. South of the LIRR tracks to 109th Avenue, Merrick Boulevard consists of mostly automotive and open storage uses. These include repair shops, gas stations, and car dealerships. Further south, Merrick Boulevard is characterized primarily by community facility uses, including many houses of worship and medical facilities, and retail use. This section also features large open spaces, including Archie Spigner Park and, further south of the study area, Roy Wilkins Park.

Outside of Merrick Boulevard the neighborhood consists mostly of one- and two-family detached and semi-detached houses with vacant lots interspersed. This area is served by the Detective Keith Williams Park, which extends approximately four blocks south of Liberty Avenue between 172nd and 173rd Streets.

HPD Parcels

The project area includes City-owned parcels managed by HPD on Block 10150, Lots 6, 7, 8, 10, 51, 52, 54, and 57, Block 12152, Lots 8, 9, 10, and 11. HPD proposes UDAA designation, UDAAP and disposition of these parcels for affordable housing. The lots, which are generally vacant and underutilized, are proposed for two scattered site projects.

The combined lots are approximately 33,000 sf. The lots on Block 10150 are located along Guy R. Brewer Boulevard and Union Hall Street, midblock between 108th Avenue and 109th Avenue. The lots are currently zoned R4 and R5D. Under the proposed actions, these lots would be rezoned to R6D and R7A in an MIH area, within the proposed Special District boundary. The lots on Block 12152 are located along Union Hall Street, midblock between 109th Avenue and 110th Avenue. The lots that are currently zoned R4 would be rezoned to R6D in an MIH area, within the proposed Special District Boundary.

Existing Zoning

The project area includes the northern portion of Community District 12 and a small portion of Community District 8 along its southern boundary on Hillside Avenue. A large portion of the project area was rezoned during the 2007 Jamaica Plan, which also established the Special Downtown Jamaica District (DJ).

The project area is comprised of R3-2, R3A, R4, R4-1, R5B, R5D, R6, R6A, C4-3A, M1-1, M1-2, M1-4 zoning districts and the Special District contains R6A, R7A, R7X, C4-4A, C4-5X, C6-2, C6-3, C6-4, and M1-4 zoning districts. Commercial districts mapped as overlays include C1-2, C1-3, C1-4, C2-3, and C2-4. Existing zoning districts are discussed below.

M1-1 (Outside DJ)

Approximately 27 full and partial blocks along multiple non-contiguous areas within the project area are mapped M1-1, generally bounded by the Van Wyck Expressway to the west, 91st Avenue

to the north, Archer Avenue to the south, and 139th Street to the east; two blocks generally bounded by Van Wyck Expressway to the west, 94th Avenue to the north, 95th Avenue to the south, and 138th Place to the east; a block bounded by 147th Place to the west, 95th Avenue to the north, 97th Avenue to the south, and 148th Street to the east; and several blocks along Archer Avenue and the LIRR tracks generally bounded by 158th Street to the west, 107th Avenue to the southwest, 112th Avenue to the southeast, and Hollis Avenue to the east.

M1-1 districts are low-density manufacturing zoning districts that allow commercial and light manufacturing uses. M1-1 zoning districts have a FAR of 1.0 for industrial and commercial uses and 2.4 for community facility uses. M1-1 districts have a base height limit of 30 feet, above which a structure must fit within a sloping sky exposure plane. One parking space is generally required for every 300 square feet of commercial and for every 1,000 square feet of industrial. No new residential uses are permitted.

Land uses within the M1-1 districts in the project area include vacant land, open storage, parking garages, warehousing and distribution, building supply and various light industrial uses, gas stations and auto repair businesses, self-storage, commercial offices, hotels, retail, non-conforming residential uses, and fitness facilities. A few community facility uses such as medical offices and houses of worship are also located within these M1-1 districts.

M1-2 (Outside DJ) and M1-4 (Within and Outside DJ)

Approximately seven full and partial blocks within the project area are zoned M1-2 in an area generally bounded by 179th Place to the west, Jamaica Avenue to the north, the LIRR tracks to the south, and Hollis Avenue to the east. M1-4 is mapped in approximately 20 full and partial blocks within the project area, including portions within the Special District, in an area generally bounded by 148th Street to the west, Archer Avenue to the north, Tuskegee Airmen Way to the south, and 158th Street to the east. M1-4 districts are also mapped along 157th Street between Tuskegee Airmen Way to the north and 107th Avenue to the south. M1-2 and M1-4 districts are low-density

manufacturing zoning districts that allow a wide range of commercial and light manufacturing uses.

M1-2 and M1-4 districts allow industrial and commercial uses at a maximum FAR of 2.0, which includes uses such as offices, repair shops, and wholesale service facilities. Self-storage facilities and hotels are only allowed by special permit in most cases. M1-2 allows community facility uses at a maximum FAR of 4.8 while M1-4 allows community facility uses at a maximum FAR of 6.5. Residential uses are not permitted. Heights in M1-2 and M1-4 districts are governed by a sloping sky exposure plane, which begins at the base height of 60 feet. Above this height, the building must be located entirely beyond the sloping plane. One parking space is generally required for every 300 square feet of commercial use and for every 1,000 square feet of industrial use in M1-2 districts, while M1-4 districts have no parking requirements. However, some of these rules are modified in the special purpose district, as described below.

Land uses within the M1-2 and M1-4 districts in the project area include warehouses/storage for light industrial uses, auto-related businesses, gas stations, self-storage facilities, hotels, retail, entertainment, and fitness/recreational facilities. There is also a considerable number of vacant lots.

R3-2 (Outside DJ)

R3-2 districts extend 11 partial blocks into two areas within the project area. Several blocks along Guy R. Brewer Boulevard, between 110th Avenue to the north and Bedell Street to the south, as well as an area generally bounded by a line approximately 100 feet west of 172nd Street to the west, a line approximately 130 feet north of 111th Avenue to the north, 111th Avenue to the south, and 172nd Street to the east.

R3-2 districts are low-density districts that provide residences of all types and permit most community facility uses. The maximum FAR for standard residences is generally 0.75, with some exception for large single-family homes, and 1.0 on lots that meet the criteria for qualifying residential sites. Community facilities are permitted at an FAR of 1.0. Front yards with a depth of

15 feet are required but may be modified depending on building type as well as specific contexts. The height and setback regulations for single- and two-family residences are governed by a pitched-roof envelope with a maximum perimeter wall height of 25 feet, and maximum overall height limit of 35 feet. Multifamily residences on both standard lots and qualifying residential sites are governed by a flat-roofed envelope where the maximum base and overall height limit is 35 feet. Existing uses in the project area include mostly single-family residences, community facility uses and some parking facilities.

R3A (Outside DJ)

Approximately two partial blocks within the project area are zoned R3A, in an area generally bounded by a line approximately 100 feet east of Guy R. Brewer Boulevard to the west, 110th Road to the north, Mathias Avenue to the south, and 164th Street to the east. R3A districts are low-density districts that provide for single- and two-family detached and zero lot line homes as well as all types of residences on lots that meet the criteria for qualifying residential sites.

R3A districts also permit most community facility uses. The maximum FAR for standard residences is generally 0.75, with some exceptions for large single-family homes, and 1.0 for qualifying residential sites. Community facilities are permitted at an FAR of 1.0. Front yards with a depth of 10 feet and side yards with a minimum of five feet are generally required for residences but may be modified depending on building type as well as specific contexts. The height and setback regulations for standard residences are governed by a pitched-roof envelope with a maximum perimeter wall height of 25 feet, and maximum overall height limit of 35 feet. Qualifying residential sites are governed by a flat-roofed envelope where the maximum base and overall height limit is 35 feet. Existing uses in the project area include residential uses, mostly single- and two-family homes and a variety of community facility uses including schools and libraries.

R4 (Outside DJ)

Approximately five full and partial blocks in multiple areas within the project area are mapped R4, in an area generally bounded by a line approximately 100 feet west of Brisbin Street to the west, 102nd Avenue to the north, Liberty Avenue to the south, and Allendale Street to the east, as well as an area generally bounded by Union Hall Street to the west, 109th Avenue to the north, 110th Avenue to the south, and a line approximately 100 feet east of Guy R. Brewer Boulevard to the east.

R4 districts are low-density districts that provide residences of all types, and also permit most community facility uses. The maximum FAR for standard residences is generally 1.0, and 1.5 for lots that meet the criteria for qualifying residential sites. Community facilities are permitted at an FAR of 2.0. Front yards with a depth of 10 feet are required but may be modified depending on building type as well as specific contexts. The height and setback regulations for single- and two-family residences are governed by a pitched-roof envelope with a maximum perimeter wall height of 25 feet, and maximum overall height limit of 35 feet. Multifamily residences on standard lots are governed by a flat-roofed envelope where the maximum base and overall height limit is 35 feet, while those on qualifying residential sites have an envelope with a 35-foot maximum base height and, after setback, a 45-foot maximum overall height limit. Existing uses in the project area include residential uses, mostly two-family homes and small multifamily apartment homes, and a variety of commercial and community facility uses in either one-story buildings or mixed-use residential buildings along streets where commercial overlays are mapped.

R4-1 (Outside DJ)

One partial block within the project area is zoned R4-1, in an area generally bounded by 166th Street to the west, Hendrickson Place to the north, 108th Avenue to the south, and a line approximately 100 feet west of Merrick Boulevard to the east.

R4-1 districts are low-density districts that provide for single- and two-family detached, semi-detached, and zero lot line homes as well as all types of residences on lots that meet the criteria for

qualifying residential sites. R4-1 districts also permit most community facility uses. The maximum FAR for standard residences is generally 1.0, and 1.5 for qualifying residential sites. Community facilities are permitted at an FAR of 2.0. Front yards with a depth of 10 feet and side yards with a minimum of five feet are generally required for residences but may be modified depending on building type as well as specific contexts. The height and setback regulations for standard residences are governed by a pitched-roof envelope with a maximum perimeter wall height of 25 feet, and maximum overall height limit of 35 feet. Qualifying residential sites are governed by a flat-roofed envelope with a 35-foot maximum base height and, after setback, a 45-foot maximum overall height limit. Existing uses in the project area include residential uses, mostly two-family homes and small multifamily apartment homes.

R5 (Outside DJ)

R5 districts are mapped on approximately four blocks in three areas within the project area generally bounded by 147th Place to the west, 97th Avenue to the north, a line approximately 100 feet north of Liberty Avenue to the south, and 148th Street to the west, in an area generally bounded by 162nd Street to the west, a line approximately 100 feet north of 87th Road to the north, a line approximately 100 feet north of Hillside Avenue to the south, and 164th Street to the east; and in an area generally bounded by a line approximately 130 feet east of Dillon Street to the west, Claude Avenue to the north, Mathias Avenue to the south, and Guy R. Brewer Boulevard to the east.

R5 districts are low-density districts that provide residences of all types and permit most community facility uses. The maximum FAR for standard residences is generally 1.5, and 2.0 for lots that meet the criteria for qualifying residential sites. Community facilities are permitted at an FAR of 2.0. Front yards with a depth of 10 feet are required but may be modified depending on building type as well as specific contexts. The height and setback regulations for all residences are governed by a flat-roofed envelope. Residences on a standard lot have an envelope with a 35-foot maximum base height and, after setback, a 45-foot maximum overall height, while those on

qualifying residential sites have an envelope with a 45-foot maximum base height and, after setback, a 55-foot maximum overall height limit. Existing uses in the project area include two-family detached homes, small multifamily apartment houses, and vacant land.

R5B (Outside DJ)

Approximately nine full and partial blocks in two areas of the project area are zoned R5B: one in an area generally bounded by 168th Place to the west, Liberty Avenue to the north, a line approximately 100 feet south of Liberty Avenue to the south, and 172nd Street to the east; and another area generally along Merrick Boulevard, between Linden Boulevard to the north and 116th Avenue to the south.

R5B districts are low-density districts that provide residences of all types and also permit most community facility uses. The maximum FAR for standard residences is generally 1.5, and 2.0 for lots that meet the criteria for qualifying residential sites. Community facilities are permitted at an FAR of 2.0. Front yards with a depth of five feet are required but may be modified depending on building type as well as specific contexts. The height and setback regulations for all residences are governed by a flat-roofed envelope. Residences on a standard lot have an envelope with a 35-foot maximum base height and overall height, while those on qualifying residential sites have an envelope with a 45-foot maximum base height and, after setback, a 55-foot maximum overall height limit. Existing uses in the project area mostly include multifamily residences, parking lots, and some transportation and utility uses.

R5D (Outside DJ)

Approximately 45 full and partial blocks in multiple areas within the project area are mapped in an area generally bounded by a line approximately 100 feet west of Sutphin Boulevard to the west, Tuskegee Airmen Way to the north, 109th Avenue to the south, and a line approximately 100 feet east of Sutphin Boulevard to the east; and in an area along Guy R. Brewer Boulevard generally bounded by 160th Street to the northwest, Tuskegee Airmen Way to the north, 109th Avenue to the

south and 165th Street to the east; and an area generally along Merrick Boulevard between Liberty Avenue to the north and Linden Boulevard to the south.

R5D districts are low-density districts that provide residences of all types and also permit most community facility uses. The maximum FAR is 2.0 for both residences and community facilities. Front yards with a depth of five feet are required but may be modified depending on building type as well as specific contexts. The height and setback regulations for all residences are governed by a flat-roofed envelope. Residences on a standard lot have an envelope with a 45-foot maximum base height and overall height, while those on lots that meet the criteria for qualifying residential sites have an envelope with a 45-foot maximum base height and, after setback, a 55-foot maximum overall height limit. Existing uses in the project area include mostly single-family residences, vacant land, some parking lots, and community facility uses.

R6 (Outside DJ)

Two blocks within the project area are zoned R6, the first bounded by 150th Street to the west, 88th Avenue to the north, 89th Avenue to the south, and 153rd Street to the east, and the second bounded by 159th Street to the west, LIRR tracks to the north, Liberty Avenue to the south, and 160th Street to the east.

R6 districts are medium-density non-contextual residential districts that allow residential uses of all types and community facility uses. Land uses within the R6 district are generally residential with some community facilities located throughout. Residential uses include single- and two-family buildings and larger multi-family apartment buildings.

The maximum residential FAR is 3.0 for standard residences for properties located within 100 feet of a wide street and 2.2 for all other properties. Community facility uses are permitted at a maximum FAR of 4.8. Qualifying affordable or senior housing has a maximum FAR of 3.9. For standard developments, buildings have a maximum base height of 65 feet along a wide street and

45 feet along a narrow street.

The maximum permitted height is 75 feet along a wide street and 55 feet along a narrow street after a 10 to 15 feet setback. For qualifying affordable or senior housing sites, buildings have a maximum base height of 65 feet and may rise to a maximum height of 95 feet along a wide street and 85 feet along a narrow street after a 10 to 15 feet setback. For larger or irregular sites (defined as eligible sites), this maximum height can be increased. Existing uses in the project area include residential uses, mostly multifamily apartment homes and mixed-use residential buildings, large hospital buildings, and vacant land. A variety of commercial and community facility uses in either one-story buildings or mixed-use residential buildings can be found along streets where commercial overlays are mapped.

R6A (Outside and Within DJ)

Approximately 40 blocks in multiple areas within the project area are mapped R6A, including portions within the Special District. R6A is mapped in an area generally along Jamaica Avenue bounded by the Van Wyck Expressway to the west and 146th Street to the east; an area generally bounded by 139th Street to the west, a line approximately 100 feet north of Hillside Avenue to the north, a line approximately 100 feet south of Hillside Avenue to the south, and 146th Street to the east; an area generally along Liberty Avenue, bounded by the Van Wyck Expressway to the west, and 148th Street to the east; an area generally bounded by a line approximately 100 feet west of Sutphin Boulevard to the west, Liberty Avenue to the north, Tuskegee Airmen Way to the south, and a line approximately 150 feet east of Sutphin Boulevard to the east; in an area generally bounded by 167th Street to the west, a line approximately 100 feet north of Hillside Avenue to the north, Hillside Avenue to the south, and 172nd Street to the west; and in an area generally bounded by a line approximately 100 feet west of 168th Street to the west, 89th Avenue to the north, 90th Avenue to the south, and 168th Street to the east.

R6A districts are medium-density contextual districts that allow all types of residential and

community facility uses. Standard residences are allowed up to an FAR of 3.0, which can be increased to 3.90 for qualifying affordable or senior housing sites. Community facility uses are permitted at a maximum FAR of 3.0. Buildings have a minimum base height of 40 feet and a maximum base height of 65 feet. Above the maximum base height, setbacks are required. Buildings can then rise to a maximum height of 75 feet for standard developments and 95 feet for qualifying affordable or senior housing sites. Existing uses in the project area include residential uses, mostly multifamily apartment homes and mixed-use residential buildings, large hospital buildings, and vacant land. A variety of commercial and community facility uses in either one-story buildings or mixed-use residential buildings can be found along streets where commercial overlays are mapped.

R7A (Within DJ)

Approximately 25 full and partial blocks in multiple areas within the project area are mapped R7A within the Special District in an area generally bounded by 146th Street to the west, a line approximately 100 feet north of Hillside Avenue to the north, Hillside Avenue to the south, and 167th Street to the east; in an area generally bounded by a line approximately 120 feet west of 148th Street to the west, Hillside Avenue to the north, 90th Road to the south, Grace Court to the southeast, and Parsons Boulevard to the east; and in an area generally bounded by Parsons Boulevard to the west, Hillside Avenue to the north, 89th Avenue to the south, and a line approximately 100 feet east of 163rd Street to the east.

R7A is a medium-density contextual residential district that would allow residential uses of all types and community facility uses. Standard residences are allowed an FAR of 4.0, which can be increased to 5.01 for qualifying affordable or senior housing sites. Community facility uses are permitted at a maximum FAR of 4.0. Buildings have a minimum base height of 40 feet. For standard developments, buildings have a maximum base height of 75 feet and may rise to a maximum height of 85 feet. For qualifying affordable or senior housing sites, buildings have a maximum base height of 85 feet and may rise to a maximum height of 115 feet. Above the maximum base height, setbacks are required. Existing land uses in the project area include single-

and multi-family residences, mixed-use residential and community facility uses, and vacant land.

R7X (Within DJ)

One partial block within the project area is zoned R7X within the Special District in an area generally bounded by 167th Street to the west, Hillside Avenue to the north, a line approximately 100 feet south of Hillside Avenue to the south, and 168th Street to the east.

R7X is a medium-density contextual residential district that would allow residential uses of all types and community facility uses. Standard residences are allowed an FAR of 5.0, which can be increased to 6.0 for qualifying affordable or senior housing sites. Community facility uses are permitted at a maximum FAR of 5.0. Buildings have a minimum base height of 60 feet. For standard developments, buildings have a maximum base height of 95 feet and may rise to a maximum height of 125 feet. For qualifying affordable or senior housing sites, buildings have a maximum base height of 105 feet and may rise to a maximum height of 145 feet. Above the maximum base height, setbacks are required. Existing uses in the project area include single- and multi-family residences, mixed-use residential and community facility uses, and some vacant land.

C4-3A (Outside DJ)

Approximately five full and partial blocks within the project area are zoned C4-3A in an area generally bounded by 138th Street and the Van Wyck Expressway to the west, 86th Avenue to the north, Hillside Avenue to the south, and 139th Street to the east.

C4-3A districts are medium-density contextual commercial districts that allow for a wide range of commercial uses including retail and department stores, entertainment uses, and offices. Also, residential and community facility uses are allowed.

Residential buildings or portions thereof follow the regulations of R6A districts for FAR, height, and setbacks. The district allows for a maximum residential FAR of 3.0, which can be increased to

3.9 for qualifying affordable housing or senior housing sites. C4-3A districts permit a maximum commercial and community facility FAR of 3.0. Buildings have a minimum base height of 40 feet and can rise to a maximum base height of 65 feet. Above the maximum base height, setbacks are required. Buildings can then rise to a maximum height of 75 feet for standard developments and 95 feet for qualifying affordable housing or senior housing sites. Existing land uses within the C4-3A districts in the project area include offices, storefronts, and other commercial uses.

C4-4A (Within DJ)

Approximately 12 full and partial blocks are zoned C4-4A within the Special District in two noncontiguous areas: (1) in an area generally bounded by 139th Street to the west, Archer Avenue to the south, and 144th Place to the south; and (2) on blocks fronting along Sutphin Boulevard between Hillside Avenue to the north and Jamaica Avenue to the south, as well as in an area generally bounded by Sutphin Boulevard to the west, a line approximately 150 feet north of Jamaica Avenue, Jamaica Avenue to the south, and 150th Street to the east.

C4-4A is a medium-density contextual commercial district that allows for a wide range of commercial uses including retail and department stores, entertainment uses, and office. Residential and community facility uses are allowed. Residential buildings or portions thereof follow the regulations of R7A districts for FAR, height, and setbacks. The district allows for a maximum residential FAR of 4.0, which can be increased to 5.01 for qualifying affordable or senior housing sites. C4-4A districts permit a maximum commercial and community facility FAR of 4.0. Buildings have a minimum base height of 40 feet and can rise to a maximum base height of 75 feet for standard developments and 85 feet for qualifying affordable housing sites. Above the maximum base height, setbacks are required. Buildings can then rise to a maximum height of 85 feet for standard developments and 115 feet for qualifying affordable or senior housing sites. Existing land uses within the C4-4A districts in the project area include offices, storefronts, and other commercial uses.

C4-5X (Within DJ)

Approximately 24 full and partial blocks are zoned C4-5X within three non-contiguous areas in the Special District: (1) two blocks are generally bounded by 138th Place to the east, 94th Avenue to the north, 95th Avenue to the south, and Liverpool Street to the east; (2) three blocks in another area generally bounded by Waltham Street to the west, 95th Avenue to the north, Liberty Avenue to the south, and 147th Place to the east; and (3) several blocks in an area generally bounded by Grace Court to the west, 89th Avenue to the northwest, Hillside Avenue to the northeast, on a line approximately 150 feet north of Jamaica Avenue to the south, and 168th Street to the east.

C4-5X districts are medium-density contextual commercial districts that allow for a wide range of commercial uses including retail and department stores, entertainment uses, and offices. Residential and community facility uses are allowed. Residential buildings or portions thereof follow the regulations of R7X districts for FAR, height, and setback. The district allows for a maximum residential FAR of 5.0, which can be increased to 6.0 for qualifying affordable or senior housing sites. The district permits a maximum commercial FAR of 4.0 and community facility FAR of 5.0. Buildings have a minimum base height of 40 feet and can rise to a maximum base height of 95 feet for standard developments and 105 feet for qualifying affordable or senior housing sites. Above the maximum base height, setbacks are required. Buildings can then rise to a maximum height of 125 feet for standard developments and 145 feet for qualifying affordable or senior housing sites. Existing land uses within the C4-5X districts in the project area include offices, storefronts, and other commercial uses, along with some residential buildings.

C6-2 (Within DJ)

Approximately eight full and partial blocks within two areas of the project area are zoned C6-2 within the Special District. Several blocks are bounded by 146th Street to the west, Jamaica Avenue to the north, Archer Avenue to the south, and 147th Place to the east; along with an area generally bounded by 164th Street to the west, a line approximately 150 feet north of Jamaica Avenue to the north, a line approximately 200 feet south of Jamaica Avenue to the south, and 168th

street to the east.

C6-2 are high-density non-contextual commercial districts that allow for a wide range of commercial uses including retail and department stores, entertainment uses, and offices. Residential and community facility uses are also allowed. The maximum commercial FAR is 6.0 and the maximum community facility FAR is 6.5. Residential buildings or portions thereof follow the regulations of R8 districts for FAR and height and setback. On narrow streets, these allow standard residences a maximum FAR of 6.02 and a maximum height of 115 feet, while qualifying affordable or senior housing receives a maximum FAR of 7.2 and a maximum height of 145 feet. On wide streets, these allow standard residences a maximum FAR of 7.2 and a maximum height of 135 feet, while qualifying affordable or senior housing receives a maximum FAR of 8.64 and a maximum height of 175 feet. Commercial and community facility uses follow sky exposure plane regulations. However, some of these rules are modified in the special purpose district. Existing uses within C6-2 districts in the project area include retail storefronts, residential and commercial mixed-use buildings, parking lots, and some vacant land.

C6-3 (Within DJ)

Approximately 21 full and partial blocks within the project area are zoned C6-3 in two areas within the Special District. C6-3 is generally mapped in three blocks generally bounded by Liverpool Street to the west, 94th Avenue to the north, Sutphin Boulevard to the west, and 97th Avenue to the south, as well as in an area generally bounded by 147th Place to the west, Jamaica Avenue to the northwest, a line approximately 150 feet north of Jamaica Avenue to the northeast, Archer Avenue to the south, and 164th Street to the east.

C6-3 are high-density non-contextual commercial districts that allow for a wide range of commercial uses including retail and department stores, entertainment uses, offices, and hotels. Residential and community facility uses are also allowed. The maximum commercial FAR is 6.0 and the maximum community facility FAR is 10.0. Residential buildings or portions thereof follow

the regulations of R9 districts for FAR, height, and setback. These allow standard residences a maximum FAR of 7.52 and qualifying affordable or senior housing receives a maximum FAR of 9.02. All uses can follow tower regulations. However, some of these rules are modified in the special purpose district. Existing uses within C6-3 districts in the project area include storefronts, offices, transportation and utility uses, parking lots, some light industrial uses, vacant land, and mixed-use residential and commercial buildings.

C6-4 (Within DJ)

Approximately three full and partial blocks within the project area are zoned C6-4 within the Special District, in an area generally bounded by Sutphin Boulevard to the west, Archer Avenue to the north, 95th Avenue to the south, and 150th Street to the east.

C6-4 are high-density non-contextual commercial districts that allow for a wide range of commercial uses including retail and department stores, entertainment uses, and offices. Residential and community facility uses are also allowed. The maximum commercial and community facility FAR is 10.0. Residential buildings or portions thereof follow the regulations of R10 districts for FAR, height, and setback. These allow standard residences a maximum FAR of 10.0 and qualifying affordable or senior housing receives a maximum FAR of 12.0. All uses can follow tower regulations. However, some of these rules are modified in the special purpose district. Existing uses within C6-4 districts in the project area include transportation and utility uses, some parking lots, and mostly vacant land.

C1-2, C1-3, C1-4, C2-3, and C2-4 Commercial Overlays

Commercial overlays are mapped along streets that serve local retail and service needs and are found within residential districts. A C1-2 commercial overlay is mapped on one block over an R7A zoning district; C1-3 commercial overlays are mapped across eight blocks over R5D and R7A zoning districts; C14 commercial overlays are mapped across seven blocks over R4 and R5D zoning districts; C2-3 commercial overlays are mapped across 20 blocks over R3-2, R5B, R5D,

R6A, and R7A zoning districts; while C2-4 commercial overlay is mapped across 72 blocks over R5B, R5D, R6A, R7A, and R7X zoning districts within the project area.

C1-2, C1-3, C1-4, C2-3, and C2-4 commercial overlays allow residential uses, community facility uses, and a range of commercial uses, including retail/service, offices, entertainment, and small production uses. When mapped over R3, R4, and R5 districts, these allow between 1.0 and 2.0 FAR of commercial use. In R6 and R7 districts, a maximum FAR of 2.0 is permitted for commercial uses. In mixed-use buildings, commercial uses are limited to one or two floors and must always be located below residential use. Existing uses in the project area include office space, medical offices, educational facilities, neighborhood grocery stores, restaurants, and beauty parlors.

Proposed Actions

The proposed actions would facilitate development consistent with the vision and goals set in partnership with local stakeholders, elected officials, and city agencies by expanding opportunities for new housing, promoting job growth, diversifying Jamaica's employment base, and improving the public realm.

The proposed actions would affect an approximately 230 block area in Jamaica, with a focus on Downtown Jamaica, adjacent manufacturing districts to the south and east of downtown, and key corridors including Hillside Avenue, Jamaica Avenue, Sutphin Boulevard, and Guy R. Brewer Boulevard.

Zoning Map Amendments (C 250172 ZMQ)

The proposed zoning would replace all or portions of existing R3-2, R3A, R4, R4-1, R5, R5B, R5D, R6, R6A, R7A, R7X, C4-3A, C4-4A, C4-5X, C6-2, M1-1, M1-2, and M1-4 districts to R6A, R6D, R7A, R7X, R8A, R8X, C4-4, C4-4D, C6-2, C6-3, C6-3A, C6-4, M1-4A, M2-3A, M3-2A, M1-2A/R7A, M1-2A/R7-2, M1-3A/R7X, M1-6A/R9A, and M1-8A/R9X districts. The proposed zoning would also replace or eliminate portions of existing C1-2, C1-3, C1-4, and C2-3 overlays

mapped throughout the project area with C2-4 overlays and map new C2-4 overlays.

The zoning changes would also modify the boundaries of the Downtown Jamaica Special District to an area generally coterminous with the project area. The Special District regulations seek to provide a flexible range of uses to promote economic growth, support a high-quality public realm through streetscape and ground floor use regulations, and ensure high-quality design outcomes through additional bulk regulations.

Proposed R6A (Existing M1-1 R3-2, R4-1, R5 and R5D Districts)

An R6 is proposed for approximately eight blocks:

- An area generally bounded by 147th Place to the west, a line approximately 200 feet north of 97th Avenue to the north, a line approximately 200 feet south of 97th Avenue to the south, and 148th Street to the east.
- An area generally bounded by 162nd Street to the west, a line approximately 100 feet north of 87th Road to the north, a line approximately 100 feet north of Hillside Avenue to the south, and 164th Street to the east.
- An area generally bounded by 166th Street to the west, Hendrickson Place to the north, 108th Road to the south, and a line approximately 100 feet west of Merrick Boulevard to the east.
- An area generally bounded by a line approximately 100 feet west of 172nd Street to the west, a line approximately 200 feet north of 110th Avenue to the north, 110th Avenue to the south, and 172nd Street to the east.
- An area generally bounded by a line approximately 100 feet west of 172nd Street to the west, a line approximately 130 feet north of 111st Avenue to the north, 111st Avenue to the south, and 172nd Street to the east.

R6A is a medium-density contextual residential district that would allow residential uses of all types and community facility uses. In MIH areas, R6A districts permit a maximum residential FAR of 3.9 and an FAR for community facility up to 3.0. R6A MIH districts permit a maximum base

height of 65 feet, above which the building must be set back at least 15 feet on narrow streets and 10 feet on wide streets, before rising to a maximum height of 95 feet.

Proposed R6D (Existing R3A, R4, and R5D Districts)

An R6D is proposed for approximately two blocks:

- An area generally bounded by Union Hall Street to the west, 109th Avenue to the north, 110th Avenue to the south, and a line approximately 100 feet to the east of Union Hall Street to the east.
- An area generally bounded by a line 100 feet east of Guy R. Brewer Boulevard to the west, 110th Road to the north, Mathias Avenue to the south, and 164th Road to the east.

R6D is a medium-density contextual residential district that would allow residential uses of all types and community facility uses. In MIH areas, R6D permits residential uses to a maximum FAR of 3.0 and community facility uses up to an FAR of 2.5. Base heights are limited to 55 feet, above which the building must set back at least 15 feet on narrow streets and 10 feet on wide streets, before rising to a maximum height of 75 feet.

Proposed R7A (Existing M1-1, R3-2, R4, R5, R5B, R5D, and R6A Districts)

An R7A is proposed for approximately 69 blocks:

- An area generally bounded by the Van Wyck Expressway to the west, a line approximately 100 feet south of Hillside Avenue to the north, a line approximately 100 feet south of Jamaica Avenue to the southwest, a line approximately 100 feet north of Jamaica Avenue to the southeast, and a line approximately 100 feet east of Queens Boulevard to the east.
- An area generally bounded by the Van Wyck Expressway to the west, 94th Avenue to the north, 138th Place to the east, and 95th Avenue to the south.
- An area generally bounded by a line approximately 100 feet west of Sutphin Boulevard to the west, Tuskegee Airmen Way to the north, 109th Avenue to the south, and a line approximately 100 feet east of Sutphin Boulevard to the east.

- An area generally bounded by 160th Street to the west, Tuskegee Airmen Way to the north, a line approximately 100 feet south of Tuskegee Airmen Way to the south, and Union Hall Street to the east.
- An area generally bounded by a line approximately 100 feet east of Guy R. Brewer Boulevard to the west, Tuskegee Airmen Way to the north, a line approximately 150 feet south of Tuskegee Airmen Way to the south, and a line approximately 100 feet east of 165th Street to east.
- An area generally bounded by a line approximately 115 feet to the west of Guy R. Brewer Boulevard to the west, a line approximately 100 feet south of Tuskegee Airmen Way to the north, 116th Avenue to the south, and a line approximately 100 feet to the east of Guy R. Brewer Boulevard to the east.
- An area along Merrick Boulevard generally bounded by Liberty Avenue to the north and 116th Avenue to the south.

R7A is a medium-density contextual residential district that would allow residential uses of all types and community facility uses. In MIH areas, R7A districts permit a maximum residential FAR of 5.01 and an FAR for community facility up to 4.0. R7A MIH districts permit a maximum base height of 85 feet, above which the building must be set back at least 15 feet on narrow streets and 10 feet on wide streets, before rising to a maximum height of 115 feet.

Proposed R7X (Existing R4, R6, R6A, and R7A Districts)

An R7X is proposed for approximately 47 blocks:

- An area generally along Liberty Avenue, bounded by the Van Wyck Expressway to the west, and 148th Street to the east.
- An area generally bounded by a line approximately 100 feet west of Sutphin Boulevard to the west, a line approximately 100 feet south of Liberty Avenue to the north, Tuskegee Airmen Way to the south, and a line approximately 150 feet east of Sutphin Boulevard to the east.

- An area generally along Jamaica Avenue bounded by the Van Wyck Expressway to the west and 146th Street to the east.
- An area generally bounded by a line approximately 120 feet west of 148th Street to the west, a line approximately 100 feet south of Hillside Avenue to the north, 90th Road to the south, Grace Court to the southeast, and a line approximately 100 feet west of Parsons Boulevard to the east.
- An area generally bounded by a line approximately 100 feet east of Parsons Boulevard to the west, a line approximately 100 feet south of Hillside Avenue to the north, 89th Avenue to the south, and a line approximately 100 feet east of 163rd Street to the east.

R7X is a medium-density contextual residential district that would allow residential uses of all types and community facility uses. In Mandatory Inclusionary Housing areas, R7X districts permit a maximum residential FAR of 6.0 and an FAR for community facility up to 5.0. R7X (MIH) districts permit a maximum base height of 105 feet, above which the building must be set back at least 15 feet on narrow streets and 10 feet on wide streets, before rising to a maximum height of 145 feet.

Proposed R8A (Existing M1-4 and R6A Districts)

An R8A is proposed for one block:

- An area generally bounded by 148th Street to the west, 97th Avenue to the north, Liberty Avenue to the south, and 150th Street to the east.

R8A is a medium-density contextual residential district that would allow residential uses of all types and community facility uses. In MIH areas, R8A districts permit a maximum residential FAR of 7.2 and an FAR for community facility up to 6.5. R8A MIH districts permit a maximum base height of 105 feet, above which the building must be set back at least 15 feet on narrow streets and 10 feet on wide streets, before rising to a maximum height of 145 feet.

Proposed R8X (Existing R6A District)

R8X zoning districts are proposed for approximately three blocks:

- An area generally bounded by a line approximately 100 feet west of Sutphin Boulevard to the west, Liberty Avenue to the northwest, a line approximately 100 feet north of Sutphin Boulevard to the northeast, a line approximately 100 feet south of Sutphin Boulevard to the south, and 148th Street to the east.

R8X is a medium-density contextual residential district that would allow residential uses of all types and community facility uses. In MIH areas, R8X districts permit a maximum residential FAR of 7.2 and an FAR for community facilities up to 6.0. R8X MIH districts permit a maximum base height of 105 feet, above which the building must be set back at least 15 feet on narrow streets and 10 feet on wide streets, before rising to a maximum height of 175 feet.

Proposed C4-4 (Existing R6 District)

C4-4 zoning district is proposed to cover one block:

- An area bounded by 159th Street to the west, LIRR tracks to the north, Liberty Avenue to the south, and 160th Street to the east.

C4-4 is a commercial district that allows for a range of commercial uses as well as residential and community facility uses. C4-4 districts permit a maximum commercial FAR of 3.4 and a community facility FAR of 6.5. For C4-4 districts, the residential district equivalent is an R7-2 district. In MIH areas, the district permits a maximum residential FAR of 5.01. C4-4 MIH districts permit a maximum base height of 85 feet, above which setbacks are required, before rising to a maximum height of 105 feet on narrow streets and 115 feet on wide streets. For larger or irregular sites (defined as eligible sites), this maximum height can be increased.

Proposed C4-4D (Existing C4-3A, C4-4A, C4-5X, R6A, R7A, and R7X Districts)

C4-4D zoning districts are proposed for approximately 49 blocks:

- An area generally bounded by 138th Street and the Van Wyck Expressway to the west, 86th Avenue to the north, Hillside Avenue to the south, and 139th Street to the east.

- An area along Hillside Avenue, that extends approximately 100 feet midblock to the north and south, bounded by 138th Street to the west and a line approximately 300 feet west of Kingston Place to the east.
- An area generally along Sutphin Boulevard, bounded by 88th Avenue to the north, and a line 100 feet north of Jamaica Avenue to the south.
- An area generally bounded by Parsons Boulevard to the west, Hillside Avenue to the north, a line 100 feet north of Jamaica Avenue to the south, and 169th Street to the east.

C4-4D is a medium-density contextual commercial district that allows commercial uses as well as residential and community facility uses. C4-4D districts permit a commercial FAR of up to 3.4 and a community facility FAR of up to 6.5. For C4-4D districts, the residential district equivalent is an R8A district. In MIH areas, the district permits a maximum residential FAR of 7.2. C4-4D MIH districts permit a maximum base height of 105 feet, above which setbacks are required, before rising to a maximum height of 145 feet.

Proposed C6-2 (Existing C4-4A District)

C6-2 zoning districts are proposed for approximately two blocks:

- An area generally bounded by Sutphin Boulevard to the west, 88th Avenue to the north, 90th Avenue to the south, and 148th Street to the east.

C6-2 is a high-density non-contextual commercial district that allows a range of commercial uses as well as residential and community facility uses. C6-2 districts permit a maximum commercial FAR of 6.0 and a community facility FAR of 6.5. For C6-2 districts, the residential district equivalent is an R8 district. In MIH areas, the district permits a maximum residential FAR of 7.2. C6-2 MIH districts permit a maximum base height of 105 feet, above which setbacks are required, before rising to a maximum height of 145 feet. For larger or irregular sites (defined as eligible sites), this maximum height can be increased.

Proposed C6-3 (Existing C4-4A, C4-5X, C6-2, and R6A Districts)

C6-3 zoning districts are proposed for approximately 12 blocks:

- An area generally bounded by 138th Place to the west, 94th Avenue to the north, 95th Avenue to the south and Liverpool Street to the east.
- An area generally bounded by 139th Street to the west, a line approximately 200 feet north of Archer Avenue to the north, Archer Avenue to the south, and 114th Place to the east.
- An area generally bounded by 146th Street to the west, a line approximately 100 feet north of Jamaica Avenue to the north, Jamaica Avenue to the south, and 150th Street to the east
- An area generally bounded by 164th Street to the west, a line approximately 100 feet north of Jamaica Avenue to the north, a line approximately 200 feet south of Jamaica Avenue to the southwest, Jamaica Avenue to the southeast, and 168th Place to the east.

C6-3 is a high-density non-contextual commercial district that allows a range of commercial uses as well as residential and community facility uses. C6-3 districts permit a maximum commercial FAR of 6.0 and a community facility FAR of 10.0. For C6-3 districts, the residential district equivalent is an R9 district and residences must comply with the R9 bulk regulations. In MIH areas, the district permits a maximum residential FAR of 9.02. C6-3 MIH districts permit a maximum base height of 135 feet, above which setbacks are required, before tower regulations apply.

Proposed C6-3 – R9-1 Equivalent (Existing C4-5X, C6-3, R6A Districts)

C6-3 (R9-1 Equivalent) districts are proposed for approximately 12 blocks:

- An area generally bounded by Waltham Street to the west, 95th Avenue to the north, Liberty Avenue to the south, and 147th Place to the east.
- An area generally bounded by 160th Street to the west, a line approximately 100 feet north of Jamaica Avenue, Archer Avenue to the south, and 164th Street to the east.

C6-3 is a high-density commercial district that allows a range of commercial uses as well as residential and community facility uses. C6-3 districts permit a maximum commercial FAR of 6.0 and a community facility FAR of 10.0. C6-3 districts permit general retail and commercial. These uses include retail, offices, business services, larger retail establishments such as department stores, and some entertainment uses. In the areas described above, C6-3 districts will have a residential

district equivalent to an R9-1 district. As a result, any residences within these specific areas of an C6-3 district must comply with the R9-1 bulk regulations and, where inclusionary housing is mapped, with the mandatory affordable housing requirements pursuant to the MIH program. R9-1 districts permit a maximum residential FAR of 10.8, when mapped with inclusionary housing. Where inclusionary housing is mapped, C6-3 districts permit a maximum base height of 155 feet, above which the building must be set back and rise to a maximum building height controlled by the sky exposure pane, which may be penetrated by a tower subject to lot coverage requirements. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets.

Proposed C6-3A (Existing C4-5X District)

C6-3A districts are proposed for approximately two blocks:

- An area generally bounded by Grace Court to the west, 89th Avenue to the north, 90th Road to the south, and Parsons Boulevard to the east.

C6-3A is a high-density commercial district that allows a range of commercial uses as well as residential and community facility uses. C6-3A districts permit a maximum commercial FAR of 6.0 and a community facility FAR of 7.5. For C6-3A districts, the residential district equivalent is an R9A district. In MIH areas, the district permits a maximum residential FAR of 9.02. C6-3A MIH districts permit a maximum bases height of 135 feet, above which setbacks are required, before rising to a maximum height of 185 feet.

Proposed C6-4 (Existing C4-4A, C6-2, C6-3, M1-4, and R6A Districts)

C6-4 zoning districts are proposed to cover 19 blocks:

- An area bounded by Liverpool Street to the west, 94th Avenue to the north, 95th Avenue to the south, and Sutphin Boulevard to the east.
- An area generally bounded by 144th Place to the west, Jamaica Avenue to the north, Archer Avenue to the south, and 150th Street to the east.
- An area generally bounded by 148th Street to the west, Archer Avenue to the north, 95th Avenue to the south, and 150th Street to the east.

- An area generally bounded by 150th Street to the west, Jamaica Avenue to the north, a line approximately 100 feet south of Archer Avenue to the south, and 153rd Street to the east.
- An area generally bounded by 153rd Street to the west, 90th Road to the north, Archer Avenue to the south, and 160th Street to the east.

C6-4 is a high-density non-contextual commercial district that allows a range of commercial uses as well as residential and community facility uses. C6-4 districts permit a maximum commercial FAR of 10.0 and a community facility FAR of 10.0. For C6-4 districts, the residential district equivalent is an R10 district and residences must comply with the R10 bulk regulations. In MIH areas, C6-4 districts permit a maximum residential FAR of 12.0. C6-4 MIH districts permit a maximum base height of 155 feet, above which setbacks are required, before tower regulations apply.

Proposed M1-2A (Existing M1-4 District)

M1-2A zoning districts are proposed for approximately 18 blocks:

- An area generally bounded by a line approximately 50 feet west of 148th Street to the west, Liberty Avenue to the north, Tuskegee Airmen Way to the southwest, 107th Avenue to the southeast, and a line approximately 200 feet east of 157th Street to the east.
- An area generally bounded by 165th Street to the west, Liberty Avenue to the north, Merrick Boulevard to the east; and 107th Avenue to the south.
- An area generally bounded by 173rd Street to the west, Liberty Avenue to the northwest, southernly line of the LIRR to the northeast, 180th Street to the east, a line approximately 100 feet north of 103rd Road to the southwest, and a line approximately 100 north of 105th Avenue to the southeast.
- An area generally bounded by 180th Street to the west, Liberty Avenue to the north, Dunkirk Street to the west, and Ilion Avenue to the south.

M1-2A is a medium-density manufacturing district that supports a mix of commercial, manufacturing and community facility uses. M1-2A districts permit a maximum FAR for all permitted uses of 3.0. M1-2A districts permit a maximum base height of 65 feet and have a maximum building height of 95 feet. Above the maximum base height, setbacks are required.

Proposed M2-3A (Existing M1-1 and M1-2 Districts)

M2-3A zoning districts are proposed for approximately 19 blocks:

- A sliver area along Archer Avenue between 158th Street to the west and 165th Street to the east.
- An area generally bounded by 165th Street to the west, the LIRR to the north, Liberty Avenue to the south, and 177th Street to the east.
- An area generally bounded by 179th Place to the west, Jamaica Avenue to the north, the LIRR to the south, and Hollis Avenue to the east.

M2-3A is a medium-density manufacturing district that supports a mix of commercial, manufacturing, and community facility uses. M2-3A districts permit a maximum FAR of 4.0 for qualifying industrial and commercial uses and an FAR of 3.0 for all other permitted uses. M2-3A districts permit a maximum base height of 95 feet and have a maximum building height of 125 feet. Above the maximum base height, setbacks are required.

Proposed M3-2A (Existing M1-1 District)

M3-2A zoning districts are proposed for approximately two blocks:

- An area generally bounded by 177th Street to the west, the LIRR to the north, 99th Avenue to the east, the southernly line of the LIRR tracks to the southwest and Liberty Avenue to the south.

M3-2A is a medium-density manufacturing district intended for areas defined primarily by industrial use. M3-2A districts permit a maximum FAR of 3.0 for qualifying industrial and commercial uses and an FAR of 1.0 for other permitted uses, such as offices and services. M3-2A districts permit a maximum base height of 65 feet and have a maximum building height of 95 feet. Above the maximum base height, setbacks are required.

Proposed M1-2A/R7-2 (Existing M1-4 Districts)

M1-2A/R7-2 zoning districts are proposed for approximately six blocks:

- An area generally bounded by 150th Street to the west, Archer Avenue to the north, a line approximately 100 feet north of Liberty Avenue to the southwest, Liberty Avenue to the southeast, and a line approximately 300 feet east of 158th Street to the east.

M1-2A/R7-2 is a mixed-use district that pairs M1-2A, a medium-density manufacturing district that supports a mix of commercial, manufacturing and community facility uses, with R7-2, a medium-density residence district. Paired zoning districts like this have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. In MIH areas, M1-2A/R7-2 districts permit a maximum residential FAR of 5.01 and 3.0 FAR for all other permitted uses. The district permits a maximum base height of 85 feet and a maximum building height of 155 feet, with a 25 percent penthouse allowance. Above the maximum base height, setbacks are required

Proposed M1-2A/R7A (Existing M1-1 Districts)

M1-2A/R7A zoning districts are proposed for approximately two blocks:

- An area generally bounded by Van Wyck Expressway to the west, 91st Avenue to the north, Archer Avenue to the south, and 139th Street to the east.

M1-2A/R7A is a mixed-use district that pairs M1-2A, a medium-density manufacturing district that supports a mix of commercial, manufacturing, and community facility uses, with R7A, a medium-density contextual residence district. Paired zoning districts like this have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. In MIH areas, M1-2A/R7A districts permit a maximum residential FAR of 5.01 and 3.0 FAR for all other permitted uses. The district permits a maximum base height of 85 feet and a maximum building height of 115 feet. Above the maximum base height, setbacks are required.

Proposed M1-3A/R7X (Existing M1-1 and M1-4 Districts)

M1-3A/R7X zoning districts are proposed for approximately four blocks:

- An area generally bounded by 147th Place to the west, 95th Avenue to the north, a line approximately 150 feet south of 95th Avenue to the south, and 148th Street to the east.

- An area generally bounded by 150th Street to the west, a line approximately 100 feet north of Liberty Avenue to the north, and 157th Street to the east.
- An area generally bounded by a line approximately 235 feet east of 148th Street to the west, 97th Avenue to the north, a line approximately 100 feet south of 97th Avenue to the south, and 150th Street to the east.

M1-3A/R7X is a mixed-use district that pairs M1-3A, a medium-density manufacturing district that supports a mix of commercial, manufacturing, and community facility uses, with R7X, a medium-density contextual residence district. Paired zoning districts like this have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. In MIH areas, M1-3A/R7X districts permit a maximum residential FAR of 6.0 and 4.0 FAR for all other permitted uses. The district permits a maximum base height of 105 feet and a maximum building height of 145 feet. Above the maximum base height, setbacks are required.

Proposed M1-6A/R9A (Existing M1-4 District)

M1-6A/R9A zoning districts are proposed for approximately two blocks:

- An area generally bounded by 148th Street to the west, a line approximately 200 feet north of 97th Avenue to the north, 97th Avenue to the south, and 150th Street to the east.

M1-6A/R9A is a mixed-use district that pairs M1-6A, a high-density manufacturing district that supports a mix of commercial, manufacturing, and community facility uses, with R9A, a high-density contextual residence district. Paired zoning districts like this have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. In MIH areas, M1-6A/R9A districts permit a maximum residential FAR of 9.02 and 8.0 FAR for all other permitted uses. The district permits a maximum base height of 155 feet and a maximum building height of 245 feet. Above the maximum base height, setbacks are required.

Proposed M1-8A/R9X (Existing M1-4 District)

M1-8A/R9X zoning districts are proposed for approximately two blocks:

- An area generally bounded by 148th Street to the west, 95th Avenue to the north, a line approximately 200 feet north of 97th Avenue to the north, and 150th Street to the east.

M1-8A/R9X is a mixed-use district that pairs M1-8A, a high-density manufacturing district that supports a mix of commercial, manufacturing, and community facility uses, with R9X, a high-density contextual residence district. Paired zoning districts like this have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. In MIH areas, M1-8A/R9X districts permit a maximum residential FAR of 10.8 and 12.0 FAR for all other permitted uses. The district permits a maximum base height of 155 feet above which tower regulations apply. Above the maximum base height, setbacks are required.

Proposed C2-4 Commercial Overlay (Existing C1-2, C1-3, C1-4, and C2-3 Commercial Overlays)

C2-4 commercial overlays are proposed for approximately 36 blocks:

- Areas mapped over existing R3-2, R5B, R5D, R6A, and R7A zoning districts that are proposed to be rezoned to R6B, R6A, R7A, R7X, and R8X zoning districts.

C2-4 commercial overlays allow residential, community facility, and commercial uses. Commercial uses are permitted up to 2.0 FAR.

Zoning Text Amendment (N 250173 ZRQ)

Special Downtown Jamaica District

The Special Downtown Jamaica District (DJ), which is currently mapped within the project area, would be modified as part of the proposed actions. The proposed modification of the existing DJ would update use, streetscape and urban design, bulk, floor area and public parking regulations.

The proposed special purpose district would establish a framework to strengthen Downtown Jamaica and its nearby major corridors by promoting the establishment of mixed-use, transit-oriented growth hubs while enhancing the pedestrian environment by encouraging active ground floor uses and better designed streetscapes. The text would also support industrial growth in manufacturing districts that are appropriate near certain residential districts. For the complete set of modifications to the Special Downtown Jamaica District, please refer to the NYC Zoning

Resolution. The modifications as follows:

Use Regulations

To improve conditions where industrial businesses are close to residential areas, the DJ would require certain uses within a specific distance of homes to be fully enclosed within the M1-2A and M2A districts. This includes uses from Use Groups IV(B), IX, and X, as well as select uses from Use Group VI. Additionally, the DJ would change the use restrictions for M1-2A paired districts and M2-3A districts by removing the size limits on retail and food stores. Currently, M2-3A districts cap retail spaces at 10,000 square feet and food stores at 30,000 square feet while M1-2A districts only cap retail spaces at 10,000 square feet.

Streetscape and Urban Design Regulations

To enhance the streetscape and maintain a strong, cohesive commercial character along key commercial streets, the DJ would expand Tier B and Tier C frameworks to areas where they do not currently exist. Additionally, it would adjust existing Tier B and Tier C frameworks to align with the future vision for these streets.

The DJ would also require buildings with frontages along Jamaica Avenue to be built 100 percent at the street line, rising to at least their minimum required street wall height. All other frontages across the project area shall comply with the current underlying rule. The street location requirement would help maintain Jamaica Avenue's strong street wall context.

In addition, due to several block frontages along key commercial corridors measuring over 100 feet in length, new developments with more than 100 feet of frontage would be required to provide recesses, projections, or other features that articulate the façade. In areas outside the immediate core, an absence of the special purpose district, streetscape rules would address larger developments to provide better frontages along key commercial corridors. Street walls would rise to the minimum base height with some articulation.

Lastly, the DJ would exempt streetscape provisions for zoning lots fronting along 164th Street between Jamaica Avenue and Archer Avenue, or 92nd Road between 164th Street and 165th Street to support the unique conditions of this block.

Open Space Incentive

In order to create opportunities for publicly accessible open space, the DJ would include a CPC authorization to allow developments in higher density districts to access the Zoning Resolution's (ZR) floor area bonus for on-site public plazas. Today, the public plaza program in the ZR Section 37-70 allows bonuses at these densities, but the current DJ does not allow the bonus to be used.

Parking and Loading

The DJ currently allows for accessory group parking facilities of up to 300 spaces as of right with allowances for the Commissioner of the NYC Department of Buildings to allow additional spaces. The proposed actions would remove this allowance. For C4, C6, M1 districts paired with a residential district and all manufacturing districts, public parking garages, as listed in Use Group IX, with a capacity of 150 spaces or less, shall be permitted as-of-right.

Mandatory Inclusionary Housing

The proposed actions include an amendment to Appendix F to establish an MIH area within the proposed R6A, R6D, R7A, R7X, R8A, R8X, C4-4D, C6-2, C6-3, C6-3 (R9-1), C6-3A, C6-4, M1-2A/R7A, M12A/R7-2, M1-3A/R7X, M1-6A/R9A, and M1-8A/R9X districts of the DJ. Mapping these districts as MIH areas would require a share of new housing to be permanently affordable where significant new housing capacity would be created.

The MIH program requires permanently affordable housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped MIH areas. The program requires permanently affordable housing set aside for all developments over 10

units or 12,500 zoning square feet within the MIH areas or, as an additional option for developments below 25 units and 25,000 square feet, a payment into an affordable housing fund. The MIH program includes three options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility tradeoff inherent between income levels and size of the affordable set-aside. Option 1 requires 25 percent of residential floor area to be affordable for households with incomes averaging 60 percent of the Area Median Income (AMI). Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent of AMI. Option 2 requires 30 percent of residential floor area to be for affordable for households with incomes 80 percent of AMI. Option 3 requires that 20 percent of the residential floor area be affordable to households with incomes averaging 40 percent AMI. Options 1, 2, and 3 cannot be targeted to residents with incomes above 130 percent AMI. Option 4, for markets where moderate- or middle-income development is marginally financially feasible without subsidy, requires a 30 percent set-aside at AMIs averaging 115 percent and does not allow public funding or income bands above 135 percent AMI. Option 4 cannot be mapped as a standalone option and can only be applied alongside Options 1, 2, or 3.

Designation of Urban Development Areas (UDAA), Approval of Urban Development Action Area Projects (UDAAP), and Disposition of City-Owned Properties (C 250171 HAQ)

The proposed actions include the designation of UDAAs, project approval of UDAAPs and disposition of city-owned sites under HPD jurisdiction located at Block 10150, Lots 6, 7, 8, 10, 51, 52, 54, and 57, Block 12152, Lots 8, 9, 10, and 11.

Scattered Site Project 1

UDAA/UDAAP: Development Site 1 (Block 10150, Lots 6, 7, 8, 10) located at 108-41 to 108-51 Union Hall Street; Development Site 2 (Block 10150 Lots 51, 52) located at 108-32 to 108-34 Guy R. Brewer Boulevard; Development Site 3 (Block 10150, Lot 54) located at 108-38 Guy R. Brewer Boulevard; and Development Site 4 (Block 10150, Lot 57) located at 108-44 Guy R. Brewer

Boulevard consist of underutilized property which tends to impair or arrest the sound development of the surrounding community, with or without tangible physical blight. Incentives are needed in order to induce the correction of these substandard, insanitary, and blighting conditions. The project activities would protect and promote health and safety and would promote sound growth and development. The development sites are therefore eligible to be an UDAA and the proposed project is therefore eligible to be an UDAAP pursuant to Article 16 of the General Municipal Law.

Scattered Site Project 2

UDAA/UDAAP: Development Site 5 (Block 12152, Lots 8, 9, 10, 11) located at 109-43 to 109-47 Union Hall Street consists of underutilized property which tends to impair or arrest the sound development of the surrounding community, with or without tangible physical blight. Incentives are needed in order to induce the correction of these substandard, insanitary, and blighting conditions. The project activities would protect and promote health and safety and would promote sound growth and development. The development sites are therefore eligible to be an UDAA and the proposed project is therefore eligible to be an UDAAP pursuant to Article 16 of the General Municipal Law.

Proposed Disposition of City-Owned Property

Disposition of City Property: UDAA/UDAAP Development Site 1 (Block 10150, Lots 6, 7, 8, 10) located at 108-41 to 108-51 Union Hall Street; Development Site 2 (Block 10150 Lots 51, 52) located at 108-32 to 108-34 Guy R. Brewer Boulevard; Development Site 3 (Block 10150, Lot 54) located at 108-38 Guy R. Brewer Boulevard; Development Site 4 (Block 10150, Lot 57) located at 108-44 Guy R. Brewer Boulevard; and Development Site 5 (Block 12152, Lots 8, 9, 10, 11) located at 109-43 to 109-47 Union Hall Street are proposed for disposition to a sponsor to be selected by HPD.

ENVIRONMENTAL REVIEW

The certified application (C 250172 ZMQ), in conjunction with the applications for the related actions (N 250173 ZRQ, C 250171 HAQ, and C 250187 MMQ), was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA) and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 *et seq.* and the City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The lead is the City Planning Commission. The designated CEQR number is 24DCP132Q.

It was determined that this application, in conjunction with the applications for related actions, may have a significant effect on the environment, and that an Environmental Impact Statement (EIS) would be required. A Positive Declaration was issued on June 11, 2024, and subsequently distributed, published, and filed. Together with the Positive Declaration, a Draft Scope of Work for the Draft Environmental Impact Statement (DEIS) was issued on June 11, 2024. A public scoping meeting was held on July 11, 2024, and the Final Scope of Work was issued on March 14, 2025.

A DEIS was prepared and a Notice of Completion for the DEIS was issued on March 14, 2025. Pursuant to SEQRA regulations and the CEQR procedures, a joint public hearing was held on the DEIS on July 2, 2025, in conjunction with the public hearing on the related Uniform Land Use Review Procedure (ULURP) items (N 250173 ZRQ, C 250171 HAQ, and C 250187 MMQ).

A Final Environmental Impact Statement (FEIS) reflecting the comments made during the public review process was completed, and a Notice of Completion of the FEIS was issued on August 1, 2025. The proposed project as analyzed in the FEIS identified significant adverse impacts with respect to community facilities and services, open space, shadows, historic and cultural resources, air quality (mobile source), transportation, and construction. Significant adverse impacts related to hazardous materials, air quality, and noise would be avoided through the placement of (E) designations (E-842) on the project site as specified in Chapter 9, Chapter 14 and Chapter 16, respectively, of the FEIS.

The identified significant adverse impacts and proposed mitigation measures under the proposed actions are summarized in Chapter 20, “Mitigation”.

UNIFORM LAND USE REVIEW

On March 20, 2025, this application (C 250172 ZMQ) and a related application (C 250171 HAQ) were certified as complete by DCP and were duly referred to Community Boards 8 and 12, to the Queens Borough President, and to the Queens Borough Board, in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b), along with the related application for a zoning text amendment (N 250173 ZRQ) for information and review, in accordance with the procedures for referring non-ULURP matters. On April 7, 2025, a related application (C 250187 MMQ) was certified as complete by DCP and was duly referred to Community Board 12, Queens Borough President, and to the Queens Borough Board, in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b).

Community Board Public Hearing

Queens Community Board 8 held a public hearing on this application (C 250172 ZMQ) and the related applications (N 250173 ZRQ and C 250171 HAQ) on May 14, 2025, and, on May 14, 2025, by a vote of 18 in favor, 17 in opposition, and one abstaining, adopted a resolution recommending disapproval of the application.

Queens Community Board 12 held a public hearing on this application (C 250172 ZMQ) and the related applications (N 250173 ZRQ, C 250171 HAQ and C 250187 MMQ) on May 21, 2025, and, on May 21, 2025, by a vote of 35 in favor, 1 in opposition, and 4 abstaining, adopted a resolution recommending disapproval of the application with conditions. The full recommendation is appended to this report.

WHEREAS, the Jamaica Neighborhood Plan seeks to implement rezoning measures that will reshape our community, and we recognize the need for progress but firmly believe that

development must uplift, not uproot, the people who call this neighborhood home; and

WHEREAS, the current zoning allows for low- to mid-rise residential and commercial buildings, providing a balance of affordability, green spaces, and infrastructure stability, with height limits ranging from 40 to 80 feet (approximately four to eight stories); and

WHEREAS, the proposed rezoning framework introduces high-density development, allowing buildings to exceed 120 feet, meaning some areas could see construction of 11- to 18-story buildings, which will impact air quality, traffic congestion, and overall livability; and

WHEREAS, excessive building height and density threaten airflow, sunlight access, and tree growth, worsening asthma rates in Southeast Queens, which already surpass citywide averages, especially among children; and

WHEREAS, high-density developments often lead to traffic congestion, overloaded public transit, and strained water and sewage systems, placing an undue burden on local infrastructure and negatively affecting residents' quality of life; and

WHEREAS, schools and hospitals in densely populated areas frequently struggle to accommodate growing populations, leading to reduced service quality and accessibility issues for the community; and

WHEREAS, tall buildings can block sunlight, preventing trees and plants from thriving, which reduces their ability to absorb pollutants and regulate temperature; and

WHEREAS, the urban heat island effect is exacerbated by excessive high-rise development, increasing temperatures and reducing air quality, further jeopardizing public health; and

WHEREAS, studies indicate that buildings above six stories significantly reduce meaningful engagement with the surrounding environment, disconnecting residents from street-level activity and diminishing social interaction and neighborhood cohesion; and

WHEREAS, research suggests that buildings should not exceed 4-6 stories in areas where tree canopy coverage is essential for air purification and cooling; and

WHEREAS, trees require direct sunlight for photosynthesis, and excessive shading from skyscrapers can stunt their growth and reduce their ability to filter pollutants, further worsening air quality in urban areas; and

WHEREAS, studies indicate that green spaces and tree-lined streets significantly improve air quality, but their effectiveness is diminished when surrounded by excessively tall buildings; and

WHEREAS, pollutant dispersion is more effective in areas with moderate building heights, allowing for better airflow and natural filtration, ensuring a cleaner environment for residents; and

WHEREAS, the impact of poor airflow and overcrowding presents further dangers, including:

- Pollutant accumulation: Lack of airflow traps harmful pollutants, leading to higher concentrations of smog and toxic gases, worsening respiratory health.
- Poor air dispersion: Overcrowded areas with tall buildings often experience stagnant air, preventing pollutants from dispersing naturally.
- Heat retention: Dense urban environments with limited airflow trap heat, making cities hotter and increasing the risk of heat-related illnesses while raising cooling costs for residents and businesses.
- Environmental degradation: Trees and plants rely on sunlight and air circulation to thrive, but tall buildings block natural airflow, stunt tree growth, and reduce pollutant absorption, leading to worsening air quality.

- Humidity and mold risks: Limited airflow can also increase humidity and mold growth, negatively impacting human health and building structures.

Asthma Rates and Air Quality in Jamaica, Queens

Understanding the health impact of rezoning requires looking at existing environmental conditions.

Here's what the data reveals about asthma rates and air quality in Jamaica, Queens:

- Asthma is a leading cause of hospitalizations for children under 15 in Jamaica.
- Adult asthma hospitalization rates in Jamaica are worse compared to other NYC neighborhoods.
- Child asthma emergency department visits are at a middle range compared to other neighborhoods, but ozone-related asthma ER visits for children are worse.
- Indoor air quality concerns such as mice, rats, and housing problems contribute to asthma triggers.

Current Air Quality in Jamaica, Queens

- The Air Quality Index (AQI) today is 55, which is considered poor.
- Nitrogen dioxide (NO₂) levels are high, increasing the risk of respiratory issues.
- Particulate matter (PM_{2.5} and PM₁₀) levels are fair, but prolonged exposure can aggravate asthma.

Lack of True Affordability for Current Residents

WHEREAS, the proposed rezoning plan claims to introduce affordable housing, but the income-restricted units do not align with the true median income of Jamaica residents; and

WHEREAS, the current plan includes Mandatory Inclusionary Housing (MIH), which often sets affordability benchmarks based on citywide averages rather than local income levels, making many units inaccessible to longtime residents; and

WHEREAS, 57% of Jamaica households are rent-burdened, meaning they spend more than 30% of their income on housing, and the proposed rezoning does not adequately address this crisis; and

WHEREAS, the rezoning plan prioritizes luxury and high-density development, which risks pricing out existing residents rather than providing truly affordable housing;

Voices of Justice and Empowerment

In the spirit of justice and community protection, we invoke the wisdom of great leaders who stood and stand for the people:

- Malcolm X: *"You can't separate peace from freedom because no one can be at peace unless he has his freedom."*
 - Development must be rooted in fairness—people cannot truly flourish in a community where they have no control over their future. We must stand together to ensure this plan reflects the real needs of Jamaica's residents, not developers.
- Pope Leo XIII: *"It is not justice if equality be not accompanied by equity."*
 - Justice demands that rezoning respects the people who built this neighborhood. It is not equitable to force displacement or undermine a community's stability for the sake of profit.
- President Ibrahim Traoré: *"If your thoughts are not free, your decisions will not be sovereign."*
 - Our community must be the architects of its own future. Any changes to Jamaica must come from the people who live here, ensuring affordability, sustainability, and dignity.

WHEREAS, Dr. Hazel Dukes has championed the fundamental principle: *"The central theme of our work must always be community progress and social justice—the business of building a better future."*

- We must ensure that any changes to our neighborhoods reflect fairness, equity, and the voices of the people who live here.
- Growth must not come at the cost of displacement, but rather through empowerment and inclusion.

THEREFORE, BE IT RESOLVED, that the Community Board 12 Youth Committee formally requests a temporary pause on the Jamaica Neighborhood Plan to allow for deeper discussion with residents, elected officials, urban planners, and faith leaders to ensure rezoning efforts reflect the community's needs;

BE IT FINALLY RESOLVED, that this resolution be shared with City Council representatives, State legislators, clergy, faith organizations, and urban planning agencies, calling upon them to stand with us in securing a just and dignified future for Jamaica, Queens.

Borough President Recommendation

The Queens Borough President held a public hearing on this application (C 250172 ZMQ), and the related applications (N 250173 ZRQ, C 250171 HAQ, and C 250187 MMQ) on June 5, 2025, and on June 30, 2025, issued a conditional favorable recommendation. The full recommendation is appended to this report.

“COMMUNITY FUNDING AND GRANTS

- \$50 million Educational Fund to support surrounding local schools. This money would be made available to schools for programming, supplies and other incidentals.
- \$5 million Community Benefits Fund for surrounding community-based organizations (CBOs) and nonprofit organizations doing work in and around the rezoning area.
- \$2 million Food Pantry Fund for existing pantries to continue their work despite other funding or supply chain gaps. We must continue to stabilize those in most need.
- Local Infrastructure Fund to be managed by the Department of Environmental Protection (DEP) and the Jamaica Working Group (see below). For each development that will be built as a result of the Rezoning, 1 percent of the total pro-forma budget should be allocated to infrastructure costs for sewers, storm drains, and other sustainable infrastructure.

- Small Business Grants for all independent business owners and/or the Business Improvement District (BID) in the Jamaica catchment area. The Department of Small Business Services (SBS) should work with the NYC Economic Development Corporation (EDC) to administer up to \$10,000 one-time grants for business owners to make repairs, cosmetic changes or renovations to their storefronts and inside.

ENVIRONMENTAL IMPROVEMENTS

- Neighborhood-wide sanitary and stormwater sewer infrastructure improvements. Despite the Draft Environmental Impact Statement's (DEIS) declaration that the Rezoning does not trigger any significant adverse impacts related to the sewer system, I know our Jamaica residents have suffered from flooding and sewage back-ups for decades. The City should prioritize homes that are not yet hooked up to the municipal system, as well as expanding storm sewer capacity and drainage. The City should also explore the possibility of a mini-blue belt in areas where the water table does not allow for sewers.
- Explore a buy-out program for flood-prone areas. Existing programs like "Build It Back" have been vital to rebuilding or relocating residents in natural-disaster areas. The City should explore a citywide buy-out program for homeowners in flood-prone areas that cannot be fixed with sewer infrastructure or other interventions.
- \$503,000 for one new Motorized Litter Patrol (MLP) Truck cleaning crew and collection truck, as identified by the New York City Department of Sanitation (DSNY), within the Jamaica Rezoning catchment area.

HOUSING

In response to concerns about gentrification and displacement, I would like to see the City support these important cornerstones of affordable housing within and around the Jamaica Rezoning Area.

- Closing out all maintenance tickets at NYCHA-South Jamaica Houses. The City should prioritize all outstanding tickets at South Jamaica Houses to address decades-long inequality in public housing as well as ensuring new generations can live safely and thrive in these

apartments. NYCHA should also explore funding renovations for one of its two senior centers. NYCHA should report quarterly progress of ticket closures to Community Board 12, the Borough President and the Council Member.

- Faith-based organization development partnership education. The Department of Housing Preservation and Development (HPD) shall make a concerted effort to host workshops or meetings (virtually or in-person) for all faith-based organizations in and around the Jamaica Rezoning Area. This is to make sure all institutions are aware of their place in building and preserving affordable housing, as well as preserving their congregations.
- Parsons Boulevard Department of Health and Mental Health (DOHMH) Building Redevelopment. The City should work to redevelop the site at 90-37 Parsons Boulevard to upgrade medical services as well as build 100% affordable housing above the newly proposed clinic.
- Gotham Health South Queens, H+H Center capital improvements. H+H should explore updates the Gotham Health South site with any necessary capital projects, including but not limited to green space reincorporated into the parking lot. With so many healthcare deserts in Southeast Queens, this expansion and partnership would fulfill a critical need.
- Expanding the Basement Apartment Conversion Pilot Program (BACPP). With the approval of accessory dwelling units (ADUs) in the citywide zoning text amendment “City of Yes for Housing Opportunities,” HPD should explore with New York State to expand the eligibility of the BACPP to include Community District 12. Creating opportunities for low-interest or zero-interest loans for homeowners to redevelop their basements to be safe and livable for new tenants would generate possibly hundreds of new units throughout Southeast Queens.
- Expanding the eligibility of CityFHEPs Housing Vouchers. As a citywide program for families and individuals transitioning out of HRA or DSS homeless shelters, the Mayoral Administration should put more funding into the CityFHEPs program as well as eliminating qualifying rules such as having a person work 10 hours per week for the last 30 days of their shelter stay.

- Resources around "Housing Connect" education. HPD should explore the commitment to host a minimum of five (5) public information sessions (virtually and in person) to teach individuals how the lottery system works, what income bands are, and how residents can apply for the lottery.

OVERSIGHT AND ACCOUNTABILITY

- Jamaica Working Group. If the rezoning is approved, there should be a Working Group (similar to the Steering Committee) that establishes a memorandum of understanding (MOU) and meets quarterly to assess goals and promised community benefits. DCP should convene this group through the first five years of the rezoning to ensure that all benefits are given, and all City projects are on schedule.

PARKS AND OPEN SPACE

- The City should explore investing \$25 million for the complete renovation of Roy Wilkins Park's existing Recreation Center.
- The City should explore investing at least \$75 million for the following existing parks in and just outside of the Jamaica rezoning catchment area:
 - Baisley Pond Park
 - Briarwood Playground
 - Capt. Tilly Park
 - Chapel at Prospect Cemetery
 - Detective Keith Williams Park
 - Gateway Park
 - Gwen Ifill Park
 - Haggerty Park
 - Harvard Playground
 - Howard Von Dohlen Park
 - Jamaica Playground
 - Latimer Playground
 - Major Mark Park
 - Marconi Park
 - Norelli-Hargreaves Playground
 - Peters Field
 - Roy Wilkins Park

- Rufus King Park
- St. Albans / Archie Spigner Park

PUBLIC INSTITUTIONS

- The City should explore the possibility of a new library branch to be built within or outside of the Jamaica Rezoning Area, as well as expense funding for staffing and programming.
- The City should explore investing at least \$215 million in capital funding for existing libraries:
 - Central Library
 - South Jamaica Library
 - Baisley Library
- New police precinct to be built within or just outside of the Jamaica Rezoning Area, as per the DEIS mitigation.
- New firehouse to be built within or just outside of the Jamaica Rezoning Area, as per the DEIS mitigation.

SCHOOLS

- The School Construction Authority (SCA) should explore finding new school sites within and outside of the Jamaica Rezoning Area, including newly proposed developments on the ground floor, as well as exploring the investment of building out annexes for existing schools short on space.
- The City should explore investing at least \$250 million in the following existing schools in and just outside of the Jamaica rezoning catchment area:
 - August Martin High School
 - Cambria Heights Academy
 - Eagle Academy
 - High School for Law Enforcement
 - Hillcrest High School
 - Hillside Arts and Letters Academy
 - I.S. 238
 - I.S. 250
 - Jamaica Gateway to the Sciences

- J.H.S. 008
- J.H.S. 217
- New Dawn Charter High School II
- North Queens Community High School
- Pathways College Prep School
- Pathways to Graduation Queens
- P.S./I.S. 116
- P.S. 117
- P.S. 140Q
- P.S. 182Q
- P.S. 40Q
- P.S. 48Q
- P.S. 50Q
- P.S. 86
- P.S. 312Q
- P.S. 349
- P.S. 354Q
- P.S. 993Q
- Queens Collegiate High School
- Queens Gateway to Health Sciences Secondary School
- Queens HS for the Sciences
- Queens Satellite HS for Opportunity
- Queens School of Inquiry
- Richmond Hill High School
- Thomas A. Edison High School
- York College
- Young Women's Leadership School

STREETSCAPE IMPROVEMENTS

- Jamaica Ave improvements. In addition to the nearly \$70 million allocated to Downtown Jamaica from the Jamaica Now Neighborhood Action Plan, DOT and Parks should focus on sustainability such as pervious pavement, rain gardens, etc., along Jamaica Avenue.
- Merrick Boulevard median renovations and upgrades between Hillside and Linden Boulevards. DOT and Parks should work to repave and redesign these medians to have native plants and flora as well as improved pedestrian crossing and sightlines.

- Major corridor improvements such as establishing bike lanes, public garbage cans and regular trash pick-up hours through DSNY, and new trees and flora along the following routes:
 - Sutphin Boulevard between Liberty Avenue and 109th Street
 - Guy R. Brewer Boulevard between Archer Avenue and Linden Boulevard
 - Hillside Ave improvements between Queens Boulevard and 193rd Street
- Change the Jamaica Ave Busway hours of operation to Monday-Friday 6-10AM, 4-7PM with no hours of operation on Saturday or Sunday.

TRANSIT INFRASTRUCTURE

- Archer Ave Bus Terminal full ADA-accessibility renovation and redesign, complete with sidewalk and pedestrian crossing improvements.
- Parsons Blvd F-Train Station full ADA-accessibility renovation and redesign.

WORKFORCE DEVELOPMENT

- Local 30 percent hiring goal of eligible new jobs (temporary and permanent) to be filled by local residents in Community Boards 8 and 12. These numbers should be reported quarterly to the Borough President, Council Member and respective Community Boards, and should also include zip codes of local residents that were hired. Any job fair or workforce development plans should also be made available to the aforementioned parties.
- 30 percent M/WBE Hiring Goal (with the intention of exceeding said goal) for the total projected number of jobs, both permanent and temporary. These numbers should also be reported quarterly to the Borough President, Council Member and respective Community Boards.
- Culturally competent workforce development and outreach to Community Boards 8 and 12. For example, there should be a program that connects residents to union apprenticeships.
- The City should, wherever possible, support and incentivize prevailing wages and safety standards for all future worksites within and just outside the Jamaica Rezoning Area.

YOUTH PROGRAMMING

- Partnership with the Department of Youth and Community Development (DYCD) to have more robust afterschool programming.
- NYCHA Baisley Houses Community Center to be upgraded and reopened.

City Planning Commission Public Hearing

On June 18, 2025 (Calendar No. 2), the CPC scheduled July 2, 2025 for a public hearing on this application (C 250172 ZMQ) and the related applications (N 250173 ZRQ, C 250171 HAQ, and C 250187 MMQ). The hearing was duly held on July 2, 2025 (Calendar No. 15,) in conjunction with the public hearing on the related actions. Twenty-three speakers testified in favor of the application and seven in opposition.

Speakers in favor included the Council Member for District 27 , along with representatives from cultural institutions such as the Jamaica Center for Arts and Learning and the Afrikan Poetry Theatre. Community-based organizations represented at the public hearing included Bangladeshi Humanitarian Aid & Leadership Outreach (BHALO), Neighborhood Housing Services of Jamaica (NHS), and Venture House. Several faith-based organizations also voiced support, including Amity Baptist Church, First Presbyterian Church, New Bethel Ministry, and First Reformed Church. Additional speakers in favor included local residents, a small business owner, the Regional Plan Association (RPA), representatives of the former Elmhurst Dairy site, a local developer, York College, and the Downtown Jamaica Partnership (Business Improvement District).

The Council Member who represents District 27 spoke in support for the Jamaica Neighborhood Plan, noting that her support is contingent on the City providing key investments. She emphasized the need for long-overdue capital investments in housing, schools, parks, libraries, streets, and water and sewer infrastructure. They called for infrastructure improvements to address issues with sewer capacity and basement flooding. They listed additional priorities that included expanding and improving neighborhood parks, schools, health and cultural facilities, expanding affordable homeownership opportunities, and supporting faith-based institutions in the area that want to build affordable housing for families and seniors. Finally, the Council Member urged for the creation of a task force at the adoption of this plan to ensure transparency and accountability.

Representatives from two cultural institutions testified in support of the proposed actions. The Executive Director of the Jamaica Center for Arts and Learning (JCAL) emphasized that JCAL has served as a cultural anchor in Southeast Queens since 1972. They highlighted the Jamaica Neighborhood Plan's unique vision for placing arts and culture at the center of the plan. They stressed the need for affordable housing that reflects what "affordable" means to residents and also economic incentives for small businesses. They hope that the plan includes JCAL's proposed building expansion of 15,000 square feet of new programmable space. The Executive Director of the Afrikan Poetry Theatre highlighted that they are a 49-year-old non-profit organization. They emphasized the importance of supporting local cultural organizations through the Jamaica Neighborhood Plan and called on City and procurement agencies to better understand the operations of cultural institutions. They hope that the plan includes the expansion of the Afrikan Poetry Theatre into a one-stop facility that includes arts, media, recreation, and residential space that is envisioned to house artists of all disciplines. The Program Director for the Afrikan Poetry Theatre expressed their excitement for this plan and emphasized the plan's role in trying to address affordable housing issues in the neighborhood. They stressed the importance of defining affordability based on the neighborhood, noting that "affordable housing" can mean different things to different people.

Several long-standing local faith-based organizations expressed strong support for the Jamaica Neighborhood Plan, including representatives from First Presbyterian Church, Amity Baptist Church, New Greater Bethel Ministries, and First Reformed Church of Jamaica. They all emphasized the urgent need for affordable housing that allows longtime residents including seniors, families, and young people to stay in the community they live in. Some shared that their members cannot live or remain in the neighborhood because of the affordability crisis. Some speakers shared plans or partnerships to develop mixed-use or senior housing that is 100 percent affordable as their response to affordable housing needs. Additionally, a speaker stressed the importance of intentional community development that supports people at all stages of life and expressed hopes for improvements in sanitation, more schools, and updated traffic design.

A representative from Rosco, Inc., a local business, spoke in support, emphasizing that the plan would bring affordable housing for local workers, improved infrastructure, and would encourage an environment that attracts businesses, new schools, and libraries to open while helping existing businesses like his remain and grow in Jamaica.

A local resident spoke in support, emphasized the need for Jamaica to become a transportation hub that supports micromobility. They advocated for secure bike parking at transit stations, protected bike lanes, and improved daylighting along key corridors like Merrick Boulevard.

Several residents and a civic association leader centered their testimonies on the investments and changes to the plan they believe are necessary for the plan to be successful. The President of the Addisleigh Park Civic Association stressed that new housing must be paired with critical infrastructure investments, including schools, parks, sewers, and transit, to improve quality of life and address existing issues like flooding. They expressed concerns about the displacement of long-term residents as well as urged careful consideration of the industrial upzoning to avoid harmful environmental impacts. Another resident was similarly concerned with displacement and gentrification and called for the creation of a Jamaica Community Anti-Displacement Fund to provide direct rental assistance, property tax relief for longtime homeowners and seniors, emergency eviction prevention, and other benefits. They also advocated expanding and improving access to the Senior Citizen Rent Increase Exemption (SCRIE) and Disability Rent Increase Exemption (DRIE) programs, as well as revisiting the use of AMI to ensure affordability reflects the local community. Another resident urged the City Planning Commission to take into consideration the plan's potential impact on surrounding neighborhoods since new development could drive up housing costs and displace current residents. Some of these speakers also spoke in support of the council member's proposal for a Jamaica Taskforce.

Representatives from several local organizations and local institutions expressed support for the

Jamaica Neighborhood Plan, highlighting the critical need for community-driven approaches and investments. The CEO of Venture House, a mental health nonprofit, emphasized the importance of planning for the needs of the most vulnerable community members. They shared their vision for utilizing the zoning changes to build upon their current location along Hillside Avenue to expand their mental health clubhouse services along with deeply affordable housing on additional floors to increase their capacity and meet increasing demands for mental healthcare. A representative from BHALO advocated for capital funding for a new South Jamaica community center. They noted that many of the immigrant populations in South Jamaica experience disproportionately high poverty rates. However, there is no community center in the area to meet their unique cultural, linguistic, and social service needs so the community center would fill this critical need. They stressed that the plan can be successful if community rooted organizations are part of the investment strategy. The executive director of NHS of Jamaica, a housing counseling organization with over 50 years of experience in Southeast Queens, emphasized the need for affordable housing that reflects local income levels, especially for aging senior homeowners who can't downsize due to the lack of affordable senior housing. They also called for expanded homeownership opportunities, such as co-ops and condos, stronger tenant protections, and efforts to preserve existing housing. The President of York College commended the development of the plan, noting that it has been both community-led and equity-driven. They highlighted the plan's potential to secure capital investment for the campus to transform their library and support their priorities of improving the physical campus to enhance the experience for York students, faculty and staff, and for the many residents of southeast queens who make their way to the campus. A representative of the Downtown Jamaica Partnership, the local business improvement district, outlined several ideas to address quality of life and commercial vitality issues, including improved streetscape conditions through street lighting, expanded greenery, strategic sidewalk widenings, and better maintenance of public infrastructure. They called for adjustments to the Jamaica Avenue Busway to restore vehicle lanes and street parking, installation of bike and scooter lanes, and increased investment in public spaces and cultural institutions. Additionally, they advocated for a managed street vending program. Several of these speakers supported the establishment of a Downtown Jamaica oversight task force to ensure

transparency, accountability, and timely delivery of capital investments.

Additionally, two developers spoke in support of the neighborhood plan. A representative of Steuben Foods, the site of the former Elmhurst Dairy Site, expressed concerns that the plan does not go far enough to unlock the site's full potential due to the IBZ. The co-founder of DL Development Partners, with a development site near the Jamaica LIRR Station, commended the agency for the significant outreach to the community and various stakeholders on a thoughtful land use plan that encourages investment and achieves the plans goals. They highlighted that Jamaica's unique access to major transit infrastructure is well positioned for growth that can support a Jamaica where people can live, work, shop, and play.

Lastly a representative from the RPA spoke in strong support of the Jamaica Neighborhood Plan. They cited their Homes on Track report which was released last year which emphasized Jamaica's high potential for transit-oriented development with its connectivity, diverse land uses, and underbuilt land near the transit hub. They celebrated the use of MIH and also supported the manufacturing districts that they believed will better balance industrial, commercial and housing.

Speakers in opposition included representatives from Queens Community Board 12, educators from York College and Queens College, and local residents.

The Chairperson of Community Board 12 and the Chair of the Board's Youth Committee testified in opposition to the Jamaica Neighborhood Plan and asked the City Planning Commission to pause or halt the proposal entirely.

The Chairperson of Community Board 12 emphasized that many existing residents are already unable to access new housing. They noted that the term "affordable housing" does not reflect local realities, and the current housing lottery system fails to benefit longtime residents. They expressed concerns that the community is overbuilt and lacks sufficient infrastructure, citing limited capacity

in sewers, sanitation, healthcare, transit, and schools. They also pointed to existing vacancies in recently constructed buildings. The Chairperson also expressed concern that the plan threatens one- and two-family home communities, questioning how the focus shifted from the 2007 rezoning, which was primarily centered on Jamaica Avenue. They raised concerns about the ongoing MTA bus network redesign, noting that it has reduced service and caused confusion and hardship for riders.

The Chair of the Youth Committee of Community Board 12 voiced concerns about the proposed density and environmental impacts of the rezoning. They noted that high-rise towers up to 18 stories would block sunlight, worsen asthma rates, and intensify the urban heat island effect in Southeast Queens. They also highlighted risks tied to increased energy demands from increased density, including the use of lithium-ion battery storage systems that pose fire risks. On schools, the Youth Committee Chair believes that the plan would worsen already severe overcrowding, noting that many of the local high schools are operating well above capacity and yet there are no clear plans for new schools or teacher recruitment.

The Youth Committee Chair also raised concerns around the plan's affordability benchmarks which are tied to citywide AMI rather than local income levels. They questioned whether residents will be able to afford units in future developments, given the disconnect between incomes in Jamaica and the MIH benchmarks. They emphasized the importance of homeownership as a critical path to wealth and stability, especially as home values have nearly doubled in recent years. They cited that the plan includes only 34 homeownership units out of the total of 4,000 which does little for the community.

Two educators from different colleges testified, each speaking in their individual capacity and not on behalf of their institutions, with critical reflections on the Jamaica Neighborhood Plan.

A coordinator of the Art History Program at York College shared that the online registration form required participants to indicate either support or opposition to the plan in order to testify. Although

they felt it was not appropriate to choose either position for various reasons, they selected “oppose” to reflect concerns around affordability and environmental justice as the increase in residential and industrial densities threatens to increase already disproportionate pollution burden.

They emphasized York College’s long-standing role in the arts, explaining that the college was originally conceived as a museum-in-school with public art funded through the CUNY construction budget. The Art History Program currently stewards York’s significant public art and also collaborates closely with the Southeast Queens Artist Alliance. They cited Jamaica Neighborhood Plan meetings where residents expressed a desire for meaningful investments in arts and culture initiatives in Jamaica that inspire residents and build a sense of community and not just symbolic demonstrations. They highlighted the example of York College’s opening in 1988, when public art was intentionally integrated into the campus. A portion of the construction budget was dedicated to commissioning site-specific works by African American artists, selected in partnership with a community art committee. This process demonstrated how shared decision-making among administrators, staff, faculty, students, and Southeast Queens residents could reflect care for the communities that fought for the college’s creation. They further emphasized that that the African American artists of international renown, like Elizabeth Catlett, Houston Conwill, Sam Gilliam, Richard Hunt, and Martin Puryear, whose impressive interventions are the core of York's public art, dedicated years of effort to their respective site-responsive projects specifically because of their commitment to southeast queens’ diverse communities.

An assistant professor of Urban Studies at Queens College testified in opposition to the plan, stating that it would accelerate gentrification while failing to provide enough truly affordable housing for the neighborhood’s Black and Brown residents. They raised concerns that the three MIH affordability options are insufficient and questioned whether current residents would even qualify for the limited number of affordable units especially with the rollback of community preference. They argued that the rezoning would further burden already underfunded public services such as schools and sanitation. They also pointed out that the city’s preliminary financial

commitments are inadequate, especially when compared to the higher investments proposed for OneLIC. They concluded by urging the city to take the criticisms voiced seriously.

A resident of Jamaica and history teacher testified in opposition to the Jamaica Neighborhood Plan. They emphasized that the plan omits the creation of museums and historical markers, particularly South of Jamaica Avenue where there is a lack of public museums. They stressed that they take history very seriously and called attention to the area's overlooked colonial legacy. They noted that Grace Episcopal church is the second oldest Episcopal church in New York State. They advocated for museums, historical markers, education, and exhibits that promote Jamaica like a colonial town, noting that colonial Williamsburg was updated to focus on their history and has generated revenue due to this shift.

A longtime resident of Jamaica drew on her personal experience to highlight the negative impacts of the 2007 rezoning and warned that the new plan could repeat many of the same mistakes. They described how construction from overlapping development projects have led to extended commute times, increased traffic congestion, elevated pollution levels, and noise which has disrupted daily life for residents and harmed local businesses. They noted that in some areas, it can take over 30 minutes to travel a few blocks, and shared that they have a senior parent that can no longer navigate the neighborhood due to these challenges. They expressed a deep desire to see more affordable and senior housing, strong anti-displacement protections, investments in infrastructure, improved traffic planning, and greater accountability and oversight.

There were no other speakers and the hearing was closed.

The Commission also received 40 written testimonies. Ten came from individuals who had already testified during the public hearing and submitted their remarks in writing. Of the remaining new written testimonies, 20 were in support of the proposal, six were in opposition, and four expressed other perspectives, reflecting a broad mix of views.

Several testimonies were from local business owners who expressed strong support for the Jamaica Neighborhood Plan. They shared that it would bring much needed investment and encourage housing and job opportunities for Jamaica to thrive. A development site advisor for landlords wrote that Queens needs more housing and believes that increasing supply will help lower rents. A developer working on a project in Jamaica, while supportive of the plan, shared a recommendation based on their experience. They explained that MIH requires discretionary approval from HPD, but the agency does not always have adequate resources to operate effectively and efficiently. They expressed concern that the Jamaica Plan could be negatively affected by administrative hurdles and recommended reducing MIH's reliance on HPD, especially during the pre-acquisition and feasibility stages of a project. They further suggested that the plan establish a streamlined process for MIH projects.

Several faith-based organizations also submitted testimonies, including First Presbyterian Church, Foundation Church NYC, St. Albans Congregational Church, and St. Stephen's Episcopal Church. The Reverend from St. Albans Congregational Church emphasized the importance of activating church properties for community services such as childcare, senior support, and events. They also highlighted that development done with purposes allows churches to maintain ownership, building wealth and create generational impact. Representatives from St. Stephen's Episcopal Church outlined the benefits of their development including improving quality of life, bringing affordable housing and supporting aging and younger populations. They also recommended that the plan include a continuous shopping bus loop, additional parking around the shopping area, and jobs with higher education levels. The lead pastor of Foundation Church NYC commended the Jamaica Plan as a well thought out and structure plan that will benefit the community. They noted that the church has an underutilized parking lot they have been unable to develop but believe the plan will support their vision to move forward with projects such as affordable or senior housing, and community or youth centers. Representatives from First Presbyterian Church also emphasized the role churches can play in activating underutilized church owned land for projects like affordable housing and community services like childcare, youth programs, senior services, etc. They highlighted First

Presbyterian’s long-standing history of serving Jamaica, their deep community trust, and the need for development that benefits current residents rather than displacing them. A representative from the Episcopal Diocese of Long Island highlighted that churches they represent including St. James the Less, Grace Episcopal Church and St. Stephen's Episcopal Church own nearly 170,000 square feet of land in Jamaica. The Jamaica Neighborhood Plan would allow these churches to access over 740,000 additional buildable square feet beyond current allowances, presenting a significant opportunity to expand affordable housing and community services.

The Executive Director of Cornell University Cooperative Extension’s NYC (Nov 2013 – Apr 2025) highlighted the success of the Tree of Life Center in Jamaica as an example of how strong, place-based partnerships can deliver lasting community benefits. Drawing from their own experience, the speaker described how Cornell University Cooperative Extension’s NYC Programs partnered with First Presbyterian Church in Jamaica and other organizations to create affordable housing alongside on-site resources such as healthcare, education, nutrition programs, and senior services. A representative from Greater Jamaica Development Corporation and longtime Queens resident stressed the need for growth with intention, equity and compassion. They highlighted needed investments in infrastructure, schools, parks, and health centers alongside housing development and supports the Council Member’s Downtown Jamaica Oversight Taskforce.

Several residents also wrote in support for the Jamaica Neighborhood Plan. They all stressed emphasized the need for continued community input, truly affordable housing and infrastructure improvements. A resident and member of Queens Community Board 12 highlighted that housing is the number one social determinant of health and stressed the importance of ensuring everyone has a decent place to live. They also advocated for diversifying housing options to include opportunities for homeownership. Another resident shared their personal experience biking in Jamaica and recommended the inclusion of Class 1 protected bike lanes, which could complement the existing bus lanes. They cited the DOT’s 2022 Citywide Mobility Survey, which found that many weekday vehicle trips in Southeast Queens are under two miles, suggesting that micromobility options and

buses would be more efficient for these short trips. Another resident envisioned a Jamaica where more people feel safe walking around at night and where young kids can grow up with a stronger sense of opportunity.

Written testimonies in opposition were from residents of Jamaica including two residents who were a part of the JCARE Coalition. They expressed serious concerns around gentrification, sharing examples in neighborhoods like Bushwick, Williamsburg, Harlem, and Long Island City. A major concern was the displacement of longtime residents and families due to rising rents and property taxes that could result from the rezoning. Many argued that housing created through programs like Mandatory Inclusionary Housing (MIH) is not truly affordable for local residents. One resident recommended targeting income levels between 51% and 100% of the Area Median Income (AMI) to better serve low- to moderate-income households. They also urged the city to prioritize co-op and condo housing to expand homeownership opportunities. Concerns were also raised about the quality of jobs created by development projects. They shared the example of the UBS Arena and Barclays Center where only low-wage, low-skill positions remain and don't offer meaningful opportunities for local youth and families. Another pressing issue was food access, with one resident noting that the community is a food desert and lacks access to healthy, affordable groceries. Additional concerns included the height and scale of new buildings. They believed that excessive building heights could block sunlight and negatively impact property values. Specific recommendations were made to limit building heights to no more than seven stories along major corridors like Merrick Boulevard, Guy R. Brewer Boulevard, and Sutphin Boulevard. They also called for investment in critical infrastructure, including upgrades to the combined sewer overflow system, phasing construction to minimize disruption, improving traffic management, and establishing a community advisory board to ensure continued oversight. One elderly resident shared their personal story of living alone and needing daily assistance. Their adult children, however, cannot afford to live nearby, underscoring the urgent need for more affordable housing.

CONSIDERATION

The Commission believes that this application for a zoning map amendment (C 250172 ZMQ), as modified, in conjunction with the related applications for a zoning text amendment (N 250173 ZRQ), as modified, UDAA designations and UDAAP, disposition approvals of City-owned property (C 250171 HAQ), and City Map amendment (C 250187 MMQ), are appropriate.

The Commission underscores Jamaica's strengths as an accessible neighborhood in Southeast Queens. It functions as a transit hub, providing access to regional and local transportation options, including the Long Island Rail Road, the AirTrain to JFK Airport, the E, F, J, and Z subway lines, and over 40 bus routes that travel throughout the study area with two bus terminals and a bus depot.

This transit network supports Jamaica's role as an employment hub by connecting people to the major business district, local corridors, and to one of NYC's industrial business zones. Jamaica also has a range of housing types from single family homes to multifamily buildings reflecting the different housing needs of the community. Therefore, the Commission finds that the proposed actions are consistent with citywide land use policy goals to facilitate transit-oriented development that promotes growth with a mix of uses that are within walking distance of transit.

Furthermore, the Commission promotes growth along Jamaica's key corridors including Jamaica Avenue, Archer Avenue, Hillside Avenue, Sutphin Boulevard, Liberty Avenue, Merrick Boulevard, and Guy R. Brewer Boulevard, as an appropriate strategy for growth in the study area. These corridors connect residents to Jamaica Center and other parts of the neighborhood. The corridors serve as key areas where people live, shop for daily essentials, and access services and amenities that are within walking distance or close to public transit options. By supporting mobility options such as walkability, access to transit options, and convenient access to everyday needs, the corridors enhance the neighborhood's overall quality of life. The Commission finds that this approach also supports the preservation of existing low-density neighborhoods adjacent to these corridors because it will concentrate new developments along key corridors, where there is access

to services and amenities, and alleviate pressure from nearby low-density areas.

The Commission commends the proposed actions as they reflect the City’s ongoing efforts to increase housing opportunities to address the citywide housing crisis. At the end of 2024, the City adopted *City of Yes for Housing Opportunity*, a zoning text amendment that updated rules to allow a little more housing in every neighborhood. The proposed actions will also advance the City’s goal to furthering fair and affordable housing in NYC. As outlined in the City’s most recent housing plan, *Housing Our Neighbors: A Blueprint for Housing and Homelessness*, the City aims to “accelerate and increase capacity for new housing supply citywide,” “to increase access to transit and amenities for low-income New Yorkers” and to “promote housing stability for renters”. As the plan is projected to produce approximately 12,000 units of housing, including approximately 4,000 that would be permanently income-restricted in an area that is well-served by public transit, the Commission strongly agrees that the proposed actions would support the City’s larger housing goals.

The Commission is especially supportive of the proposed actions as they include the mapping of the largest MIH area since the program’s inception in 2016. MIH requires that new developments set aside a portion of their units to be permanently rent stabilized and income-restricted to low- and moderate-income households. This would provide much-needed income-restricted units in an area that currently does not have that requirement.

The Commission applauds the community-led planning process characterized by a robust set of meetings and neighborhood events that informed and developed shared vision and goals outlined in the Jamaica Neighborhood Plan. The Jamaica Neighborhood Plan is a holistic plan that employs both zoning and land use strategies, while considering capital, programs, services, and policy changes along with public investments to support growth in this neighborhood.

The Commission appreciates the post-hearing presentations from DEP and DOT at the July 28,

2025 Review Session. DEP explained existing conditions with respect to stormwater and sewer capacity and their ongoing efforts and proposed investments to address anticipated growth in the Jamaica area. DOT presented information on the City’s busways program and its application in Jamaica.

Zoning Map Amendment (C 250172 ZMQ)

The Commission finds that the rezoning of portions of existing R3-2, R3A, R4, R4-1, R5, R5B, R5D, R6, R6A, R7A, R7X, C4-3A, C4-4A, C4-5X, C6-2, C6-3, M1-1, M1-2, and M1-4 districts to R6A, R6D, R7A, R7X, R8A, R8X, C4-4, C4-4D, C6-2, C6-3, C6-3A C6-4, M1-4A, M2-3A, M3-2A, M1-2A/R7A, M1-2A/R7-2, M1-3A/R7X, M1-6A/R9A, M1-8A/R9-1 as modified, replacing or eliminating portions of existing C1-2, C1-3, C1-4, and C2-3 overlays mapped throughout the project area with C2-4 overlays and mapping new C2-4 overlays will advance the goals stated earlier in the report. The proposed districts address current needs in the city and build on the previous planning work and public investments in Jamaica. These past initiatives include the 2007 rezoning, JamaicaNOW, and the Downtown Revitalization Initiative that sought to strengthen key corridors and to promote the area’s mobility and access to more housing, commercial, and industrial activities. Many of the proposed districts would implement MIH, requiring income-restricted housing, which is critical to stabilizing the area. Due to the project area’s large size and varied built environment, the Commission will discuss its considerations by subarea.

Downtown Core

The Downtown Core consists of Downtown Jamaica, also known as Jamaica Center, and is located north of the LIRR tracks. The Downtown Core includes two major corridors along Jamaica Avenue and Archer Avenue. The Commission finds that mapping the highest density zoning through the proposed C6-4 district—at the core of Jamaica Center and extending south of the LIRR tracks—with a step down to the C6-3 district along the outer edges of Jamaica Avenue, a section of Sutphin Boulevard south of the LIRR tracks, and west along 95th Avenue is appropriate. A C6-4 zoning

district, which already exists near the LIRR Station, will be expanded to cover a greater area of downtown Jamaica. This will replace the existing C6-3 district and increase allowable development density from 7.52 to 12.0 FAR for residential use, from 8.0 to 12.0 FAR for commercial use, and from 8.0 to 10.0 FAR for community facility use. This is comparable to other major mixed-use commercial districts in the city. Additionally, the existing C6-3 district mapped through downtown Jamaica will replace C6-2 districts along the outer edges of Jamaica Avenue.

These zoning districts are designed to support major business districts, and facilitate growth for a mix of housing, jobs, and commercial activity near major transit infrastructure. Jamaica Center has historically been home to a diverse mix of uses and a wide range of businesses that attracts shoppers and visitors to the area. The Downtown Core also includes a concentration of municipal buildings, the York College campus, community spaces and offices. Therefore, the Commission finds future development for housing, commercial and community facility uses appropriate for how the area has grown over time and in line with the area's character. The Commission also notes that existing C6-4 zoning around the LIRR station has supported mixed-use developments on large lots. Expanding the C6-4 district into other areas along Jamaica Avenue and Archer Avenue would support this development trend and continue reinforcing Jamaica as a vibrant mixed-use neighborhood.

The Commission supports the holistic planning of major streets in the downtown core, including Jamaica Avenue. The proposal maintains gradual transitions between districts, including a step down from C6-3 and C6-4 to R7X on Sutphin Boulevard, and then to R7A near the Van Wyck E subway station, approaching the Van Wyck Expressway. . These districts maintain Jamaica as an established commercial center with mix of uses, generally characterized by a combination of retail stores, small restaurants, and local services on the ground floor and housing typically located above. The Commission finds that this zoning also considers compatibility with the surrounding lower-density districts along this portion of Jamaica Avenue. There have been recent office developments in this section of Jamaica Avenue, with its proximity to the E train line and the Van

Wyck Expressway. Additionally, the Commission supports the transition from the proposed C6-3 to M1-2A/R7A paired district proposed along Archer Avenue toward the Van Wyck Expressway. The proposed pair district better reflects the existing conditions of the area than its current M1-1 district. Currently, the area is characterized by long-standing residential homes and light manufacturing uses, which includes a Con Edison electrical substation. Lastly the Commission supports the transition from the proposed C6-3 to R7A along 95th Avenue south of the LIRR tracks towards the Van Wyck Expressway. This provides a step down from the higher density district and promotes a gradual transition into the surrounding lower density R5 district. This balances scale with the opportunity to create new housing near extensive transit options.

North Core

This area is located north of Jamaica Avenue including major commercial corridors along Hillside Avenue, Parsons Boulevard, and small portions of Queens Boulevard, Sutphin Boulevard and Merrick Boulevard. The Commission recognizes that this area is anchored by the F train and has various local and regional bus routes.

Hillside Avenue is a mixed-use corridor that is zoned as an R7A/C2-4 with outer areas designated as R6A/C2-4. It is characterized by local markets, stores and neighborhood restaurants on the ground floor, with residential homes above, with access to the F subway line. Residents in the area go to Hillside Avenue for their everyday essentials. It is also a corridor that includes many community-serving uses such as schools and non-profit organizations. As it is a wide street, measuring a total width of 100 feet, and a major east-west bus route, Hillside Avenue is well positioned to accommodate denser developments. Because of its access to transit access its active mix of uses, and the width of the street, the Commission finds that the C4-4D district is appropriate for this corridor. This will increase allowable density along the majority of Hillside Avenue from 4.0 to 7.2 residential FAR, 2.0 to 3.4 commercial FAR, and 4.0 to 6.5 community facility FAR. The district allows for mixed-use developments with active ground-floor that supports residential and commercial uses. The Commission finds that this district reflects the existing character and meets

community needs. Importantly, the district also provides a higher community facility FAR, which would facilitate the development of larger spaces for community-serving uses such as schools, libraries, and healthcare centers, all of which are uses compatible with the existing character of the area.

The Commission also notes that the existing R7A/C2-4 zoning mapped during the 2007 rezoning has supported recently built mixed-use developments. They have been primarily on corner sites, often with retail on the ground floor and residential units or offices above. The proposed C4-4D district supports this development trend and would continue to shape Hillside Avenue as an accessible, transit-oriented corridor.

The Commission also agrees with mapping C4-4D along parts of Queens Boulevard, Sutphin Boulevard, Parsons Boulevard and Merrick Boulevard as this would help create a cohesive transition between major corridors by creating a consistent and connected development pattern. Similarly, to support a cohesive transition, the Commission agrees with mapping R6A off Hillside Avenue near 162nd Street and 97th Road. This area contains large, underutilized parcels of land currently used as parking for faith-based organizations. The Commission finds that a midblock, lower-density transition from the C4-4D district is appropriate for the surrounding context.

The Commission notes that the Queens Supreme Courthouse and the NYC Civil Courthouse are near Sutphin Boulevard. The Commission finds that that mapping the C6-2 brings the existing courthouses more into compliance and allows them to expand in the future if needed. The Commission also notes that an area east of Rufus King Park, towards Parsons Boulevard includes underutilized private lots. As such, the proposed C6-3A zoning is appropriate to support a gradual transition from the C6-4 district in the downtown core, while also encouraging mixed-use development near Jamaica Avenue and within one to three blocks of the E, J, and Z subway lines and the Archer Avenue bus terminal.

Lastly, the Commission finds the proposed R7X district surrounding Rufus King Park and east of Parsons Boulevard appropriate. These areas have a longstanding residential character with multifamily buildings that ranged from four to seven stories that have existed since the early 1900s. The R7X supports residential growth by allowing for an additional 2.0 in residential FAR compared to the existing R7A and includes income-restricted units. This is also aligned with recent development trends, where buildings of seven to eight stories have been constructed under the existing R7A zoning, which was established through the 2007 rezoning.

South Core

The South Core is located south of the LIRR tracks between Sutphin Boulevard and York College Campus. The Commission finds the existing M1-4 district in this area is outdated and requires zoning that reflects the area's current conditions. The housing and building typologies in the South Core are products of the changes in Jamaica. Before zoning regulations were created, single- and two-family homes started to be built in the early 1900s, and this housing type continued to grow and became more concentrated through the 1920s. At this time and throughout the 1930s and 1940s, industrial warehouses grew as a result of the area's proximity to the existing rail line. A variety of businesses also emerged, including concrete batching plants and auto-related businesses.

When zoning was first mapped citywide in 1961, the area was designated M1-1, which allows for light industrial uses, and was later rezoned to M1-4. This district does not allow new residential development, despite the area's mixed character at the time. Over time, various types of businesses have located to the area where residential, pre-zoning homes remained.

The Commission believes that the existing M1-4 zoning reflects neither the way the neighborhood has evolved nor the City's current housing and economic goals. With the area's proximity to the transit hub, commercial activities in Jamaica Center, and institutional use at York College, it is well positioned to accommodate a mix of uses that can support both job growth and housing. The

Commission supports the proposal to apply paired districts, which will join over 30 areas around the city deploying this zoning tool in contexts as varied as Tribeca, Port Morris, the South Bronx, Brownsville, DUMBO, Bushwick, Borough Park, Gowanus, Soho and, most recently, the Atlantic Avenue mixed use corridor. The approach continues to align with a broader perspective that the nature of manufacturing and environmental regulation has changed allowing producers to proliferate safely and add to a vibrant commercial mix in mixed-use neighborhoods while not creating a nuisance for nearby customers and residents.

Based on this information, the Commission supports the use of the M1-2A/R7-2, M1-6A/R9A, and M1-3A/R7X, and is modifying the proposed paired M1-8A/R9X to M1-8A/R9-1 district. This modification will prevent confusion about bulk regulations by ensuring consistency through pairing two tower districts.

The Commission further emphasizes the importance of maintaining spaces for job-generating uses while also addressing the City's housing goals. The Commission applauds efforts to designate zoning that would allow new housing here for the first time providing much-needed income-restricted housing close to a transit hub.

The Commission notes that within the South Core, there is an area that spans approximately two blocks near 147 Place and 97th Avenue and is predominantly residential. The Commission supports the mapping of the R6A in this area of the South Core. A portion of the block is currently an M1-1 district similar to the nearby existing M1-4 districts. However, the R6A better reflects the existing residential conditions of the area.

Lastly, the Commission recognizes the opportunity to establish a mixed-use area near York College, a major public institution located just east of Jamaica LIRR station in Downtown Jamaica. The Commission finds that mapping a C4-4 district in a section of the campus near the south core is appropriate. This reinforces the area's mixed-use character that includes housing, commercial and

amenities that supports the existing college community.

Southern Corridors

The Southern Corridors are located south of the LIRR tracks and include portions of Guy R. Brewer Boulevard, Merrick Boulevard, Sutphin Boulevard and western Liberty Avenue towards the Van Wyck Expressway. The majority of these corridors are zoned as an R5D with varying levels of commercial overlays. The Commission finds that these corridors are utilized by a network of buses that connects residents and workers to and from Jamaica Center and other parts of the borough. These corridors are also places where residents live, shop, and access public facilities and amenities, such as schools and large public parks including Archie Spigner Park and Roy Wilkins Park. The Commission recognizes that, while these corridors lack subway and rail infrastructure, their strong bus network and access to multiple bus lines would support additional growth, and that the proposed R7A/C2-4 along Merrick Boulevard, Guy R Brewer Boulevard, and a portion of Sutphin Boulevard is appropriate.

The Commission supports the proposed R7X with the existing C2-4 commercial overlay along Liberty Avenue toward the Van Wyck Expressway and a portion of Sutphin Boulevard near Liberty Avenue. This encourages mixed-use developments along key commercial corridors while promoting residential growth in a transit-rich area. The Commission also supports the R8X and R8A along this section of Liberty Avenue as these districts result in appropriate transitions from the higher-density C6-3 district that is proposed to the north.

The Commission believes that existing districts on the Southern Corridors will not serve the future of the area. The lack of store options has forced nearby residents to favor shopping in other areas of the city or Long Island. The proposed district creates opportunities for expanded commercial and community facilities on the ground floor, which will support more walkable and vibrant streets. The proposed district also adds residential density that will help support new and existing commercial establishments along these corridors. The Commission also finds it important that the

addition of housing in this area includes permanently income-restricted housing as it would help to ease pressure on nearby residential neighborhoods and create pathways for residents to stay in the neighborhood.

The Commission supports the proactive and comprehensive approach to planning for the future of these corridors, rather than deliberate on individual private rezoning applications that result in piecemeal changes. There have been recent individual rezoning applications in the area, such as the 2023 adoption of an R7A district near Guy R. Brewer Boulevard, indicating a recent trend for more density on the Southern Corridors. There are several vacant or underutilized lots including large parking lots often owned by faith-based organizations located throughout the corridors, specifically Merrick Boulevard and Guy R. Brewer Boulevard. The Commission believes this comprehensive approach ensures a coordinated and coherent vision for future developments.

Additionally, several segments off of Guy R. Brewer Boulevard and Merrick Boulevard are included as part of the holistic planning for these corridors. Along Guy R. Brewer, two segments are proposed for zoning changes. The first segment is near Guy R. Brewer Boulevard and 109th Avenue, where the proposed UDAAP action of City-owned sites are located. The second is a midblock area near Guy R. Brewer Boulevard and 110th Road which has large, underutilized parcels currently used as parking lots for faith-based organizations.

The Commission finds that rezoning these areas to R6D is appropriate to support the activation of underutilized City-owned with 100 percent affordable income-restricted housing, and to create opportunities for redevelopment of other underutilized properties that are privately owned. The R6D district allows residential FARs of 3.0 and community facility FARs of 2.5, providing a gradual transition from the adjacent R5 district (1.5 residential FAR, 2.0 community facility FAR) for the UDAAP sites, and from the R3A district (0.75 residential FAR, 1.0 community facility FAR) for the other underutilized lot.

Similarly, large underutilized sites currently used as parking lots for faith-based organizations are located near Merrick Boulevard and Hendrickson Place, Merrick Boulevard and 110th Avenue, and Merrick Boulevard and 111th Avenue. The Commission finds that the proposed R6A district is appropriate as it provides a transition from the proposed R7A along the main corridor on Merrick Boulevard into the interior blocks or end of the block. This district creates a step down to the adjacent lower-density areas. While the R6A district allows slightly higher densities (3.9 residential FAR and 3.0 community facility FAR) than the R6D, the Commission considers this increase compatible given that the corridor is approximately 90 to 100 feet wide.

Lastly, the Commission also recognizes that there are existing citywide transition rules between R1-R5 districts and R6 districts and above that require lower maximum building heights within a certain distance of each other to further help transitions between the major corridors like Merrick Boulevard and Guy R. Brewer Boulevard and the surrounding low-density areas.

Industrial Areas

The Industrial Areas are comprised of Jamaica's historically designated IBZ. One portion is located near Liberty Avenue and Tuskegee Airmen Way, which includes the former Elmhurst Dairy Site, an approximately 15-acre assemblage that is mostly vacant, with some spaces leased to various businesses. The other areas are located east on Liberty Avenue towards 180th Street as well as Dunkirk Street, with another portion north of Jamaica Avenue near 183rd Street going towards Hollis Avenue.

Most of the Jamaica IBZ is currently located within an M1-1 district which supports low-scale non-residential developments. The Commission finds that the current zoning is outdated and does not encourage reinvestment by modern industrial and commercial businesses. As a result, the industrial areas have experienced stagnant job growth over the past decade. The M1-1 district has a low FAR and restrictive bulk regulations that typically limit development to single-story buildings on large lots. This limits opportunities for businesses to expand and discourages a more diverse mix of uses

that require certain building typologies that the existing zoning can't accommodate, limiting job creation.

The Commission supports the proposed zoning districts that provide a broader range of FARs and better reflect future needs in the area. The Commission commends the use of the newly created M1A, M2A, and M3A districts from the *City of Yes for Economic Opportunity*. These districts were designed to allow for more flexible development at a range of industrial intensities, and can support more building typologies such as multi-story loft-style buildings that were historically common and effective for industrial businesses but can no longer be developed under current zoning rules.

The Commission finds that the M1-2A district mapped in areas within the IBZ, including along 180th Street and Dunkirk Street bordering the LIRR railyard, near Merrick Boulevard and Tuskegee Airmen Way, and near Henderson Avenue and 189th Street is appropriate and compatible with the nearby residential uses. The proposed district expands development opportunities and allows for higher FARs for manufacturing, commercial, and community facility uses while requiring high performance standards. It also supports a broad range of uses such as large supermarkets and office spaces, as well as enclosed light industrial uses. This mapping also includes the former Elmhurst Dairy site, an approximately 15-acre assemblage, located within the IBZ, that has sat mostly vacant because of outdated zoning. The proposed district therefore expands broader uses within the IBZ to spur new businesses in this area, and to meet local economic and community needs.

The Commission supports the mapping of the M2-3A district north of Liberty Avenue and north of Jamaica Avenue, an area with a more concentrated industrial character. The Commission recognizes the importance of preserving and expanding space for industrial uses citywide in order to protect and grow industrial jobs. In Jamaica, supporting a diverse local workforce requires zoning that can accommodate a range of business types that are also compatible with nearby housing. The Commission finds that the M2-3A district achieves this balance. The district creates a

preferential FAR for industrial uses, while allowing for a broad range of commercial use to coexist, and requiring the same high-performance standards as the M1-2A district. Additionally, new enclosure rules in the special district require certain industrial uses to be fully enclosed near residential districts. There are also stricter environmental regulations that have previously never existed. For these reasons, the Commission believes that future industrial uses will be compatible with adjacent residential communities.

Lastly, the Commission finds the proposed M3-2A district to the south of MTA's LIRR Hillside Railyard and north of Liberty Avenue by 183rd street appropriate. This district was designed for areas that are predominantly and intensively industrial, where there is a policy goal to enable modest expansion of existing industry and critical infrastructure. Therefore, the Commission finds that updating the zoning district appropriately matches the uses of the railyard and aligns with the goal to protect this critical infrastructure for the future.

Zoning Text Amendment (N 250173 ZRQ)

The Commission notes that the proposed zoning text amendment (N 250173 ZRQ), as modified, modifying the Downtown Jamaica (DJ) Special District and expanding the existing Special District boundary to cover the entire project area will appropriately respond to unique conditions and context while supporting housing creation alongside other key goals of the proposal.

The Commission heard concerns that the projected increase in the residential population would exacerbate existing overcapacity in neighborhood schools. The lack of significantly sized City-owned properties in the area restricts opportunities to construct new educational facilities. To address this challenge and support the community's critical need for educational infrastructure, the Commission finds that the modification of Special DJ district regulation to exempt up to 150,000 square feet of floor area for public school use for zoning lots greater than 20,000 square feet, pursuant to a written agreement from the New York City School Construction Authority, is

appropriate and needed. The Commission considers this provision a suitable zoning mechanism to spur innovative school development within private projects. The Commission also finds it appropriate to authorize modifications to the maximum building height limited to 30 feet, to facilitate the integration of the proposed school floor area within the development. This adjustment ensures that the resulting building envelope from such school floor area exemption is not out of context and maintains harmony with the surrounding neighborhood. The Commission further notes that the City will maintain ongoing coordination with the School Construction Authority and Department of Education to monitor and assess the evolving educational infrastructure needs within the neighborhood.

The Commission heard concerns that Jamaica lacks adequate publicly accessible open space and faces insufficient maintenance and care of the open spaces existing in the area. It further acknowledges that the increase in the residential population, projected through the proposed zoning framework, will further strain the quality of open space infrastructure and will also necessitate further attention on the availability of public open space. The Commission recognizes that the lack of City-owned properties in Jamaica significantly restricts opportunities to create public open spaces in the area. Therefore, the Commission finds the authorization to increase the maximum floor area for the creation of new public plazas on large zoning lots is appropriate. The open space bonus applies to zoning lots greater than 25,000 square feet and that are within proposed commercial districts with a residential equivalent of R9 and R10 districts, and M1 districts paired with an R9 or R10 district, and focuses on the densest residential districts in the project area. The CPC authorization for floor area bonus offers a mechanism to incentivize high-quality, publicly accessible spaces in high density areas in need of public open space, thereby providing a measure of relief to the existing open spaces, unlocking innovative open space opportunities, while also improving walkability and contributing to a more activated and inclusive streetscape. The Commission also observes that the open space bonus applicability will be within high density districts that are proposed in the Downtown Core area with proximity to Jamaica's transit hub, and the Commission recognizes that the additional increase in density is in line with the existing high-

density mixed-use character of the area. In addition, the Commission also acknowledges that the resulting floor area bonus to not exceed 20 percent of the maximum floor area otherwise permitted by the applicable district regulations will help the building envelope remain contextual to the neighborhood. The authorization involves case by case review by the Community Board and the City Planning Commission to ensure high quality design of the open space that serves the public. A legal agreement will be established that codifies the design of the public plaza and the property owners' responsibility for its maintenance and operations. The Commission further notes that the City will continue coordinating with relevant agencies to assess opportunities for new open space and improve the existing public open space infrastructure.

The Commission acknowledges the concerns raised during the public hearing regarding the potential environmental impacts of increasing industrial density through the M2-3A district near residential areas. The Commission notes that a number of existing open-air industrial uses exist in the Jamaica area in close proximity to residences affecting the surrounding community. Proposed zoning does not preclude these existing uses from continuing but can address concerns about future open industrial uses that could locate near residences. In regards to this issue, the Commission recognizes that the inclusion of enclosure rules in the DJ Special District is essential for the future development in this area in order to balance industrial uses near residential neighborhoods. These rules are designed to minimize future land use conflicts by requiring certain industrial uses to operate within enclosed buildings. Specifically, the enclosure requirements apply to uses in Use Groups IV(B), IX, and X, as well as select uses from Use Group VI, when located within M1A and M2A districts. Therefore, the Commission finds that the enclosure rules are critical to achieving a balance in uses that support industrial job growth while protecting quality of life for nearby residents. They serve as an important safeguard to ensure that future development does not exacerbate existing conditions and supports a future where businesses can operate near homes.

The Commission supports the removal of the 10,000 square feet size limitation on Use Group VI that comprises retail trade and service establishments within M1 paired with residence districts and

M2 districts. This zoning mechanism will help incentivize large- scale retail services alongside residences to locate in parts of Jamaica where paired districts are being introduced. It will help promote a mixed-use character in the area that encourages job growth and brings retail services closer to where people live, which is what the paired districts aim to achieve. In addition, the Commission also agrees that lifting the size cap in retail uses will incentivize retail diversity, encourage real estate investments, help sustain a balanced economic ecosystem.

The Commission finds that the inclusion of several urban design controls to better support streetscape conditions is critical for meeting the plan’s goals. The urban design controls include expanding Tier C rules to streets where Tier C currently does not exist to align with the long-term vision for a more active and vibrant public realm. Tier C provides strict rules for streetscape. In districts C4 and above, development with a street wall wider than 50 feet must dedicate at least 50 percent of its frontage to retail and service uses on the ground floor. Ancillary residential uses other than lobbies are not permitted, and lobbies are limited to a maximum of 25 feet or 25 percent of the street wall, whichever is less. Additionally, no parking or loading spaces are permitted to help maintain visual continuity and pedestrian circulation on the sidewalk. Currently, Tier C is mapped along portions of Jamaica Avenue, Archer Avenue, and Sutphin Boulevard within the project area. The Commission supports expanding Tier C to key streets that do not currently have these rules, including along Hillside Avenue, Queens Boulevard, portions of Parsons Boulevard, 150th Street, and Jamaica Avenue. The Commission believes that applying Tier C to these additional streets will ensure active ground-floor conditions, encourage foot traffic, and contribute to a more vibrant and walkable streetscape for residents. The Commission finds that the higher-level design standards are especially important to strengthen the character of new development along these key streets that have naturally grown to be accessible and walkable. Strengthening these conditions through enhanced design standards will help support a more welcoming public realm in the future as these key streets grow.

The DJ Special District would also require buildings with frontages along Jamaica Avenue to be

built to 100 percent at the street line up to at least their minimum required street wall height, and for all other frontages across the project area, the current underlying rule would apply. The Commission finds that this would maintain Jamaica Avenue's strong street wall context. In addition, due to several block frontages along key commercial corridors measuring over 100 feet in length, new developments with more than 100 feet of frontage would be required to provide recesses, projections, or other features that articulate building facade. The Commission believes that in the absence of this rule, larger developments with frontages along key commercial corridors could have a sheer, monotonous wall up to the minimum base height with little to no articulation and this would create a less inviting and less comfortable environment for pedestrians. Lastly, the Commission is modifying the proposed zoning text amendment to clarify that zoning lots fronting 164th Street between Jamaica Avenue and Archer Avenue, and 92nd Road between 164th Street and 165th Street are exempt from all streetscape rules in ZR Sections 115-14 and 32-30, as streetscape rules do not reflect the conditions of these two mapped but unbuilt streets.

The Commission commends the new rules within the DJ Special District. However, the Commission acknowledges that some projects have already completed design work, applied for permits from the Department of Buildings (DOB), or even begun foundation work based on existing zoning rules. To support developments that are further along the DOB process, the Commission is modifying the proposal to include vesting provisions. These provisions allow projects that filed applications with DOB prior to the adoption of the proposed zoning text amendment to proceed under the zoning regulations in effect at the time of filing. Such projects will have up to one year following the adoption of the proposed actions to obtain final construction permits. The Commission finds that including vesting provisions is reasonable to avoid disrupting or penalizing projects that are already significantly underway. The Commission finds that including vesting provisions is reasonable to avoid disrupting or penalizing projects that are already significantly underway.

Designation of Urban Development Areas (UDAA), Approval of Urban Development Action Area

Projects (UDAAP), and Disposition of City-Owned Properties (C 250171 HAQ)

The Commission believes the UDAA designations, project approvals, and disposition of City-owned property are appropriate.

The disposition sites at 108-41 to 108-51 Union Hall Street (Block 10150, Lots 6, 7, 8, 10), 108-32 to 108-34 Guy R. Brewer Boulevard (Block 10150, Lots 51, 52), 108-38 Guy R. Brewer Boulevard (Block 10150, Lot 54), 108-44 Guy R. Brewer Boulevard (Block 10150, Lot 57), and 109-43 to 109-47 Union Hall Street (Block 12152, Lots 8, 9, 10, and 11) consist of underutilized land that tends to impair or arrest the sound development of the surrounding community, with or without tangible physical blight. Incentives are needed in order to induce the correction of these substandard, insanitary, and blighting conditions. The project activities will protect and promote health and safety and will promote sound growth and development. The disposition sites are therefore eligible to be a UDAA and the proposed project is therefore eligible to be UDAAP pursuant to Article 16 of the General Municipal Law.

This action will help facilitate the development of approximately 83 rent-restricted units in the scattered site cluster two and approximately 34 affordable homeownership units in the scattered site cluster one. The Commission agrees that it's essential to use vacant and underutilized City-owned land to further the City's housing goals. The lots described above are well suited for housing because of their size and their location within a part of Jamaica that has seen limited housing development.

The Commission notes that the proposed action includes the development of units for homeownership as this is in line with the area's character which is mainly defined by homeowner occupied units. Additionally, the Commission strongly supports the creation of rental units and finds housing options that include both homeownership and rental opportunities to be important. Providing both homeownership and rental options will help create a more inclusive and diverse

supply of housing that meets the needs of current and future residents.

Related City Map Amendment (C 250187 MMQ)

The Commission believes that the application (C 250187 MMQ) to modify the boundary lines of a previously planned plaza project, Station Plaza, is appropriate. The modifications of the boundary lines include: revising the currently mapped “Public Place” boundary on Block 9986 to encompass portions of Lots 70 and 73; revising the street lines to eliminate street area currently mapped on Lots 20, 70, 73, and 75; eliminating a mapped “Public Place” on Block 9988 and restoring the street lines mapped prior to the 2007 Station Plaza City Map Amendment (C 070078 MMQ) on Block 9988; and revising the currently mapped “Public Place” boundary on Block 9994 to cover almost all of the existing extent of Lot 38, corresponding to the proposed pedestrian plaza, and adjusting existing street lines along Archer Avenue. This would facilitate the creation of two new pedestrian plazas totaling approximately 0.45 acres across from the Jamaica LIRR Station.

The Commission believes each element of the proposed amendment to the City Map is necessary to meet the goals of the Jamaica Neighborhood Plan. The Commission acknowledges that since the 2007 approval, the scope and design of the plaza have changed so the proposed mapping amendment is needed to accommodate the latest designs.

The Commission notes that this project was originally envisioned in partnership with a local development corporation and the acquisition of properties to facilitate the plazas was part of the 2007 Jamaica rezoning. The project was reaffirmed in the 2015 Jamaica Now Action Plan as a priority to improve pedestrian safety, traffic circulation, open space, roadways, and support significant private investments in Jamaica Center.

The Commission commends the updated design features that enhance key pedestrian and streetscape improvements. These include the relocation of the existing subway stairs located at the

northeast corner of Archer Avenue and Sutphin Boulevard to the pedestrian plaza thus providing more circulation space for pedestrians. Sidewalks on the south side of Archer Avenue would be widened to provide more circulation space for pedestrians and passengers waiting for the bus. The intersection of Archer Avenue and Sutphin Boulevard north crosswalk would be widened, the east crosswalk would be lengthened and widened, the south crosswalk would be shortened and widened, and the west crosswalk would be shortened and widened. At the intersection of Archer Avenue and Sutphin Boulevard, a bump-out would be provided at the southwest corner and extending into Sutphin Boulevard to the east that increases pedestrian space at that corner. The two pedestrian plazas would also include seating areas, tables, and landscaping, which would improve pedestrian access and safety providing streetscape amenities for pedestrians and mass transit users.

Therefore, the Commission believes that the design updates advance critical open space and streetscape goals near the transit hub where no pedestrian plazas currently exist. The proposed actions could bring additional growth to the area, so the Commission finds that the pedestrian plazas create safer streetscape conditions to serve a growing population, accommodate transit users at this major transit hub, and support future transit-oriented development.

Lastly, since the pedestrian plaza on Block 9988 and certain Archer Avenue widenings are no longer anticipated from the 2007 design, the Commission agrees that a change in the City Map is necessary to ensure consistencies between the City Map and the proposed Station Plaza project.

RESOLUTION

RESOLVED, that having considered the FEIS, for which a Notice of Completion was issued on August 1, 2025, with respect to this application (CEQR No. 24DCP132Q), the City Planning Commission finds that the requirements of the New York State Environmental Quality Review Act and Regulations have been met and that:

1. The environmental impacts disclosed in the FEIS were evaluated in relation to the social, economic, and other considerations associated with the actions that are set forth in this report; and
2. Consistent with social, economic and other essential considerations from among the reasonable alternatives available, the action is one which avoids or minimizes adverse environmental impacts to the maximum extent practicable.

The report of the City Planning Commission, together with the FEIS, issued August 1, 2025, constitutes the written statement of findings 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 Sections 197-c and 200 of the New York City Charter, that based on the environmental determination and the consideration described in this report, the Zoning Resolution of the City of New York, effective as of December 15, 1961, and as subsequently amended, is further amended by changing the Zoning Map, Sections 14d, 15b, 18c, and 19a:

1. eliminating from within an existing R7A District a C1-2 District bounded by a line 100 feet southeasterly of Hillside Avenue, Parsons Boulevard, 88th Avenue, and a line 135 feet northeasterly of 153rd Street;
2. eliminating from within an existing R4 District a C1-3 District bounded by 109 Avenue, Guy R. Brewer Boulevard, a line 110 feet southeasterly of 109th Avenue, and a line 100 feet southwesterly of Guy R. Brewer Boulevard;
3. eliminating from within an existing R5D 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 from 172nd Street, 111th Avenue, 172nd Street, 111th Road, and Merrick Boulevard;
4. eliminating from within an existing R5D District a C1-4 District bounded by:

- a. Tuskegee Airmen Way, Union Hall Street, a line 100 feet southeasterly of Tuskegee Airmen Way, and 160th Street; and
 - b. a line 100 feet southeasterly of Tuskegee Airmen Way, Guy R. Brewer Boulevard, a line perpendicular to the northeasterly street line of Guy R. Brewer Boulevard distant 100 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and northeasterly street line of Guy R. Brewer Boulevard, a line midway between Guy R. Brewer Boulevard and 164th Street, 109th Avenue, Union Hall Street, a line 100 feet northwesterly of 109th Avenue, and a line midway between Union Hall Street and Guy R. Brewer Boulevard;
5. eliminating from within an existing R7A District a C1-4 District bounded by Tuskegee Airmen Way, a line midway between Guy R. Brewer Boulevard and 164th Street, a line perpendicular to the northeasterly street line of Guy R. Brewer Boulevard distant 100 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and northeasterly street line of Guy R. Brewer Boulevard, Guy R. Brewer Boulevard, a line 100 feet southeasterly of Tuskegee Airmen Way, a line midway between Union Hall Street and Guy R. Brewer Boulevard, a line 125 feet southeasterly of Tuskegee Airmen Way, and Union Hall Street;
 6. eliminating from within an existing R3-2 District a C2-3 District bounded by 112th Road, Guy R. Brewer Boulevard, Phroane Avenue, a line 100 feet northeasterly of Guy R. Brewer Boulevard, Sayres Avenue, Guy R. Brewer Boulevard, Linden Boulevard, and a line 100 feet southwesterly from Guy R. Brewer Boulevard;
 7. eliminating from within an existing R5B District a C2-3 District bounded by Linden Boulevard, 173rd Street, a line 100 feet southeasterly of Linden Boulevard, a line midway between Merrick Boulevard and 172nd Street, 115th Avenue, a line 75 feet southwesterly of 172nd Street, a line 240 feet southeasterly of 115th Avenue, 172nd Street, 116th Avenue, a line 100 feet southwesterly of Merrick Boulevard, a line 200 feet southeasterly of Linden Boulevard, and 170th Street;
 8. eliminating from within an existing R5D District a C2-3 District bounded by:
 - a. 108th Avenue, Sutphin Boulevard, 108th Avenue, a line 100 feet northeasterly of Sutphin Boulevard, 109th Avenue, Sutphin Boulevard, Ferndale Avenue, and a line 100 feet southwesterly of Sutphin Boulevard; and
 - b. 113th Avenue, Merrick Boulevard, the southeasterly boundary of St. Albans Memorial Park and its southwesterly prolongation, a line perpendicular to northwesterly street line of Linden Boulevard distant 276 feet northeasterly (as

measured along the street line) from the point of intersection of the northwesterly street line of the Linden Boulevard and northeasterly street line of Merrick Boulevard, Linden Boulevard, and a line 130 feet southwesterly of Merrick Boulevard;

9. eliminating from within an existing R6A District a C2-3 District bounded by Liberty Avenue, a line 150 feet northeasterly of Sutphin Boulevard, Tuskegee Airmen Way, and Sutphin Boulevard;
10. eliminating from within an existing R7A 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;
11. eliminating from within an existing R6A District a C2-4 District 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;
 - b. 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 southwesterly street line of Kingston Place, Hillside Avenue, and 167th Street;
 - c. a line 100 feet northeasterly of Jamaica Avenue, a line midway between 146th Street and Sutphin Boulevard, Jamaica Avenue, and 146th Street; and
 - d. a line 100 feet southerly of Jamaica Avenue, a line 80 feet westerly of 146th Street, a line 145 feet southerly of Jamaica Avenue, 146th Street, 91st Avenue, a line 100 feet northeasterly of 144th Place, a line 200 feet northwesterly of 91st Avenue, and 144th Place;
12. eliminating from within an existing R7A District a C2-4 District bounded by:
 - a. a line 100 feet northwesterly of Hillside Avenue, 167th Street, Hillside Avenue, and the northwesterly center line prolongation of 146th Street; and
 - b. a line 100 feet southeasterly of Hillside Avenue, 100 feet northeasterly of Parsons Boulevard, 88th Avenue, and Parsons Boulevard;

13. eliminating from within an existing R7X District a C2-4 District bounded by Hillside Avenue, 168th Street, a line 100 feet southeasterly of Hillside Avenue, and a line 200 feet northeasterly of Merrick Boulevard;
14. changing from an R3-2 District to an R6A District property bounded by a line 125 feet northwesterly from 111th Avenue, 172nd Street, 111th Avenue, and a line 90 feet southwesterly from 172nd Street;
15. changing from an R4-1 District to an R6A District property bounded by Hendrickson Place, a line 100 feet southwesterly of Merrick Boulevard, 108th Avenue, and 166th Street;
16. changing from an R5 District to an R6A District property bounded by:
 - a. a line 100 feet northwesterly of 87th Road, 164th Street, a line 100 feet northwesterly of Hillside Avenue, and 162nd Street; and
 - b. 97th Avenue, 148th Street, a line 100 feet northwesterly of Liberty Avenue, and 147th Place;
17. changing from an R5D District to an R6A District property bounded by:
 - a. 108th Avenue, a line 100 feet southwesterly of Merrick Boulevard, 108th Road, and 167th Street; and
 - b. a line 200 feet northwesterly of 110th Avenue/Brinkerhoff Avenue, 172nd Street, 110th Avenue/Brinkerhoff Avenue, and a line 100 feet northeasterly from Merrick Boulevard;
18. changing from an M1-1 District to an R6A District property bounded by a line 150 feet southeasterly of Atlantic Avenue, 148th Street, 97th Avenue, and 147th Place;
19. changing from an R3A District to an R6D District property bounded by 110th Road, a line 250 feet northeasterly from Guy R. Brewer Boulevard, a line perpendicular to the northwesterly street line of Claude Avenue distance 300 feet northeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Guy R. Brewer Boulevard and northwesterly street line of Claude Avenue, Claude Avenue, a line perpendicular to the southeasterly street line of Claude Avenue distance 220 feet northeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Guy R. Brewer Boulevard and southeasterly street line of Claude Avenue, Mathias Avenue, and a line 100 feet northeasterly from Guy R. Brewer Boulevard;
20. changing from an R4 District to an R6D District property bounded by:

- a. a line 190 feet northwesterly of 109th Avenue, a line midway between Union Hall Street and Guy R. Brewer Boulevard; a line 100 feet northwesterly from 109th Avenue and Union Hall Street;
 - b. 109th Avenue, a line 100 feet southwesterly of Guy R. Brewer Boulevard, a line 120 feet southeasterly of 109th Avenue, a line 115 feet southwesterly of Guy R. Brewer Boulevard, 110th Avenue/Brinker, and Union Hall Street;
21. changing from an R5D District to an R6D District property bounded by a line 100 feet northwesterly of 109th Avenue, a line midway between Union Hall Street and Guy R. Brewer Boulevard; 109th Avenue, and Union Hall Street;
22. changing from an R3-2 District to an R7A District property bounded by 110th Avenue/Brinker, a line midway between Guy R. Brewer Boulevard and 164th Street, 110th Road, a line 100 feet northeasterly of Guy R. Brewer Boulevard, Sayres Avenue, Guy R. Brewer Boulevard, the southwesterly boundary line of the Long Island Railroad Right-Of Way (Southern Division), Linden Boulevard, a line 100 feet southwesterly of Guy R. Brewer Boulevard, Mathias Avenue, Guy R. Brewer Boulevard, Claude Avenue, a line perpendicular to the northwesterly street line of Claude Avenue distance 115 feet southwesterly (as measured along the street line) from the point of intersection of the northwesterly street line of Claude Avenue and the southwesterly street line of Guy R. Brewer Boulevard, 111th Avenue, and a line midway between Union Hall Street and Guy R. Brewer Boulevard;
23. changing from an R4 District to an R7A District property bounded by 109th Avenue, a line midway between Guy R. Brewer Boulevard and 164th Street, 110 Avenue, a line 115 feet southwesterly from Guy R. Brewer Boulevard, a line 120 feet southeasterly of 109th Avenue, and a line 100 feet southwesterly from Guy R. Brewer Boulevard;
24. changing from an R5 District to an R7A District property bounded by Claude Avenue, Guy R. Brewer Boulevard, Mathias Avenue, and a line 100 feet northeasterly of Dillon Street;
25. changing from an R5B District to an R7A District property bounded by:
- a. Liberty Avenue, 172nd Street, a line 100 feet southeasterly of Liberty Avenue, and 168th Place;
 - b. Linden Boulevard, 173rd Street, a line 100 feet southeasterly of Linden Boulevard, a line midway between 172nd Street and Merrick Boulevard, 115th Avenue, a line 75 feet southwesterly of 172nd Street, a line 240 feet southeasterly of 115th Avenue,

172nd Street, 116th Avenue, a line 100 feet southwesterly of Merrick Boulevard, a line 200 feet southeasterly of Linden Boulevard, and 170th Street

26. changing from an R5D District to an R7A District property bounded by:

- a. Tuskegee Airmen Way, 150th 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, 108th Avenue, a line 100 feet northeasterly of Sutphin Boulevard, 109th Avenue, Sutphin Boulevard, Ferndale 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;
- b. Tuskegee Airmen Way, Union Hall Street, a line 100 feet southeasterly Tuskegee Airmen Way, and 160th Street;
- c. Tuskegee Airmen Way, a line 100 feet northeasterly of 165th Street, a line perpendicular to the northeasterly street line of 165th Street distant 155 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and northeasterly street line of 165th Street, 165th Street, a line perpendicular to the southwesterly street line of 165th Street distant 150 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and southwesterly street line of 165th Street, a line 100 feet southwesterly of 165th Street, a line 100 feet northwesterly of 104th Road, a line 95 feet northeasterly of 164th Street, a line 60 feet northwesterly of 104th Road, 164th Street, a line perpendicular to the southwesterly street line of 164th Street distant 70 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and southwesterly street line of 164th Street, and a line 105 feet northeasterly of Guy R. Brewer Boulevard;
- d. a line 100 feet southeasterly from Tuskegee Airmen Way, Guy R. Brewer Boulevard, a line perpendicular to northeasterly street line of Guy R. Brewer Boulevard distant 100 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and northeasterly street line of Guy R. Brewer Boulevard, 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;
- e. Liberty Avenue, 168th Place, a line 100 feet southeasterly of Liberty Avenue, a line 100 feet southwesterly of 168th Place, 104th Avenue, a line 150 feet northeasterly

from 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, 109th Avenue, a line 100 feet northeasterly of Merrick Boulevard, 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, a line 100 feet southwesterly of Merrick Boulevard, Hendrickson Place, and Merrick Boulevard; and

- f. 113th Avenue, Merrick Boulevard, the southeasterly boundary line of St. Albans Memorial Park and its southwesterly and northeasterly prolongation, Marne Place, Linden Boulevard, and a line 130 feet southwesterly of Merrick Boulevard;
27. changing from an R6A District to an R7A District property bounded by Hillside Avenue, 138th Street and its northwesterly centerline prolongation, a line 125 feet southerly and southeasterly of Hillside Avenue, a line midway between 139th Street and Queens Boulevard, a line perpendicular to the northeasterly street line of Queens Boulevard distant 100 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of Queens Boulevard and northerly street line of Jamaica Avenue, Queens Boulevard, a line 100 feet northerly of Jamaica Avenue, 138th Street, Jamaica Avenue, a line 75 feet southwesterly of 138th Street, a line 100 feet southerly of Jamaica Avenue, and Van Wyck Expressway;
28. changing from an M1-1 District to an R7A District property bounded by Atlantic Avenue, 94th Avenue, 138th Place, Atlantic Avenue, 95th Avenue, and Van Wyck Expressway;
29. changing from an R4 District to an R7X District property bounded by 102nd Avenue, Allendale Street, Liberty Avenue, Lloyd Road, and a line perpendicular to the southeasterly street line of 102nd Avenue distant 100 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of 102nd Avenue and the southwesterly street line of Brisbin Street;

30. changing from an R6 District to an R7X District property bounded by 88th Avenue, 153rd Street, 89th Avenue, and 150th Street;

31. changing from an R6A District to an R7X District property bounded by:

- a. a line 100 feet northeasterly of Jamaica Avenue, Queens Boulevard, a line perpendicular to the northeasterly street line of Queens Boulevard distant 100 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of Queens Boulevard and the northerly street line 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 northerly street line of Jamaica Avenue and southwesterly street line of 139th Street, 139th Street, a line midway between 89th Avenue and 88th Road, a line 100 feet northeasterly of 139th Street, 89th Avenue, 144th Street, a line 100 feet northeasterly of Jamaica Avenue, 146th Street, Jamaica Avenue, 146th Street, a line 145 feet southwesterly of Jamaica Avenue, a line 80 feet southwesterly of 146th Street, a line 100 feet southwesterly and southerly of Jamaica Avenue, a line 75 feet southwesterly of 138th Street, Jamaica Avenue, and 138th Street;
- b. a line 100 feet northwesterly from Liberty Avenue, a line 100 feet northeasterly of Remington Street, Lloyd Road, Liberty Avenue, Allendale Street, 101st Avenue and its northeasterly centerline prolongation, a line 100 feet southwesterly of Sutphin Boulevard, a line 100 feet southeasterly of Liberty Avenue, Remington Street, Liberty Street, and Van Wyck Expressway; and
- c. a line 100 feet southeasterly from Liberty Avenue, a line midway between 148th Street and Sutphin Boulevard, Tuskegee Airmen Way, and a line 100 feet southwesterly of Sutphin Boulevard;

32. changing from an R7A District to an R7X District property bounded by:

- a. a line midway between Hillside Avenue and 88th Avenue, a line 100 of southwesterly from Parsons Boulevard, 89th Avenue, a line 125 feet northeasterly of 153rd Street, 90th Avenue, Grace Court, 90th Road, 153rd Street, Jamaica Avenue, 150th Street, a line 100 feet northwesterly and northerly of Jamaica Avenue, a line 100 feet northeasterly of Sutphin Boulevard, 90th 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. a line 100 feet southeasterly from Hillside Avenue, 161st Street, a line 135 feet southeasterly from Hillside Avenue, 163rd Street, a line 100 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, and a line 100 feet northeasterly Parsons Boulevard;

- 33. changing from an M1-4 District to an R8A District property bounded by 97th Avenue, a line 235 feet northeasterly of 148th Street, a line 100 feet southeasterly of 97th Avenue, 150th Street, Liberty Avenue, and 148th Street;

- 34. changing from an R6A District to an R8X District property bounded by Liberty Avenue, 147th Place, a line 100 feet northwesterly from Liberty Avenue, 148th Street, Liberty Avenue, a line midway between Sutphin Boulevard and 148th Street, a line 100 feet southeasterly from Liberty Avenue, and a line 100 feet southwest from Sutphin Boulevard;

- 35. changing from an R6 District to a C4-4 District property bounded by a line 200 feet northwesterly of Liberty Avenue, 160th Street, Liberty Avenue, and 159th Street;

- 36. changing from an R6A District to a C4-4D District property bounded by:
 - a. a line 100 feet northwesterly of Hillside Avenue, 146th Street and its northwesterly center line prolongation, a line 100 feet southeasterly of Hillside Avenue, and 139th Street;

 - b. a line 100 feet northwesterly of Hillside Avenue, a line perpendicular to the northwesterly street line of Hillside Avenue distant 330 feet southwest (as measured along the street line) from the point of intersection of the northwesterly street line of Hillside Avenue and the southwest street line of Kingston Place, Hillside Avenue, and 167th Street; and

 - c. 89th Avenue, 168th Street, 90th Avenue, and a line 100 feet southwest of 168th Street;

- 37. changing from an R7A District to a C4-4D District property bounded by a line 100 feet northwesterly of Hillside Avenue, 167th Street, Hillside Avenue, a line 100 feet northeasterly of 163rd Street, a line 100 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, a line 100 feet northeasterly of Parsons Boulevard, a line 150 feet northwesterly of 89th Avenue, Parsons Boulevard, 89th Avenue, a line 100 feet southwest of Parsons Boulevard, a line midway between Hillside Avenue and 88th

Avenue, 148th Street, Hillside Avenue, and the northwesterly center line prolongation of 146th Street;

38. changing from an R7X District to a C4-4D District property bounded by Hillside Avenue, 168th Street, a line 100 feet southeasterly of Hillside Avenue, and a line 200 feet northeasterly from Merrick Boulevard;
39. changing from a C4-3A District to a C4-4D District property bounded by 86th Avenue, Queens Boulevard, 87th Avenue, 139th Street, a line 125 feet southeasterly and southerly of Hillside Avenue, and northeasterly service road of the Van Wyck Expressway;
40. changing from a C4-4A District to a C4-4D District property bounded by Hillside Avenue, 148th Street, 88th Avenue, Sutphin Boulevard, 90th Avenue, a line 100 feet northeasterly of Sutphin Boulevard, a line 100 feet northeasterly of Jamaica Avenue, a line midway between Sutphin Boulevard and 146th Street, a line 100 feet southeasterly of Hillside Avenue, and 146th Street;
41. changing from a C4-5X District to a C4-4D District property bounded by a line 150 feet northwesterly of 89th Avenue, 161st Street, 89th Avenue, a line 100 feet northeasterly of 163rd Street, 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 100 feet southwesterly of 168th Street, 90th Avenue, 168th Street, a line 150 feet northwesterly of Jamaica Avenue, and Parsons Boulevard;
42. changing from a C4-4A District to a C6-2 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, and Sutphin Boulevard;
43. changing from an R6A District to a C6-3 District property bounded by:
 - a. a line 100 feet northeasterly of Jamaica Avenue, a line midway between Sutphin Boulevard and 146th Street, Jamaica Avenue, and 146th Street; and
 - b. Sutphin Boulevard, Liberty Avenue, a line 100 feet southwesterly of Sutphin Boulevard, the northeasterly centerline prolongation 101st Avenue, and 146th Street;
44. changing from a C4-4A District to a C6-3 District property bounded by:
 - a. a line 100 feet northerly of Jamaica Avenue, 150th Street, Jamaica Avenue, and a line midway between Sutphin Boulevard and 146th Street; and

- b. a line 100 feet southeasterly of 91st Avenue, 144th Place, Archer Avenue, and 139th Street;
45. changing from a C4-5X District to a C6-3 District property bounded by:
- a. 94th Avenue, Liverpool Street, Atlantic Avenue, and 138th Place;
 - b. a line 100 feet southeasterly of 97th Avenue, Sutphin Boulevard, 146th Street, 101st Avenue, and Waltham Street; and
 - c. Atlantic Avenue, 147th Place, Liberty Avenue, and Sutphin Avenue;
46. changing from a C6-2 District to a C6-3 District property bounded by a line 150 feet northwesterly from Jamaica Avenue, 168th Street, Jamaica Avenue, 165th Street, 92nd Road and its northeasterly centerline prolongation, and 164th Street and its southeasterly center line prolongation;
47. changing from a C4-5X District to a C6-3A District property bounded by 89th Avenue, Parsons Boulevard, 90th Road and its northeasterly centerline prolongation, Grace Court, 90th Avenue, and a line 125 feet northeasterly of 153rd Street;
48. changing from an R6A District to a C6-4 District property bounded by a line 100 feet southwesterly of Jamaica Avenue, a line 80 feet northwesterly of 146th Street, a line 145 feet southwesterly of Jamaica Avenue, 146th Street, 91st Avenue, a line 100 feet northeasterly of 144th Place, a line 200 feet northwesterly of 91st Avenue, and 144th Place;
49. changing from a C4-4A District to a C6-4 District property bounded by 91st Avenue, 146th Street, Archer Avenue, and 144th Place;
50. changing from a C6-2 District to a C6-4 District property bounded by Jamaica Avenue, 147th Place, Archer Avenue, Sutphin Boulevard, the northerly boundary line of the Long Island Railroad Right-Of-Way (Montauk Division), and 146th Street and its southerly centerline prolongation;
51. changing from a C6-3 District to a C6-4 District property bounded by:
- a. Jamaica Avenue, 153rd Street, 90th Road and its northeasterly centerline prolongation, Parsons Boulevard, a line 150 feet northwesterly of Jamaica Avenue, 160th Street, Archer Avenue, 158th Street, the centerline of the Long Island Railroad Right-Of-Way (Montauk Division), 150th Street, a line 100 feet southeasterly of Archer Avenue, a line 420 feet northeasterly of Sutphin Boulevard, Archer Avenue, and 147th Place; and

- b. 94th Avenue, Sutphin Boulevard, Atlantic Avenue, and Liverpool Street;
52. changing from an M1-4 District to a C6-4 District property bounded by a line 100 feet southeasterly of Archer Avenue, 150th Street, Atlantic Avenue, a line 50 feet northeasterly from 148th Street, 94th Avenue, and a line 420 feet northeasterly of Sutphin Boulevard;
53. changing from an M1-1 District to an M1-2A District property bounded by:
- a. Liberty Avenue, Merrick Boulevard, 107th Avenue, a line 100 feet northeasterly of 165th Street, Tuskegee Airmen Way, and 165th Street;
 - b. Liberty Avenue, 177th Street, the center line of the Long Island Railroad Right-Of-Way (Montauk Division), Liberty Avenue, Dunkirk Street, a line 485 feet northwesterly of Murdock Avenue, the southwesterly boundary line of the Long Island Railroad Right-Of-Way (Montauk Division), Brinkerhoff Avenue, 180th Street, a line midway between 104th Avenue and 105th Avenue, a line 100 feet northeasterly of 177th Street, a line perpendicular to northeasterly street line of 177th Street distant 170 feet southeasterly (as measured along the street line) from the point of intersection of the southerly street line of Liberty Avenue and northeasterly of 177th Street, 177th Street, a line midway between 103rd Road and Liberty Avenue, and 173rd Street; and
 - c. the southeasterly boundary line of the Long Island Railroad Right-Of-Way (Main Line), 189th Street and its northwesterly centerline prolongation, Henderson Avenue, and a line 500 feet southwesterly of 189th Street;
54. changing from an M1-4 District to an M1-2A District property bounded by Liberty Avenue, the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Old Southern Division), Tuskegee Airmen Way, the southwesterly boundary line of the Long Island Railroad 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 Tuskegee Airmen Way, 157th Street, Tuskegee Airmen Way, and a line midway between Sutphin Boulevard and 148th Street;
55. changing from an M1-1 District to an M2-3A District property bounded by:
- a. Archer Avenue, 165th Street, the northwesterly boundary line of the Long Island Railroad Right-Of-Way (Main Line), 177th Street, Liberty Avenue, 165th Street, the southeasterly boundary line of the Long Island Railroad Right-Of-Way (Main Line), and 158th Street; and

- b. Jamaica Avenue, Hollis Avenue, the northwesterly boundary line of the Long Island Railroad Right-Of-Way (Main Line), and the southeasterly centerline prolongation of 187th Street;
56. changing from an M1-2 District to an M2-3A District property bounded by Jamaica Avenue, the southeasterly centerline prolongation of 187th Street, the northwesterly boundary line of the Long Island Railroad Right-Of-Way (Main Line), and 179th Place and its southeasterly centerline prolongation;
 57. changing from an M1-1 District to an M3-2A District property bounded by the northwesterly boundary line of the Long Island Railroad Right-Of-Way (Main Line), Hollis Avenue, 99th Avenue, 189th Street and its northerly centerline prolongation, the southerly and southeasterly boundary line of the Long Island Railroad Right-Of-Way (Main Line), Liberty Avenue, the centerline of the Long Island Railroad Right-Of-Way (Montauk Division), and 177th Street;
 58. changing from an M1-1 District to an M1-2A/R7A District property bounded by 91st Avenue, 138th Place, a line 100 feet southeasterly of 91st Avenue, a line midway between 138th Place and 139th Street, a line 100 feet northwesterly of Archer Avenue, 139th Street, Archer Avenue, and Van Wyck Expressway;
 59. changing from an M1-4 District to an M1-2A/R7-2 District property bounded by the centerline of the Long Island Railroad Right-Of-Way (Main Line), 158th Street, the southerly boundary lines of Prospect Cemetery and its southwestly prolongation, a line 120 feet southwestly of 159th Street, a line 65 feet northwesterly of Liberty Avenue, 159th Street, Liberty Avenue, 157th Street, a line 100 feet northwesterly of Liberty Avenue, and 150th Street;
 60. changing from an M1-1 District to an M1-3A/R7X District property bounded by Atlantic Avenue, 148th Street, a line 150 feet southeasterly of Atlantic Avenue, and 147th Place;
 61. changing from an M1-4 District to an M1-3A/R7X District property bounded by 97th Avenue, 150th Street, a line 100 feet northwesterly of Liberty Avenue, 157th Street, Liberty Avenue, 150th Street, a line 100 feet southeasterly of 97th Avenue, and a line 235 feet northeasterly of 148th Street;
 62. changing from an M1-4 District to an M1-6A/R9A District property bounded by a line midway between Atlantic Avenue and 97th Avenue, 150th Street, 97th Avenue, and 148th Street;
 63. changing from an M1-4 District to an M1-8A/R9X property bounded by Atlantic Avenue, 150th Street, a line midway between Atlantic Avenue and 97th Avenue, and 148th Street;

64. establishing within an existing R5D District a C2-4 District bounded by a line perpendicular to the southwesterly street line of 164th Street distant 70 feet southeasterly (as measured along the street line) from the point of intersection of southeasterly street line of Tuskegee Airmen Way and the southwesterly street line of 164th Street, 164th Street, the southwesterly center line prolongation of 104th Road, and a line midway between Guy R. Brewer Boulevard and 164th Street;
65. establishing within a proposed R6D District a C2-4 District bounded by a line 100 feet northwesterly of 109th Avenue, a line midway between Union Hall Street and Guy R. Brewer Boulevard, 109th Avenue, and Union Hall Street;
66. establishing within an existing R7A District a C2-4 District bounded by Tuskegee Airmen Way, a line 105 feet northeasterly of a Guy R. Brewer Boulevard, the southwesterly centerline of 104th Road, a line midway between Guy R. Brewer Boulevard and 164th Street, a line perpendicular to the northeasterly street line of Guy R. Brewer Boulevard distant 100 feet southeasterly (as measured from along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and the northeasterly street line of Guy R. Brewer Boulevard, Guy R. Brewer Boulevard, a line 100 feet southeasterly of Tuskegee Airmen Way, a line midway between Union Hall Street and Guy R. Brewer Boulevard, a line 125 feet southeasterly of Tuskegee Airmen Way, and Union Hall Street;
67. establishing within a proposed R7A District a C2-4 District bounded by:
 - a. Tuskegee Airmen Way, Union Hall, a line 100 feet southeasterly of Tuskegee Airmen Way, and 160th Street;
 - b. Tuskegee Airmen Way, 164th Street, a line perpendicular to the southwesterly street line of 164th Street distant 70 feet southeasterly (as measured along the street line) from the point of intersection of southeasterly street line of Tuskegee Airmen Way and southwesterly street line of 164th Street, and a line 105 feet northeasterly of Guy R. Brewer Boulevard;
 - c. a line 100 feet southeasterly of Tuskegee Airmen Way, Guy R. Brewer Boulevard, a line perpendicular to the northeasterly street line of Guy R. Brewer Boulevard distant 100 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and northeasterly street line of Guy R. Brewer Boulevard, a line midway between Guy R. Brewer Boulevard and 164th Street, 109th Avenue, Guy R. Brewer Boulevard, a line 120 feet southeasterly of 109th Avenue, a line 100 feet southwesterly of Guy R.

Brewer Boulevard, 109th Avenue, and a line midway between Union Hall Street and Guy R. Brewer Boulevard;

- d. 108th Avenue, Sutphin Boulevard, 108th Avenue, a line 100 feet northeasterly of Sutphin Boulevard, 109th Avenue, Sutphin Boulevard, Ferndale Avenue, and a line 100 feet southwesterly of Sutphin Boulevard;
- e. 112th Road, Guy R. Brewer Boulevard, Phroane Avenue, a line 100 feet northeasterly of Guy R. Brewer Boulevard, Sayres Avenue, Guy R. Brewer Boulevard, Linden Boulevard, and a line 100 feet southwesterly of Guy R. Brewer Boulevard;
- f. 110th Road, the southeasterly centerline prolongation of 171st Place, the southeasterly street line 110th Road and its northeasterly prolongation, a line 90 feet southwesterly of 172nd Street, 111th Avenue, 172nd Street, 111th Road, and Merrick Boulevard; and
- g. 113th Avenue, Merrick Boulevard, a southeasterly boundary line of St. Albans Memorial Park and its southwesterly prolongation, a line perpendicular to the northwesterly street line of Linden Boulevard distant 276 feet northeasterly (as measured along the street line) from the point of intersection of the northwesterly street line of Linden Boulevard and northeasterly street line of Merrick Boulevard, Linden Boulevard, 173rd Street, a line 100 feet southeasterly of Linden Boulevard, a line midway between Merrick Boulevard and 172nd Street, 115th Street, a line 75 feet southwesterly of 172nd Street, a line 240 feet southeasterly of 115th Avenue, 172nd Street, 116th Avenue, a line 100 feet southwesterly of Merrick Boulevard, a line 200 feet southeasterly of Linden Boulevard, 170th Street, Linden Boulevard, and a line 130 feet southeasterly of Merrick Boulevard;

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

- a. 102nd Avenue, Allendale Street, Liberty Avenue, Lloyd Road, a line perpendicular to the southeasterly street line of 102nd Avenue distant 100 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of 102nd Avenue and the southwesterly street line of Brisbin Street, a line 100 feet southeasterly of 102nd Avenue, Brisbin Street, a line 50 feet southeasterly of 102nd Avenue, and a line perpendicular to the southeasterly street line of 102nd Avenue distant 90 feet southwesterly (as measured along the street line) from the point of intersection of the southeasterly street line of 102nd Street and the southwesterly street line of Allendale Street; and

- b. a line 100 feet southeasterly of Liberty Avenue, a line midway between Sutphin Boulevard and 148th Street, Tuskegee Airmen Way, and Sutphin Boulevard;
- 69. establishing within a proposed R8X District a C2-4 District bounded by Liberty Avenue, a line midway between Sutphin Boulevard and 148th Street, a line 100 feet southeasterly of Liberty Avenue, and Sutphin Boulevard; and
- 70. establishing a Special Downtown Jamaica District (DJ) bounded by:
 - a. 86 Avenue, Queens Boulevard, 87th Avenue, 139th Street, a line 125 feet southeasterly of Hillside 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 northerly street line of Jamaica Avenue and southwesterly street line of 139th Street, 139th Street, a line midway between 89th Avenue and 88th Road, a line 100 feet northeasterly of 139th Street, 89th Avenue, 144th Street, a line 100 feet northeasterly 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 southwesterly of Jamaica Avenue, Van Wyck Expressway, Hillside Avenue, and northeasterly service road of the Van Wyck Expressway;
 - b. 88th Avenue, 153rd Street, 89th Avenue, and 150th Street;
 - c. a line 100 feet northwesterly of 87th Road, 164th Street, a line 100 feet northwesterly of Hillside Avenue, and 162nd Street;
 - d. 89th Avenue, 168th Street, 90th Avenue, and a line 100 feet southwesterly of 168th Street;
 - e. 91st Avenue, 138th Place, a line 100 feet southeasterly of 91st Avenue, a line midway between 138th Place and 139th Street, a line 100 feet northwesterly of Archer Avenue, 139th Street, Archer Avenue, and Van Wyck Expressway;
 - f. Atlantic Avenue, 94th Avenue, 138th Place, Atlantic Avenue, 95th Avenue, and Van Wyck Expressway;
 - g. a line 100 feet northwesterly of Liberty Avenue, a line 100 feet northeasterly of Remington Street, Lloyd Road, a line 100 feet southwesterly of Brisbin Street, 102nd Avenue, Allendale Street, 101st Avenue, 146th Street, Sutphin Boulevard, Liberty Avenue, 147th Place, Atlantic Avenue, 148th Street, Liberty Avenue, the centerline of the Long Island Railroad 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 Tuskegee Airmen

Way, 157th Street, Tuskegee Airmen Way, 150th 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, 108th Avenue, a line 100 feet northeasterly of Sutphin Boulevard, 109 Avenue, Sutphin Boulevard, Ferndale 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, a line 100 feet southwesterly of Sutphin Boulevard, a line 100 feet southeasterly of Liberty Avenue, Remington Street, Liberty Avenue, and Van Wyck Expressway;

- h. a line 200 feet northwesterly of Liberty Avenue, 160th Street, Liberty Avenue, and 159th Street;
- i. Archer Avenue, 165th Street, the northwesterly boundary line of the Long Island Railroad Right-Of-Way (Main Line), 179th Place, Jamaica Avenue, Hollis Avenue, 99th Avenue, 189th Street, Henderson Avenue, a line 500 feet southwesterly from 189th Street, the southerly and southeasterly boundary line of the Long Island Railroad Right-Of Way (Main Line), Liberty Avenue, Dunkirk Street, a line 485 feet northwesterly of Murdock Avenue, the southwesterly boundary line of the Long Island Railroad Right-Of-Way (Montauk Division), Brinkerhoff Avenue, 180th Street, a line midway between 104th Avenue and 105th Avenue, a line 100 feet northeasterly of 177th Street, a line perpendicular to northeasterly street line of 177th Street distant 170 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Liberty Avenue and northeasterly of 177th Street, 177th Street, a line midway between 103rd Road and Liberty Avenue, 173rd Street, Liberty Avenue, 172nd Street, a line 100 feet southeasterly of Liberty Avenue, a line 100 feet southeasterly of Merrick Boulevard, a line 100 feet southwesterly of 168th Place, 104th Avenue, a line 150 feet northeasterly from Merrick Boulevard, 105th Avenue, a line 100 feet northeasterly of Merrick Boulevard, a line 100 feet northerly of 108th Avenue, 170th Street, 108 Avenue, a line 100 feet northeasterly of Merrick Boulevard, 171st Street, 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, a line 125 feet northwesterly of 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, 166th Street, Hendrickson Place, Merrick Boulevard, 107th Avenue, a line 100 feet northeasterly of 165th Street, a line perpendicular to the northeasterly street line of 165th Street distant 155 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and northeasterly street line of 165th Street, 165th Street, a line perpendicular to the southwesterly street line of 165th Street distant 150 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and southwesterly street line of 165th Street, a line 100 feet southwesterly of 165th Street, a line 100 feet northwesterly of 104 Road, a line 95 feet northeasterly of 164th Street, a line 60 feet northwesterly of 104 Road, 164th Street, a line perpendicular to the southwesterly street line of 164th Street distant 70 feet southeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of Tuskegee Airmen Way and southwesterly street line of 164th Street, a line midway between Guy R. Brewer Boulevard and 164th Street, 110th Road, a line 250 feet northeasterly from Guy R. Brewer Boulevard, a line perpendicular to the northwesterly street line of Claude Avenue distant 300 feet northeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Guy R. Brewer Boulevard and northwesterly street line of Claude Avenue, Claude Avenue, a line perpendicular to the southeasterly street line of Claude Avenue distance 220 feet northeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Guy R. Brewer Boulevard and southeasterly street line of Claude Avenue, Mathias Avenue, a line 100 feet northeasterly of Guy R. Brewer Boulevard, Sayres Avenue, Guy R. Brewer Boulevard, the southwesterly boundary line of the Long Island Railroad Right-Of-Way (Southern Division), Linden Boulevard, a line 100 feet southwesterly of Guy R. Brewer Boulevard, Mathias Avenue, a line 100 feet northeasterly of Dillon Street, Claude Avenue, a line perpendicular to the northwesterly street line of Claude Avenue distant 115 feet southwesterly (as measured along the street line) from the point of intersection of the southwesterly street line of Guy R. Brewer Boulevard and northwesterly street line of Claude Avenue, 111th Avenue, a line midway between Union Hall Street and Guy R. Brewer Boulevard, 110th Avenue, Union Hall Street, a line 190 feet northwesterly of 109th Avenue, a line midway between Union Hall Street and Guy R. Brewer Boulevard, a line 125 feet southeasterly of Tuskegee Airmen Way, Union Hall Street, a line 100 feet southeasterly Tuskegee Airmen Way, and 160th Street, Tuskegee Airmen Way, 165th Street, the southeasterly boundary line of the Long Island Railroad Right-Of-Way (Montauk Division), and 158th Street; and

- j. 113th Avenue, Merrick Boulevard, the southeasterly boundary line of St. Albans Memorial Park and its southwesterly and northeasterly prolongation, Marne Place, 173rd Street, a line 100 feet southeasterly of Linden Boulevard, a line midway between 172nd Street and Merrick Boulevard, 115th Avenue, a line 75 feet southwesterly of 172nd Street, a line 240 feet southeasterly of 115th Avenue, 172nd Street, 116th Avenue, a line 100 feet southwesterly of Merrick Boulevard, a line 200 feet southeasterly of Linden Boulevard, 170th Street, Linden Boulevard, and a line 130 feet southwesterly of Merrick Boulevard;

Borough of Queens, Community Districts 8 and 12 as shown on a diagram (for illustrative purposes only) dated February 11, 2025, and subject to the conditions of CEQR Declaration E842.

The above resolution (C 250172 ZMQ), duly adopted by the City Planning Commission on August 13, 2025 (Calendar No. 17), 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.

DANIEL R. GARODNICK, Esq., *Chair*

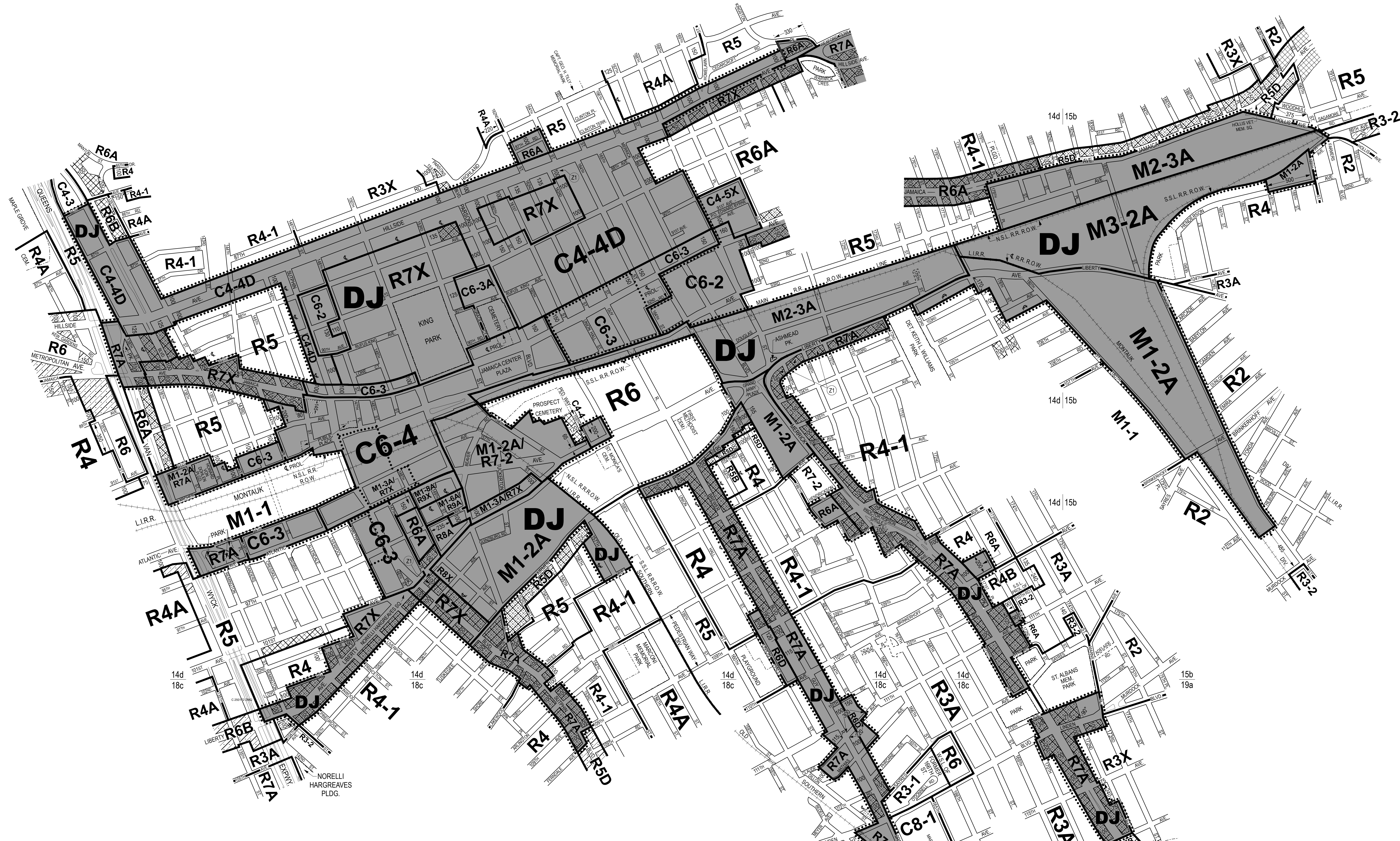
KENNETH J. KNUCKLES, Esq., *Vice Chairman*

GAIL BENJAMIN, ALFRED C. CERULLO III, Esq., ANTHONY W. CROWELL, Esq.,

JOSEPH I. DOUEK, DAVID GOLD, Esq., RASMIA KIRMANI-FRYE, RAJU MANN,

ORLANDO MARÍN, RAJ RAMPERSHAD, *Commissioners*

JUAN CAMILO OSORIO and LEAH GOODRIDGE, Esq., *Commissioners, VOTING NO*



CITY PLANNING COMMISSION
 CITY OF NEW YORK
 DIAGRAM SHOWING PROPOSED
 ZONING CHANGE
 ON SECTIONAL MAP
 14d, 15b, 18c & 19a
 BOROUGH OF
 QUEENS

New York, Certification Date:
 March 20, 2025

S. Lenard, Director
 Technical Review Division

SCALE IN FEET
 0 200 400 600 800

NOTE:

- Indicates Zoning District Boundary
- The area enclosed by the dotted line is proposed to be rezoned by eliminating C1-2, C1-3, C1-4, C2-3 and C2-4 Districts from within existing R3-2, R4, R5B, R5D, R6A, R7A, and R7X Districts, by changing R3-2, R3A, R4, R4-1, R5, R5B, R5D, R6, R6A, R7A, R7X, C 4-3A, C4-4A, C4-5X, C6-2, C6-3, M1-1, M1-2, and M1-4 Districts to R6A, R6B, R7A, R7X, R8A, R8X, C4-4D, C6-2, C6-3, C6-3A, C6-4, M1-2A, M2-3A, M3-2A, M1-2A/R7-2, M1-3A/R7A, M1-3A/R7X, M1-6A/R9A, and M1-8A/R9X Districts, by establishing C2-4 District within existing R5D and R7A Districts, by establishing C2-4 Districts within proposed R6D, R7A, R7X, and R8X Districts, and by establishing Special Downtown Jamaica Districts (DJ).

- Indicates a C1-2 District
- Indicates a C1-4 District
- Indicates a C2-2 District
- Indicates a C2-3 District
- Indicates a C2-4 District
- Indicates a Special Downtown Jamaica District (DJ)



COMMUNITY/BOROUGH BOARD RECOMMENDATION

Project Name: Jamaica Neighborhood Plan	
Applicant: DCP - NYC Department of City Planning Queens Office	Applicant's Primary Contact: JASMIN TEPALE
Application # 250172ZMQ	Borough:
CEQR Number: 24DCP132Q	Validated Community Districts: Q12,Q08

Docket Description:

Please use the above application number on all correspondence concerning this application

RECOMMENDATION: Unfavorable			
# In Favor: 17	# Against: 18	# Abstaining: 1	Total members appointed to the board: 50
Date of Vote: 5/14/2025 12:00 AM		Vote Location: 183-02 Union Turnpike Fresh Meadows, NY	

Please attach any further explanation of the recommendation on additional sheets as necessary

Date of Public Hearing: 5/14/2025 7:30 PM	
Was a quorum present? No	<i>A public hearing requires a quorum of 20% of the appointed members of the board but in no event fewer than seven such members</i>
Public Hearing Location:	183-02 Union Turnpike Fresh Meadows, New York

CONSIDERATION: Against

Recommendation submitted by	QN CB8	Date: 5/27/2025 4:06 PM
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COMMUNITY/BOROUGH BOARD RECOMMENDATION

Project Name: Jamaica Neighborhood Plan	
Applicant: DCP - NYC Department of City Planning Queens Office	Applicant's Primary Contact: JASMIN TEPALE
Application # 250172ZMQ	Borough:
CEQR Number: 24DCP132Q	Validated Community Districts: Q12,Q08

Docket Description:

Please use the above application number on all correspondence concerning this application

RECOMMENDATION: Conditional Unfavorable			
# In Favor: 1	# Against: 35	# Abstaining: 4	Total members appointed to the board: 50
Date of Vote: 5/21/2025 12:00 AM		Vote Location: 172-17 Linden Blvd	

Please attach any further explanation of the recommendation on additional sheets as necessary

Date of Public Hearing:	
Was a quorum present? No	<i>A public hearing requires a quorum of 20% of the appointed members of the board but in no event fewer than seven such members</i>
Public Hearing Location:	

CONSIDERATION: Community Board voted on Resolution to put a pause to item

Recommendation submitted by	QN CB12	Date: 5/23/2025 3:57 PM
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COMMUNITY/BOROUGH BOARD RECOMMENDATION

Project Name: Station Plaza Jamaica City Map Changes	
Applicant: NYC DOT Department of Transportation	Applicant's Primary Contact: Tika Gurung
Application # 250187MMQ	Borough:
CEQR Number: 07DOT002Q	Validated Community Districts: Q12

Docket Description:

Please use the above application number on all correspondence concerning this application

RECOMMENDATION: Unfavorable			
# In Favor: 1	# Against: 35	# Abstaining: 4	Total members appointed to the board: 50
Date of Vote: 5/21/2025 12:00 AM		Vote Location: 172-17 Linden Blvd	

Please attach any further explanation of the recommendation on additional sheets as necessary

Date of Public Hearing:	
Was a quorum present? No	<i>A public hearing requires a quorum of 20% of the appointed members of the board but in no event fewer than seven such members</i>
Public Hearing Location:	

CONSIDERATION: CB12 voted on Resolution to pause ULURP item		
Recommendation submitted by	QN CB12	Date: 5/23/2025 4:00 PM



Community Board 12

The City of New York

Borough of Queens

Jamaica, Hollis, St. Albans, South Ozone Park, and Springfield Gardens

90-28 161st Street
Jamaica, New York 11432
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Donovan Richards
BOROUGH PRESIDENT

Rev. Carlene O. Thorbs
CHAIRPERSON

Michael Carlier
DIRECTOR OF COMMUNITY BOARDS

Yvonne Reddick
DISTRICT MANAGER

Resolution Calling for a Thoughtful Pause on the Jamaica Neighborhood Plan

Community Board 12 Youth Committee

WHEREAS, the Jamaica Neighborhood Plan seeks to implement rezoning measures that will reshape our community, and we recognize the need for progress but firmly believe that development must uplift, not uproot, the people who call this neighborhood home; and

WHEREAS, the current zoning allows for **low- to mid-rise residential and commercial buildings**, providing a balance of affordability, green spaces, and infrastructure stability, with height limits ranging from **40 to 80 feet** (approximately **four to eight stories**); and

WHEREAS, the proposed rezoning framework introduces **high-density development**, allowing buildings to **exceed 120 feet**, meaning some areas could see construction of **11- to 18-story buildings**, which will impact air quality, traffic congestion, and overall livability; and

WHEREAS, excessive building height and density threaten **airflow, sunlight access, and tree growth**, worsening asthma rates in Southeast Queens, which already surpass citywide averages, especially among children; and

WHEREAS, high-density developments often lead to **traffic congestion, overloaded public transit, and strained water and sewage systems**, placing an undue burden on local infrastructure and negatively affecting residents' quality of life; and

WHEREAS, schools and hospitals in densely populated areas frequently struggle to **accommodate growing populations**, leading to **reduced service quality** and accessibility issues for the community; and

WHEREAS, tall buildings can **block sunlight**, preventing trees and plants from thriving, which reduces their ability to **absorb pollutants** and regulate temperature; and

WHEREAS, the **urban heat island effect** is exacerbated by excessive high-rise development, increasing temperatures and reducing air quality, further jeopardizing public health; and

WHEREAS, studies indicate that **buildings above six stories significantly reduce meaningful engagement with the surrounding environment**, disconnecting residents from street-level activity and diminishing social interaction and neighborhood cohesion; and

WHEREAS, research suggests that buildings should **not exceed 4-6 stories** in areas where **tree canopy coverage is essential for air purification and cooling**; and

WHEREAS, trees require **direct sunlight for photosynthesis**, and excessive shading from skyscrapers can stunt their growth and reduce their ability to filter pollutants, further worsening air quality in urban areas; and

WHEREAS, studies indicate that **green spaces and tree-lined streets significantly improve air quality**, but their effectiveness is diminished when surrounded by excessively tall buildings; and

WHEREAS, pollutant dispersion is **more effective in areas with moderate building heights**, allowing for **better airflow and natural filtration**, ensuring a cleaner environment for residents; and

WHEREAS, the impact of **poor airflow and overcrowding** presents further dangers, including:

- **Pollutant accumulation:** Lack of airflow traps harmful pollutants, leading to **higher concentrations of smog and toxic gases**, worsening respiratory health.
- **Poor air dispersion:** Overcrowded areas with tall buildings often experience **stagnant air**, preventing pollutants from dispersing naturally.
- **Heat retention:** Dense urban environments with limited airflow **trap heat**, making cities hotter and increasing the risk of **heat-related illnesses** while raising cooling costs for residents and businesses.
- **Environmental degradation:** Trees and plants rely on **sunlight and air circulation to thrive**, but tall buildings **block natural airflow, stunt tree growth, and reduce pollutant absorption**, leading to worsening air quality.
- **Humidity and mold risks:** Limited airflow can also **increase humidity and mold growth**, negatively impacting human health and building structures.

Asthma Rates and Air Quality in Jamaica, Queens

Understanding the health impact of rezoning requires looking at existing environmental conditions. Here's what the data reveals about asthma rates and air quality in Jamaica, Queens:

- **Asthma is a leading cause of hospitalizations for children under 15 in Jamaica.**
- **Adult asthma hospitalization rates in Jamaica are worse compared to other NYC neighborhoods.**
- **Child asthma emergency department visits are at a middle range compared to other neighborhoods, but ozone-related asthma ER visits for children are worse.**
- **Indoor air quality concerns such as mice, rats, and housing problems contribute to asthma triggers.**

Current Air Quality in Jamaica, Queens

- The **Air Quality Index (AQI) today is 55**, which is considered **poor**.
- **Nitrogen dioxide (NO2) levels are high**, increasing the risk of respiratory issues.
- **Particulate matter (PM2.5 and PM10) levels are fair**, but prolonged exposure can aggravate asthma.

Lack of True Affordability for Current Residents

WHEREAS, the proposed rezoning plan claims to introduce affordable housing, but the **income-restricted units do not align with the true median income of Jamaica residents**; and

WHEREAS, the current plan includes **Mandatory Inclusionary Housing (MIH)**, which often sets affordability benchmarks based on **citywide averages rather than local income levels**, making many units **inaccessible to longtime residents**; and

WHEREAS, **57% of Jamaica households are rent-burdened**, meaning they spend more than **30% of their income on housing**, and the proposed rezoning does not adequately address this crisis; and

WHEREAS, the rezoning plan prioritizes **luxury and high-density development**, which risks **pricing out existing residents** rather than providing truly affordable housing;

Voices of Justice and Empowerment

In the spirit of justice and community protection, we invoke the wisdom of great leaders who stood and stand for the people:

- **Malcolm X:** *"You can't separate peace from freedom because no one can be at peace unless he has his freedom."*
 - Development must be rooted in fairness—people cannot truly flourish in a community where they have no control over their future. We must stand together to ensure this plan reflects the real needs of Jamaica's residents, not developers.
- **Pope Leo XIII:** *"It is not justice if equality be not accompanied by equity."*
 - Justice demands that rezoning respects the people who built this neighborhood. It is not equitable to force displacement or undermine a community's stability for the sake of profit.
- **President Ibrahim Traoré:** *"If your thoughts are not free, your decisions will not be sovereign."*
 - Our community must be the architects of its own future. Any changes to Jamaica must come from the people who live here, ensuring affordability, sustainability, and dignity.

WHEREAS, Dr. **Hazel Dukes** has championed the fundamental principle: *"The central theme of our work must always be community progress and social justice—the business of building a better future."*

- We must ensure that any changes to our neighborhoods reflect **fairness, equity, and the voices of the people who live here**.
- Growth must not come at the cost of displacement, but rather through **empowerment and inclusion**.

THEREFORE, BE IT RESOLVED, that the **Community Board 12 Youth Committee formally requests a temporary pause on the Jamaica Neighborhood Plan** to allow for deeper discussion with residents, elected officials, urban planners, and faith leaders to ensure rezoning efforts reflect the community's needs;

BE IT FINALLY RESOLVED, that this resolution be **shared with City Council representatives, State legislators, clergy, faith organizations, and urban planning agencies**, calling upon them to stand with us in securing a just and dignified future for Jamaica, Queens.

Linette Townsley
Community Board 12
Youth Committee Chair



BOROUGH PRESIDENT RECOMMENDATION

Project Name: Jamaica Neighborhood Plan	
Applicant: DCP - NYC Department of City Planning Queens Office	Applicant's Administrator: JASMIN TEPALE
Application # 250172ZMQ	Borough: Queens
CEQR Number: 24DCP132Q	Validated Community Districts: Q12,Q08

Docket Description:

Please use the above application number on all correspondence concerning this application

RECOMMENDATION: Conditional Favorable

Please attach any further explanation of the recommendation on additional sheets as necessary

CONSIDERATION:

Recommendation submitted by	QN BP	Date: 6/30/2025 11:47 AM
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Queens Borough President Recommendation

APPLICATION: Jamaica Neighborhood Plan
COMMUNITY BOARD: Q12

DOCKET DESCRIPTION

ULURP #250172 ZMQ – IN THE MATTER OF an application submitted by Department of City Planning pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section Nos. 14d, 15b, 18c, and 19a, Borough of Queens, Community Districts 8 and 12 as shown on a diagram (for illustrative purposes only) dated February 11, 2025, and subject to the conditions of CEQR Declaration E-842.

ULURP #N250173 ZRQ – 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 for zoning text amendment to designate the Project Area as a Mandatory Inclusionary Housing (“MIH”) area, Borough of Queens, Community Districts 8 and 12, as shown on a diagram (for illustrative purposes only) dated February 11, 2025, and subject to the conditions of CEQR Declaration E-842.

ULURP #250171 HAQ – IN THE MATTER OF an application submitted by the Department of Housing Preservation and Development (HPD)

1. pursuant to Article 16 of the General Municipal Law of New York State for:
 - a. the designation of property located at 108-41-108-51 Union Hall Street (Block 10150, Lots 6, 7, 8, 10), 108-32 through 108-34 Guy R Brewer Boulevard (Block 10150 Lots 51, 52), 108-38 Guy R Brewer Boulevard (Block 10150, Lot 54), 108-44 Guy R Brewer Boulevard (Block 10150, Lot 57), 109-43 through 109-47 Union Hall Street (Block 12152, Lots 8, 9, 10, 11) as an Urban Development Action Area; and
 - b. an Urban Development Area Project for such area; and
2. pursuant to Section 197-c of the New York City Charter for the disposition of such property to a developer to be selected by HPD;

to facilitate the development of income restricted housing units pursuant to zoning, Borough of Queens, Community District 12.

PUBLIC HEARING

A Public Hearing was held by the Queens Borough President in the Borough President’s Conference Room at 120-55 Queens Boulevard, Kew Gardens NY 11424, via Zoom webinar and livestreamed on queensbp.nyc.gov on Thursday, June 5th, 2025 at 9:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant(s) made a presentation. There were twenty (20) speakers. The hearing was closed.

CONSIDERATION

Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

- The New York City Department of City Planning (DCP), together with the New York City Department of Housing Preservation and Development (HPD), New York City Department of Transportation (DOT),

and New York City Economic Development Corporation (EDC), is proposing a series of land use actions (the “Proposed Actions”) to support and facilitate implementation of the Jamaica Neighborhood Plan, which is the subject of an ongoing community planning process to meet the long-term vision of Jamaica and its surrounding neighborhoods as more prosperous, resilient and thriving;

- The Proposed Actions consist of the following discretionary approvals:
 - Rezone portions of existing R3-2, R3A, R4, R4-1, R5, RB, R5D, R6, R6A, R7A, R7X, C4-3A, C4-4A, C4-5X, C6-2, C6-3, M1-1, M1-2, and M1-4 districts to R6A, R6D, R7A, R7X, R8A, R8X, C4-4, C4-4D, C6-2, C6-3, C6-3A C6-4, M1-4A, M2-3A, M3-2A, M1-2A/R7A, M1-2A/R7-2, M1-3A/R7X, M1-6A/R9A, and M1-8A/R9X; Replace or eliminate portions of existing C1-2, C1-3, C1-4, and C2-3 overlays mapped throughout the Project Area with C2-4 overlays and map new C2-4 overlays; and modify the boundaries of the Special Downtown Jamaica District to an area generally coterminous with the Project Area.
 - Modify the Special Downtown Jamaica District’s use, bulk, parking and loading, and streetscape regulations in ZR Article XI, Chapter 5. The proposed modifications would establish specific urban design regulations related to bulk and street wall rules, particularly in areas where a mix of residential, commercial, and manufacturing uses would be permitted. In addition, the text of the Zoning Resolution would be amended to: Define some areas wherein C6-3 zoning districts have a residence equivalent to R9-1 residence districts, codify Appendix F to establish proposed R6A, R6D, R7A, R7X, R8A, R8X, C4-4D, C6-2, C6-3, C6-3 (R9-1), C6-3A, C6-4, M1-2A/R7A, M1-2A/R7-2, M1-3A/R7X, M1-6A/R9A, and M1-8A/R9X districts as MIH areas, and create new paired districts including M1-2A/R7A, M1-2A/R7-2, M1-3A/R7X, M1-6A/R9A, and M1-8A/R9X mixed-use districts;
 - Designation of Urban Development Action Areas (UDAA), Approval of an Urban Development Action Area Project (UDAAP), and Disposition of City-Owned Properties; and
 - Designation of UDAA’s, project approval of UDAAP’s, and disposition of City-owned property for parcels owned and managed by HPD on Block 10150, Lots 6, 7, 8, 10, 51, 52, 54, and 57, and Block 12152, Lots 8, 9, 10, and 11;
- The Proposed Actions would affect an approximately 230-block area (“the Project Area”) focused around Downtown Jamaica (also commonly referred to as Jamaica Center), the industrial districts to the south and east, and portions of Jamaica’s key corridors including Hillside Avenue, Jamaica Avenue, Liberty Avenue, Sutphin Boulevard, Guy R. Brewer Boulevard, and Merrick Boulevard. The Project Area is generally bounded by Hillside Avenue to the north, the Van Wyck Expressway Service Road to the west, 109th Avenue, 115th Avenue, and 116th Avenue to the south; and 191st Street and Farmers Boulevard to the east. The majority of the Project Area is located in Queens Community District 12, with a portion along Hillside Avenue and Queens Boulevard located in Community District 8;
- The Proposed Actions are expected to result in a net (incremental) increase of approximately 12,319 dwelling units (DUs), including approximately 4,000 income-restricted homes, 1,476,220 gross square feet (GSF) of commercial space, 836,034 GSF of community facility space, 24,818 GSF of industrial space, and 1,994,252 GSF of warehouse space and a net decrease of approximately 24,193 GSF of auto-related uses and 380 accessory parking spaces, over 15 years, compared to No-Action conditions;
- The Department of City Planning held over 38 sessions with the public to bring community awareness to the Plan and get input from residents within and around the catchment area, along with Steering Committees and Working Groups that consisted of business owners, nonprofit directors, and other influential community members;

- Jamaica features some of the highest levels of transit accessibility in Queens, with the LIRR, JFK AirTrain, E, F, J, and Z subway lines, and over 30 bus routes providing access to the Project Area. Downtown Jamaica is home to a rail hub at Archer Avenue and Sutphin Boulevard (LIRR, JFK AirTrain, and E, J and Z subway lines), the Jamaica Center subway station (terminus for the E, J, and Z subway lines), as well as bus hubs at Archer Avenue and Parsons Boulevard and Merrick Boulevard between Jamaica Avenue and 89th Avenue. Along Hillside Avenue, the F train is served by stations at Sutphin Boulevard, Parsons Boulevard, 169th Street, and 179th Street. The Jamaica-Van Wyck E train station is across the Van Wyck Expressway from the Project Area's western boundary, and the Briarwood F train station at Main Street. Outside of these nodes, the rest of the Project Area is primarily served by buses, with major corridors along Merrick Boulevard, Liberty Avenue, Guy R. Brewer Boulevard, Sutphin Boulevard, and Jamaica Avenue;
- On May 14th, 2025, Community Board 8 (CB8) voted against this application at their Full Board Meeting with a vote of seventeen (17) in favor, eighteen (18) against, and one (1) abstention. Reasons for their disapproval included:
 - Lack of parking for the patrons of the local businesses, which will be exacerbated by more development
 - Parking is only required for 12% of residents of market-rate DUs
 - Developments that provide affordable housing are not required to provide parking
 - Lack of green space for the neighborhood
 - Much taller buildings will cast shadows on properties
 - Inadequate public transportation and infrastructure to sustain the number of future dwellings/residents;
- On May 21st, 2025, Community Board 12 (CB12) voted for a Resolution of Pause, then consequentially voted against this application at their Full Board Meeting with a vote of one (1) in favor, thirty-five (35) against, and four (4) abstentions;
- At the Borough President's Land Use Public Hearing, the applicant's team presented their plans. The Borough President asked questions about affordable housing, pushing for MIH Option I; flagged a site on Guy R. Brewer and Linden Blvd, suggesting it be used as an H+H site; and inquired about the plan's impact on school seats in Jamaica, citing that P.S. 89 doesn't have a gym. DCP explained that they are trying to include school floor exemptions and other zoning incentives to spur school development. Impacts on police and fire services were highlighted, with the Borough President asking if more manpower may be needed. He also discussed the need for open space, explaining that Rufus King Park needs improvement and how more open space is needed for incoming residents. He suggested SBS grants for businesses along Jamaica Avenue to promote uniformity when improvements come. He asked about the validity of the EIS considering the water table at York College, to which DCP replied that the EIS is a broad perspective on impacts, not a specific one. He also pushed for new library opportunities, namely at Rochdale Village and Baisley Houses, working with job programs for local hiring, and discussing potential nonprofit, DYCD-sponsored programs for youth. There was a large concern about parking along Jamaica Avenue, with the Borough President stating that though the busway is needed, drivers can't shop on Jamaica Avenue due to the lack of parking. Finally, the Borough President pushed the need for an arts district, with JCAL helping lead the effort as an existing arts nonprofit in the area;

- There were twenty (20) public speakers registered to testify for this application. Eleven (11) speakers were in support of the application, and nine (9) speakers were against the application. Reasons cited in support of the application included questions and comments that sought to modify the Neighborhood Plan to consider adding more public facilities such as schools or updating existing facilities like parks and subways. Reasons cited against the Neighborhood Plan included overcrowding concerns, infrastructure strain, lack of parking and lack of awareness of the overall plan within the community;
- The Borough President's Office received two (2) written testimony letters in support of the Neighborhood Plan. They echoed verbal testimony in their overall support for the Plan's benefits and also advocated for more resources and funding in Jamaica.

RECOMMENDATION

Community-led planning takes long nights, dedication and, most importantly, community input. I applaud the Jamaica Steering Committee and the Department of City Planning for conducting over 30 workshops, meetings and information sessions across Jamaica. For months, business owners, residents and community leaders met to make educated recommendations about housing, open space, economic development, cultural and historical assets, healthcare facilities, libraries, schools and more. Together with my office and other city agencies, countless community members came together to create a vision that allowed for sustainability in terms of the climate, culture and future growth.

As the Borough President and as a son of Southeast Queens, I know how vital Jamaica is to the borough's identity as an economic and cultural engine of the city. But for generations, Jamaica had been systematically disinvested in and its families left to fend for themselves. But those days are done.

Finally, in collaboration with those same families and our steadfast partners in city government, we are addressing the very real needs of Jamaica residents while working toward a brighter future for this vibrant and resilient neighborhood. I couldn't be prouder of the efforts of all those who touched this plan throughout this community-centered process.

There is no such thing as a perfect plan, however, and there are a number of additional needed investments and changes this community must see happen in coordination with the Neighborhood Plan.

Based on the above consideration, I hereby recommend approval with the following conditions:

COMMUNITY FUNDING AND GRANTS

- **\$50 million Educational Fund** to support surrounding local schools. This money would be made available to schools for programming, supplies and other incidentals.
- **\$5 million Community Benefits Fund** for surrounding community-based organizations (CBOs) and nonprofit organizations doing work in and around the rezoning area.
- **\$2 million Food Pantry Fund** for existing pantries to continue their work despite other funding or supply chain gaps. We must continue to stabilize those in most need.
- **Local Infrastructure Fund** to be managed by the Department of Environmental Protection (DEP) and the Jamaica Working Group (see below). For each development that will be built as a result of the Rezoning, 1 percent of the total pro-forma budget should be allocated to infrastructure costs for sewers, storm drains, and other sustainable infrastructure.
- **Small Business Grants** for all independent business owners and/or the Business Improvement District (BID) in the Jamaica catchment area. The Department of Small Business Services (SBS) should work with the NYC Economic Development Corporation (EDC) to administer up to \$10,000 one-time grants for business owners to make repairs, cosmetic changes or renovations to their storefronts and inside.

ENVIRONMENTAL IMPROVEMENTS

- **Neighborhood-wide sanitary and stormwater sewer infrastructure improvements.** Despite the Draft Environmental Impact Statement's (DEIS) declaration that the Rezoning does not trigger any significant adverse impacts related to the sewer system, I know our Jamaica residents have suffered from flooding and sewage back-ups for decades. The City should prioritize homes that are not yet hooked up to the municipal system, as well as expanding storm sewer capacity and drainage. The City should also explore the possibility of a mini-blue belt in areas where the water table does not allow for sewers.
- **Explore a buy-out program for flood-prone areas.** Existing programs like "Build It Back" have been vital to rebuilding or relocating residents in natural-disaster areas. The City should explore a citywide buy-out program for homeowners in flood-prone areas that cannot be fixed with sewer infrastructure or other interventions.
- **\$503,000 for one new Motorized Litter Patrol (MLP) Truck cleaning crew and collection truck,** as identified by the New York City Department of Sanitation (DSNY), within the Jamaica Rezoning catchment area.

HOUSING

In response to concerns about gentrification and displacement, I would like to see the City support these important cornerstones of affordable housing within and around the Jamaica Rezoning Area.

- **Closing out all maintenance tickets at NYCHA-South Jamaica Houses.** The City should prioritize all outstanding tickets at South Jamaica Houses to address decades-long inequality in public housing as well as ensuring new generations can live safely and thrive in these apartments. NYCHA should also explore funding renovations for one of its two senior centers. NYCHA should report quarterly progress of ticket closures to Community Board 12, the Borough President and the Council Member.
- **Faith-based organization development partnership education.** The Department of Housing Preservation and Development (HPD) shall make a concerted effort to host workshops or meetings (virtually or in-person) for all faith-based organizations in and around the Jamaica Rezoning Area. This is to make sure all institutions are aware of their place in building and preserving affordable housing, as well as preserving their congregations.
- **Parsons Boulevard Department of Health and Mental Health (DOHMH) Building Redevelopment.** The City should work to redevelop the site at 90-37 Parsons Boulevard to upgrade medical services as well as build 100% affordable housing above the newly proposed clinic.
- **Gotham Health South Queens, H+H Center capital improvements.** H+H should explore updates the Gotham Health South site with any necessary capital projects, including but not limited to green space reincorporated into the parking lot. With so many healthcare deserts in Southeast Queens, this expansion and partnership would fulfill a critical need.
- **Expanding the Basement Apartment Conversion Pilot Program (BACPP).** With the approval of accessory dwelling units (ADUs) in the citywide zoning text amendment "City of Yes for Housing Opportunities," HPD should explore with New York State to expand the eligibility of the BACPP to include Community District 12. Creating opportunities for low-interest or zero-interest loans for homeowners to redevelop their basements to be safe and livable for new tenants would generate possibly hundreds of new units throughout Southeast Queens.
- **Expanding the eligibility of CityFHEPs Housing Vouchers.** As a citywide program for families and individuals transitioning out of HRA or DSS homeless shelters, the Mayoral Administration should put more funding into the CityFHEPs program as well as eliminating qualifying rules such as having a person work 10 hours per week for the last 30 days of their shelter stay.

- **Resources around "Housing Connect" education.** HPD should explore the commitment to host a minimum of five (5) public information sessions (virtually and in person) to teach individuals how the lottery system works, what income bands are, and how residents can apply for the lottery.

OVERSIGHT AND ACCOUNTABILITY

- **Jamaica Working Group.** If the rezoning is approved, there should be a Working Group (similar to the Steering Committee) that establishes a memorandum of understanding (MOU) and meets quarterly to assess goals and promised community benefits. DCP should convene this group through the first five years of the rezoning to ensure that all benefits are given, and all City projects are on schedule.

PARKS AND OPEN SPACE

- **The City should explore investing \$25 million for the complete renovation of Roy Wilkins Park's existing Recreation Center.**
- **The City should explore investing at least \$75 million** for the following existing parks in and just outside of the Jamaica rezoning catchment area:
 - Baisley Pond Park
 - Briarwood Playground
 - Capt. Tilly Park
 - Chapel at Prospect Cemetery
 - Detective Keith Williams Park
 - Gateway Park
 - Gwen Ifill Park
 - Haggerty Park
 - Harvard Playground
 - Howard Von Dohlen Park
 - Jamaica Playground
 - Latimer Playground
 - Major Mark Park
 - Marconi Park
 - Norelli-Hargreaves Playground
 - Peters Field
 - Roy Wilkins Park
 - Rufus King Park
 - St. Albans / Archie Spigner Park

PUBLIC INSTITUTIONS

- **The City should explore the possibility of a new library branch** to be built within or outside of the Jamaica Rezoning Area, as well as expense funding for staffing and programming.
- **The City should explore investing at least \$215 million in capital funding for existing libraries:**
 - Central Library
 - South Jamaica Library
 - Baisley Library
- **New police precinct** to be built within or just outside of the Jamaica Rezoning Area, as per the DEIS mitigation.
- **New firehouse** to be built within or just outside of the Jamaica Rezoning Area, as per the DEIS mitigation.

SCHOOLS

- **The School Construction Authority (SCA) should explore finding new school sites** within and outside of the Jamaica Rezoning Area, including newly proposed developments on the ground floor, as well as exploring the investment of building out annexes for existing schools short on space.
- **The City should explore investing at least \$250 million in the following existing schools** in and just outside of the Jamaica rezoning catchment area:
 - August Martin High School
 - Cambria Heights Academy
 - Eagle Academy
 - High School for Law Enforcement
 - Hillcrest High School
 - Hillside Arts and Letters Academy
 - I.S. 238
 - I.S. 250
 - Jamaica Gateway to the Sciences
 - J.H.S. 008
 - J.H.S. 217
 - New Dawn Charter High School II
 - North Queens Community High School
 - Pathways College Prep School
 - Pathways to Graduation Queens
 - P.S./I.S. 116
 - P.S. 117
 - P.S. 140Q
 - P.S. 182Q
 - P.S. 40Q
 - P.S. 48Q
 - P.S. 50Q
 - P.S. 86
 - P.S. 312Q
 - P.S. 349
 - P.S. 354Q
 - P.S. 993Q
 - Queens Collegiate High School
 - Queens Gateway to Health Sciences Secondary School
 - Queens HS for the Sciences
 - Queens Satellite HS for Opportunity
 - Queens School of Inquiry
 - Richmond Hill High School
 - Thomas A. Edison High School
 - York College
 - Young Women's Leadership School

STREETSCAPE IMPROVEMENTS

- **Jamaica Ave improvements.** In addition to the nearly \$70 million allocated to Downtown Jamaica from the Jamaica Now Neighborhood Action Plan, DOT and Parks should focus on sustainability such as pervious pavement, rain gardens, etc., along Jamaica Avenue.
- **Merrick Boulevard median renovations and upgrades** between Hillside and Linden Boulevards. DOT and Parks should work to repave and redesign these medians to have native plants and flora as well as improved pedestrian crossing and sightlines.
- **Major corridor improvements** such as establishing bike lanes, public garbage cans and regular trash pick-up hours through DSNY, and new trees and flora along the following routes:
 - Sutphin Boulevard between Liberty Avenue and 109th Street
 - Guy R. Brewer Boulevard between Archer Avenue and Linden Boulevard
 - Hillside Ave improvements between Queens Boulevard and 193rd Street
- **Change the Jamaica Ave Busway hours of operation** to Monday-Friday 6-10AM, 4-7PM with no hours of operation on Saturday or Sunday.

TRANSIT INFRASTRUCTURE

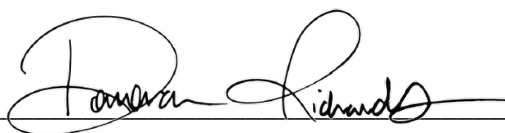
- **Archer Ave Bus Terminal** full ADA-accessibility renovation and redesign, complete with sidewalk and pedestrian crossing improvements.
- **Parsons Blvd F-Train Station** full ADA-accessibility renovation and redesign.

WORKFORCE DEVELOPMENT

- **Local 30 percent hiring goal** of eligible new jobs (temporary and permanent) to be filled by local residents in Community Boards 8 and 12. These numbers should be reported quarterly to the Borough President, Council Member and respective Community Boards, and should also include zip codes of local residents that were hired. Any job fair or workforce development plans should also be made available to the aforementioned parties.
- **30 percent M/WBE Hiring Goal** (with the intention of exceeding said goal) for the total projected number of jobs, both permanent and temporary. These numbers should also be reported quarterly to the Borough President, Council Member and respective Community Boards.
- **Culturally competent workforce development** and outreach to Community Boards 8 and 12. For example, there should be a program that connects residents to union apprenticeships.
- **The City should, wherever possible, support and incentivize prevailing wages and safety standards** for all future worksites within and just outside the Jamaica Rezoning Area.

YOUTH PROGRAMMING

- **Partnership with the Department of Youth and Community Development (DYCD)** to have more robust afterschool programming.
- **NYCHA Baisley Houses Community Center to be upgraded and reopened.**



PRESIDENT, BOROUGH OF QUEENS

06/30/2025

DATE



BOROUGH PRESIDENT RECOMMENDATION

Project Name: Station Plaza Jamaica City Map Changes	
Applicant: NYC DOT Department of Transportation	Applicant's Administrator: Tika Gurung
Application # 250187MMQ	Borough: Queens
CEQR Number: 07DOT002Q	Validated Community Districts: Q12

Docket Description:

Please use the above application number on all correspondence concerning this application

RECOMMENDATION: Conditional Favorable

Please attach any further explanation of the recommendation on additional sheets as necessary

CONSIDERATION:

Recommendation submitted by	QN BP	Date: 6/30/2025 11:46 AM
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Queens Borough President Recommendation

APPLICATION: Station Plaza Jamaica City Map Changes

COMMUNITY BOARD: Q12

DOCKET DESCRIPTION

ULURP #250187 MMQ – IN THE MATTER OF an application submitted by the New York City Department of Transportation and the New York City Economic Development Corporation pursuant to Sections 197-c and 199 of the New York City Charter and Section 5-430 et seq. of the New York City Administrative Code for an amendment to the City Map involving:

1. the narrowing and re-alignment of Archer Avenue between 144th Place and 147th Place; and
2. the discontinuance and closing of a portion of Archer Avenue between 144th Place and 146th Street; and
3. the establishment and elimination of public places along Archer Avenue between 144th Place and 147th Place; and
4. the adjustment of grades and block dimensions necessitated thereby;

including authorization for any acquisition or disposition of real property related thereto, in Community District 12, Borough of Queens, in accordance with Map No. 5048 dated April 1, 2025, and signed by the Borough President.

PUBLIC HEARING

A Public Hearing was held by the Queens Borough President in the Helen Marshall Cultural Center at 120-55 Queens Boulevard, Kew Gardens NY 11424, via Zoom webinar and livestreamed on www.youtube.com/@queensbp on Thursday, June 5, 2025 at 9:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant(s) made a presentation. There were twenty (20) members of the public who gave testimony. The hearing was closed.

CONSIDERATION

- Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:
- This application was filed by the NYC Department of Transportation (DOT) and the NYC Economic Development Corporation (EDC) to facilitate the construction of two (2) pedestrian plazas as part of the Station Plaza Enhancement Project. The Proposed Actions are amendments to a previous ULURP application (C 070078 MMQ) associated with the 2007 Jamaica Neighborhood Rezoning. Due to funding constraints, DOT and EDC has reduced the original scope and made design updates to the 2007 application which necessitates discretionary map changes;
- The Proposed Actions would affect Block 9986, p/o Lots 20, 70, 73, and 75; Block 9988, Lots 37, 38, 40 and 42; and Block 9994, Lot 38 (aka, "Development Sites"). These actions would allow for the revision of currently mapped "Public Place" boundaries on Block 9986 to encompass portions of Lots 70 and 73,

as well as revising the street lines to eliminate street area that is currently mapped on Lots 20, 70, 73, and 75. It would also allow for the elimination of a mapped “Public Place” on Block 9988 and restore street lines mapped prior to the 2007 Station Plaza City Map Amendment (070078 MMQ) on Block 9988; and the revision of the currently mapped “Public Place boundary” on Block 9995 to cover almost all of the existing extent of Lot 38 corresponding to the proposed pedestrian plaza and adjust existing street lines along Archer Ave.

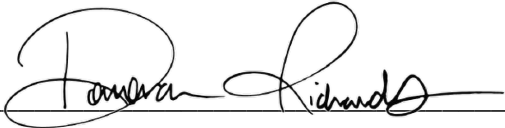
- DOT and EDC intend to redesign and renovate Station Plaza to increase pedestrian access and safety, improve traffic flow, accommodate bus volumes and create public open space adjacent to the Archer Avenue transportation hub. These actions are also being considered simultaneously with the 2025 Jamaica Neighborhood Rezoning (ULURP #240172 ZMQ);
- Within a 600-foot radius of the Development Sites, the area is zoned M1-1, M1-4, C4-4A, C6-2, C6-4, R5, R6A/C2-4, and R7A. The majority of land uses vary from one-story commercial buildings, three-story mixed-use buildings (residential and commercial), public transportation hub along Archer Ave, and up to 19-story buildings closer to the Downtown Jamaica Special District. Within the concurrent 2025 Jamaica Neighborhood Rezoning, the Development Sites would be rezoned to C6-3 and C6-4 if it were to be approved in its current state. The Surrounding Area is also served by the E, J and Z subway lines as well as the LIRR Jamaica Station at Archer Avenue and Sutphin Boulevard;
- On May 21, 2025, Community Board 12 (CB12) held a Public Hearing and voted to oppose this application by a vote of one (1) in favor, thirty-five (35) against and four (4) abstentions. In their formal consideration, CB12 voted on a Resolution to pause the application, with the understanding that should a pause not occur, CB12 officially disapproves the land use actions. Members cited issues with the plan that included a lack of parking, tall buildings, and strain to the existing sewer and stormwater infrastructure;
- On June 5, 2025, the Queens Borough President held a Public Hearing at the Helen Marshall Cultural Center and online. The applicant made a presentation about the 2025 Jamaica Neighborhood Rezoning and included information about this application within it. The Borough President asked about the current status of Station Plaza, to which an EDC representative said they were still in the process of relocating commercial tenants. The Borough President also advocated for the Metropolitan Transportation Authority (MTA) to renovate and build housing at their Long Island Railroad (LIRR) Administration Building on 146-01 Archer Avenue (Block 9988, Lot 42).
- There were twenty (20) public speakers registered to testify for this application. Eleven (11) speakers were in support of the application, and nine (9) speakers were against the application. Reasons cited in support of the application included questions and comments that sought to modify the Neighborhood Plan to consider adding more public facilities such as schools or updating existing facilities like parks and subways. Reasons cited against the Neighborhood Plan included overcrowding concerns, infrastructure strain, lack of parking and lack of awareness of the overall plan within the community;
- The Borough President’s Office received two (2) written testimony letters in support of the Neighborhood Plan. They echoed verbal testimony in their overall support for the Plan’s benefits, and also advocated for more resources and funding in Jamaica.

RECOMMENDATION

The scope of these land use actions is appropriate as they relate to the past 2007 application and the current 2025 Neighborhood Rezoning. However, in connection to the rezoning, I would like to see more housing opportunities on City-owned property to further affordable housing goals and alleviate the vacancy percentage.

Based on the above consideration, I hereby recommend approval with the following conditions:

- The MTA, LIRR, EDC, and HPD should explore the redevelopment of the LIRR Administration Building to include 100 percent affordable units; and
- The City and all relevant agencies should work together to complete all conditions set out in my Jamaica Neighborhood Plan Recommendation (ULURP 250172 ZMQ).



PRESIDENT, BOROUGH OF QUEENS

06/30/2025

DATE