Project Description (LR Item 3)
Project ID: 2022Q0248

138-23 Queens Boulevard

September 2025

1. Introduction

RJ Capital Holdings, LLC (the "Applicant") seeks a series of actions to facilitate a new mixed-use development in the Briarwood section of Queens Community District 8. The Applicant seeks a zoning map amendment from R6A/C1-4 to R6A, R6A/C2-4 and R8X/C2-4 that would affect Block 9649, Lots 17, 25, 42 and portions of ("p/o") Lots 37, 44 and 53 (the "The Rezoning Area") which are located along Queens Boulevard near 86th Avenue and adjacent the Van Wyck Expressway.

In addition, a zoning text amendment to *Appendix F* of the Zoning Resolution ("ZR") is required that would make the Rezoning Area applicable as a Mandatory Inclusionary Housing (MIH) area with Options 1 and 2 mapped (the "Proposed Actions").

The proposed zoning map amendment would facilitate the redevelopment of the Development Site (Block 9649, Lots 17, 25, and 37), which is underutilized as three one-story commercial buildings, with a 17-story (175 foot tall) mixed-use building to contain a total of 318,361 zoning square feet (6.63 FAR) including approximately 364 dwelling units (91 affordable) and would include 30,544 zoning square feet ("zsf") of commercial area on the ground floor (the "Proposed Development"). Approximately 132 parking spaces would be provided where 64 spaces are required.

2. Background

The Rezoning Area was zoned R5 and R5/C1-2 when the 1961 Zoning Resolution was enacted, while the area immediately to east of the Project Area was zoned R6. That zoning remained until the Briarwood Rezoning of 1995 (950927 ZMQ, A1696) when the Project Area was amended to R6A and R6AC1-4. The Briarwood Rezoning affected a 68-block block area generally bounded by The Grand Central Parkway, Parsons Boulevard, Hillside Avenue and the Van Wyck Expressway, from R6, R5, R4, C1-2, C2-2 and C8-1 to R6, R6A, R6B, R4-1, R3-A, R3-1, C1-4, C2-4 and C4-3A. The proposed rezoning intended to preserve the built character of the neighborhood, ensure that new development will be consistent with the existing housing patterns, and encourage new residential and commercial development in areas deemed appropriate, such as Queens Boulevard. This zoning remains in the Rezoning Area until the current time.

In the surrounding area, other rezonings have occurred since 1961. Prior to the Briarwood Rezoning, the block immediately to the west of the Rezoning Area, across Queens Boulevard, was amended from R5/C1-2 to C4-3 under the Flagship Plaza Rezoning (880429 ZMQ). The proposal originally considered a C6-1A district to facilitate a 12-story commercial office building with retail uses on the ground floor. The City Planning Commission (CPC) ultimately approved a C4-3 district instead, which remains. Eventually in 2019, a 7-story mixed-use building was developed at 138-28 Queens Boulevard.

The area further west across the Van Wyck Expressway was comprehensively rezoned in 2005 as part of the Kew Gardens-Richmond Hill Rezoning (050153 ZMQ). This rezoning affected a 140-block area to reinforce the established built character and recognizing existing, nonconforming residential development and fostering higher density residential and mixed-use development in appropriate locations near mass transit. The rezoning amended M1-1, C8-1, R2, R3-1, R4, R5 and R7-1 districts to R2, R3X, R4, R4-1, R4A, R5, R6, R6A, R6B and R7A districts.

Beginning two blocks south of the Rezoning Area, a larger 368 block area was rezoned as part of the Jamaica Plan (070314A ZMQ), which aimed to enhance Jamaica's residential, commercial and industrial areas by expanding the downtown context westward to connect the Sutphin and Parsons Boulevard transit centers, by providing new opportunities for economic growth, guiding new residential and mixed-use development away from side streets towards transit-oriented locations and offering incentives for the provision of affordable housing. For the immediately affected area, a C8-1 district was rezoned to C4-3A district along Queens Boulevard, to the south of 87th Street or two blocks south of the Rezoning Area. The Jamaica Plan also mapped new Voluntary Inclusionary Housing (VIH) areas for the provision of income-restricted dwelling units in exchange for additional floor area.

Briarwood was again rezoned in 2008 under a more limited area (080101 ZMQ). The second Briarwood Rezoning affected a 39-block area to update zoning designations for residentially developed portions of the Briarwood, generally bounded on the east by Parsons Boulevard, on the west by Queens Boulevard and the Van Wyck Expressway, on the north by the Grand Central Parkway, and on the south by Hillside Avenue. The rezoning changed existing residential zoning districts (R3A, R4, R4-1 and R6A) to zones that more closely reflected then existing building types and occupancy (R3X, R4, R4A, R4B, R4-1 and R5D). The proposed zoning changes were intended to preserve the established character of Briarwood and to ensure that future development will reinforce the existing development patterns.

Most recently, the City of Yes for Housing Opportunity (CHO*)* text amendments were approved in December of 2024 (N 240290 ZRY). The text changes aim to facilitate the development of more housing across the city by creating floor area incentives and removing development barriers. As

a result of this text amendment, Development Site was added to a new Outer Transit Zone (OTZ), which is part of a larger Greater Transit Zone. The OTZ reduces parking requirements in proximity to transit and waives qualifying affordable units. In addition, certain mid-rise districts, such as the proposed R6A district, were enhanced to permit additional floor area and height with the inclusion of qualifying affordable units, either under the Universal Affordable Program (UAP) or under MIH.

There are no other approved land use actions or changes in the last 10 years of the Rezoning Area within 1000 feet.

3. Description of the Surrounding Area

The Rezoning Area is on the east side of Queens Boulevard between 84th Drive and 86th Avenue. Queens Boulevard is a 150-foot-wide principal arterial that runs east–west through Queens and supports a mix of uses and densities. To the east, the Van Wyck Expressway - a regional limited-access highway - intersects Queens Boulevard just north of the Rezoning Area. One block further north is Main Street, a 175-foot-wide north–south arterial that connects the area to Downtown Flushing. About three blocks south, Hillside Avenue (100 feet wide) provides another major east–west connection, linking the area to Downtown Jamaica. In short, the Rezoning Area is situated directly alongside several of the Borough's major roadways.

The surrounding area is defined as the 600-foot radius from the Rezoning Area, which is bound by the Van Wyck Expressway and Maple Grove Cemetery to the West, 87th Avenue to the south. 143rd Street to the east and Main Street to the north. The surrounding area is mixed in use with residential uses concentrated to the east of Queens Boulevard in the residential core of Briarwood, with Queens Boulevard itself containing commercial, automotive and community facility uses in addition to residential use. Notable community facilities include a branch of the Queens Public Library (Briarwood Branch) at 85-12 Queens Boulevard and the Archbishop Molloy High School at 83-53 Manton Street. Notable open spaces include the Hoover-Manton Playgrounds, a 5.2-acre Department of Parks and Recreation (DPR) controlled and managed public open space, which is located to the north at Queens Boulevard and Van Wyck Expressway. In addition, to the south of the Rezoning Area along Queens Boulevard is a DPR-managed greenway (Queens Gate). There are also private open spaces in the surrounding area, with the Maple Grove Cemetery located to the west of the Van Wyck Expressway, which is a 65-acre private cemetery that dates from 1875. It should be noted the cemetery has access nearby along Queens Boulevard.

In terms of densities and built form, the buildings lining Queens Boulevard range in height from a single-story to 14-stories (85-15 Main Street). It should be noted densities increase further west along Queens Boulevard (after the Van Wyck Expressway), with numerous buildings above 200

feet in height. To the east, in the residential core of Briarwood, buildings contain a mix of one and two-family attached and semi-detached residences and older pre-war 6-story apartment buildings. This area contains roadways that deviate from the typical city-grid pattern in circular patterns from 84th Drive. Closer to the Rezoning Area itself, on the western side of Queens Boulevard between the Van Wyck Expressway, is a mix of densities and uses with office uses, an urgent care and other ambulatory medical uses, neighborhood retail and residential apartment buildings rising up to 7-stories in height. Towards 87th Street is an automotive service use (a gas station) in a single-story.

As noted above, the Rezoning Area is located in an R6A and R6A/C1-4 district. The area to the west of the Rezoning Area is zoned C4-3 and to the south along Queens Boulevard towards Hillside Avenue is a C4-3A district. To the west around the cemetery is a large R5 district and to the east in the residential core of Briarwood is a mix of R4, R4-1, R4A R4B and R5D districts. Directly south of the Rezoning Area is a small R6B district.

The R6A district extends east from the Rezoning Area to 85th Road. The district permits residences and community facility uses at a maximum FAR of 3.0 and 3.9 FAR qualifying affordable units under UAP. R6A has a base street wall requirement of 40 feet and a maximum base height of 65 feet, with a maximum height of 75 that can be increased to 95 feet under with qualifying affordable units.

This Accessory parking is required for 25% of the dwelling units, affordable units are waived, and the requirement varies for community facility uses. The C1-4 district in R6A districts, mapped primarily along Queens Boulevard, is a commercial overlay that permits Use Groups VI-X and generally results in ground-floor commercial use with residences above. The R6A/C1-4 district permits 2.0 FAR of commercial use and generally requires one space per 1,000 square feet of space and is waived when 40 or less spaces are required.

As referenced above, directly to the west of the Rezoning Area, across Queens Boulevard, is a C4-3 district. The C4-3 district is mapped in regional commercial centers and permits a wider range commercial retail uses than C1 or C2 commercial overlays (Use Groups I-X). The maximum commercial FAR in C4-3 districts is 3.4 FAR with 3.0 FAR permitted for residential use, which can be increased to 3.9 FAR with the inclusion of qualifying affordable units (the residential equivalent of R6 districts). For buildings within 100 feet of wide roadways, a minimum base height of 40 feet is required, with a maximum base height of 65 feet and maximum height of 75 feet. That can be increased to 95 feet with the inclusion of qualifying affordable units. For buildings beyond 100 feet of a wide roadway, a minimum base height of 30 feet is required, with a max base height of 45 feet and a max height of 55 feet. That can be increased to a max base height of 65 feet and max height of 85 feet with qualifying affordable units. Optional sky exposure plane permits a maximum residential FAR of 2.43, in relation to a required open space ratio and a max height determined by the sky exposure plane. For residential use, off-street parking is required for 25

percent of the dwelling units, affordable units are waived, and the entire residential requirement is waived below 15 spaces. Commercial and community facility spaces vary by use.

To the south of the C4-3 district is the C4-3A district mapped under the Jamaica Plan. C4-3A is similar to C4-3 districts. The district is the same as C4-3 but does not permit sky exposure plane regulations.

To the northeast of the Rezoning Area in the residential core of Briarwood, along Pershing Crescent, is a small R4B district. R4B Districts are primarily low-rise row house districts that permit one- and two-family residences and permit detached, semidetached and attached residential buildings. The maximum FAR is 1.0 and the maximum building height is 25 feet. Parking is required for 50% of dwelling units. On Qualifying Residential Sites, which are sites located in the Greater Transit Zone with lot areas 5,000 square feet and greater, and frontage along a wide street or the short end of the block, the maximum FAR can be increased to 1.5 FAR and parking is generally waived. The height is also increased to 45 feet.

Beyond the R6A district, along 84th Drive to the east of the Rezoning Area, is a small R5D district. The R5D district is a general residence district that allows for all types of housing. The maximum allowable residential FAR is 2.0 with a maximum building height of 45 feet, which can be increased on Qualifying Residential Sites to 55 feet. Parking spaces for 25% of dwelling units are required in R5D Districts and is generally waived on Qualifying Residential Sites.

Directly to the east of the Rezoning Area, along 85th Drive, 86th Avenue and 86th Road are clusters of R4, R4-1 and R4A districts, which lower-rise general residence districts.

R4 districts allow all types of residences including multifamily residential development at a maximum FAR of 1.0, which can be increased to 1.5 FAR for Qualifying Residential Sites. Predominantly Built-Up Area regulations permit infill developments in R4 districts at 1.35 FAR. A max height of 35 feet is permitted, which can be increased to 55 feet on Qualifying Residential Sites. Parking is required for 35% of residences and is generally waived on Qualifying Residential Sites.

R4-1 and R4A districts permit one- and two-family detached and semi-detached residences at a maximum FAR of 1.0 FAR - and all types of residences at 1.5 FAR on Qualifying Residential Sites. A max height of 35 feet is permitted, which can be increased to 45 feet on Qualifying Residential Sites. Parking is required for 50% of residences and is generally waived on Qualifying Residential Sites.

A large R5 district is present to the west of the Van Wyck Expressway and generally encompasses the Maple Grove Cemetery. R5 district is a low-density general residence district that permits residential buildings up to 1.5 FAR and 2.0 FAR for Qualifying Residential Sites. Community facility uses are also permitted up to 2.0 FAR. A maximum height of 45 feet is permitted, which can be increased to 55 feet for Qualifying Residential Sites. Parking is required for 35% of dwelling units and is generally waived for Qualifying Residential Sites.

The small R6B district to the south of the Rezoning Area is located on the east side of Queens Boulevard between 86th Avenue and 87th Avenue. R6B is a contextual residential zoning district that predominantly produces four- and five-story buildings. Many of these are brownstone buildings are set back from the street and have small front yards. The R6B zoning district allows for a maximum FAR of 2.0 and 2.4 FAR with qualifying affordable units. A minimum base height of 30 feet is required, with a maximum base height of 45 feet and a maximum height of 55 feet. With qualifying affordable units, the maximum height can be increased to 65 feet. Parking is required for 25% of dwelling units, affordable units are waived. and the overall requirement is waived under 15 spaces.

In addition to the above zoning districts, the surrounding area is located inside a FRESH area that enables qualifying FRESH grocery stores for discretionary tax incentives.

The Project Area is well served by transit. Directly in front of the Rezoning Area, several New York City Transit (NYCT) buses make stops, including the Q20, Q60 and the express QM21, with Main Street located one block to the north of 84th Drive. For NYCT subway access, the Briarwood-Van Wyck Boulevard stop is located at Main Street and Queens Boulevard, with E and F train service one block away. Accordingly, the Rezoning Area is located in the Outer Transit Zone (OTZ).

4. Description of the Proposed Project Area

The Proposed Project Area comprises the Development Site (described below) as well as Lots 42, 44 and portions of lot 53. The Project area consists of the area within 100 feet of Queens Boulevard, from 84th Drive (70 feet wide) to 86th Avenue (60 feet wide).

Block 9649, Lot 42 (138-11 Queens Boulevard) is a 4,000 square-foot interior lot improved upon with a 1-story commercial building, constructed in 1954, constructed in 19 containing 2,200 square feet of floor area (0.55 FAR). The building contains two retail units with a nutrition store and a cell phone sales outlet. A majority of the lot is zoned R6A/C1-4 and a small portion is zoned R6A.

Block 9649, Lot 44 (138-01 Queens Boulevard) is an irregular-shaped corner and through lot with 17,025 square feet in lot area. The parcel is improved upon with a 1-story commercial

building, constructed in 1957, containing 14,000 square feet of floor area (0.82 FAR). The building contains 15 retail units with eating and drinking establishments, cafes, a variety store, pharmacy, and butcher. The lot is zoned R6A/C1-4.

Block 9649, Lot 53 (85-02 Manton Street) is a 27,400 square-foot lot improved upon with a 6-story residential building containing 92,000 square feet of floor area (3.36 FAR). The building was constructed in 1953. A majority of the parcel is zoned R6A but due to the irregular shape of the parcel, a small triangular section of the lot extends into the R6A/C1-4 portion of the block, which is within 100 feet of Queens Boulevard.

5. Description of the Proposed Development Site

The Development Site consists of three tax lots combined into a single zoning lot with frontage along three streets (Queens Boulevard, 86th Avenue and 139th Street). It consists of Block 9649, Lots 17, 25 & 37 which contains 47,970 square feet of lot area with approximately 361 feet of frontage along Queens Boulevard (150 feet wide) and approximately 133 feet in depth along 86th Avenue (60 feet wide) and approximately 198 feet along 139th Street (60 feet wide). Accordingly, the lot is both a corner lot and through lot.

Block 9649, Lot 17 (138-43 Queens Boulevard) is an approximately 5,670 square-foot lot improved upon with a 1-story commercial building containing 3,075 square feet of floor area (0.54 FAR). The building was constructed in 1941 and is current occupied with a dry cleaner, a pharmacy and café. The entire lot is zoned R6A/C1-4.

Block 9649, Lot 25 (138-23 Queens Boulevard) is a 24,430 square-foot lot improved upon with a 1-story commercial building containing 17,715 square feet of floor area (0.70 FAR). The building was constructed in 1953 and is currently occupied with a Key Foods grocery store. The lot is zoned R6A/C1-4.

Block 9649, Lot 37 (138-13 Queens Boulevard) is an 11,800 square-foot irregular-shaped lot improved upon with a 1-story commercial building containing 8,890 square feet of floor area (0.75 FAR).The building was constructed in 1953 and currently contains a banquet hall and smaller retail units with a dry cleaner, a radiology practice, an eating and drinking establishment, and convenience store. It should be noted the irregular shape of the lot results in the lot being split between the R6A and R6A/C1-4 district. Only the first 100 feet of the lot, measured from Queens Boulevard, would be affected by the Proposed Actions.

6. Description of the Proposed Development

The Proposed Actions would facilitate a new building on the Development Site that would rise to 17-stories (175 feet). The building would contain 318,361 zsf (6.63 FAR) of which 287,817 zsf would comprise residential space and 30,544 zsf would consist of commercial retail. 364 residential units would be provided, 91 of which would be income-restricted under MIH (Option 1). The adjusted max FAR of 6.63 FAR results from a split zoning lot between R8X/C2-4 and R6A/C2-4. Given the large size of the lot, the bulk of the building would vary in response to the built conditions that surrounding the site. For instance, the height would alternate along Queens Boulevard with 6-story, 10-story, 12-story and 14-story segments, while the segments of the building fronting the side streets (84th Drive and 86th Avenue) rise to 2-story and 10-story segments. After an overall 10-story base height (approximately 93 feet in height), the building would set back 10 feet along Queens Boulevard and would rise to 17-stories (175 feet) with an interior portion remaining at 10-stories to segment the bulk of the building up along the Queens Boulevard frontage and appear as two separate buildings. The rear 139th Street frontage of the new building would rise to two-stories as an outer court to maintain the lower-rise character of the interior blocks away from Queens Boulevard. The rear of the building above the 7th floor would contain terrace areas for residents.

The ground floor would contain the proposed commercial use in 30,544 zsf, proposed as either a new grocery store or combination of local retail units, similar to the existing conditions. Two residential lobby areas would also be located along Queens Boulevard as primary entrances to the building. The building's required parking would be located on the second floor, with 128 spaces provided (where 64 are required), made accessible from a relocated curb cut along 139th Street that would be 22 feet wide. The curb cut would be located approximately 50 feet from the intersection of 139th Street and 86th Avenue. It should be noted the commercial parking requirement is waived, where less than 40 spaces are required, and the Proposed Development currently has a requirement of 31 spaces. A single required commercial loading bay would be made accessible from the single curb cut, located inside the R8X/C2-4 portion of the zoning lot.

Under a preliminary unit layout, the Proposed Development would include 364 dwelling units, which would consist of 146 studios, 146 one-bedrooms, 36 two-bedrooms and 36 three-bedrooms. 91 of these units would be allocated as MIH units, which would be proportional to the overall unit mix.

7. Actions Necessary to Facilitate the Project

The Proposed Actions consist of a zoning map amendment and a zoning text amendment. The proposed zoning map amendment would primarily affect an area 100 feet in depth measured from

Queens Boulevard, 84th Road and 86th Avenue on Block 9649. The R8X/C2-4 district would be mapped at 100 feet from Queens Boulevard and 86th Avenue, while the R6A/C1-4 district would be amended to R6A/C2-4 for the area 100 feet in depth from 84th Drive. Furthermore, the C1-4 overlay would be removed from the area beyond 100 feet of Queens Boulevard and 86th Avenue, which would primarily affect Lot 25. Accordingly, the zoning map amendment would affect Block 9649, Lots 17, 25, 42 and portions of Lots 37, 44 and 53 (the "Rezoning Area"). In connection with the proposed zoning map amendment, the proposed Rezoning Area would also be made applicable to MIH through a text amendment to Appendix F of the ZR under Options 1 and 2 (the "Proposed Actions").

Zoning Map Amendment

Specifically, the zoning map amendment would affect the Rezoning Area as follows:

- Lot 17 would be entirely amended from R6A/C1-4 to R8X/C2-5;
- Lot 25 would be entirely emended from R6A/C1-4 to R6A and R8X/C2-4;
- Lot 37 would be partially amended from R6A and R6A/C1-4 to R6A and R8X/C2-4;
- Lot 42 would be entirely amended from R6A/C1-4 to R8X/C2-4;
- Lot 44 would entirely amended from R6A/C1-4 to R6A/C2-4 and R8X/C24; and
- Lot 53 would be partially amended from R6A and R6A/C1-4 to R6A and R8X/C2-4.

The R8X/C2-4 residential district allows for buildings up to 7.2 FAR (with MIH). Above a base height of 105 feet, the building must set back before rising to a maximum of 175 feet with MIH. Parking is required for 12 percent of all dwelling units and is waived for qualifying affordable units in the OTZ. The proposed R8X/C2-4 district permits a maximum of 2.0 FAR of commercial use with neighborhood retail and general service uses permitted (Use Groups VI to X). Parking varies by use for commercial uses, with most uses requiring one space per 1,000 square feet, and the requirement is waived where under 40 spaces and under are required.

The R6A residential district allows for buildings up to 3.9 FAR (with MIH). Above a base height of 65 feet, the building must set back before rising to a maximum of 95 feet with MIH. Parking is required for 25 percent of all dwelling units and is waived for qualifying affordable units in the OTZ. The proposed R6A/C2-4 district permits a maximum 2.0 FAR of commercial use with neighborhood retail and general service uses permitted (Use Groups VI to X). Parking varies by use for commercial uses, with most uses requiring one space per 1,000 square feet, and the requirement is waived where under 40 spaces and under are required.

Currently, the Rezoning Area is underdeveloped with a series of one-story buildings lining Queens Boulevard, in an area otherwise developed with mid-rise buildings. Given the strategic location of

the Rezoning Area along such a notable arterial – and in close proximity to another notable arterial (Main Street) as well as the Van Wyck Expressway and transit access, it is clear the area can support additional density and serve as a bridge between Downtown Jamaica and areas further west along Queens Boulevard, such as Kew Gardens and Forest Hills. Moreover, the existing R6A and R6A/C1-4 district does not require affordable dwelling units. As such, R6A/C2-4 and R8X/C2-4 districts are proposed for this location.

The Proposed Actions would result in productive use of the Rezoning Area at an appropriate mid-rise density of 17-stories, with new dwelling units including required affordable units, a demonstrated need for all areas of the city. The Rezoning Area is situated along a heavily trafficked mixed-use thoroughfare (Queens Boulevard) and in close proximity to transit and is believed to be appropriate for additional permitted density beyond the underlying R6A/C1-4 zoning district, which permits up to 7-stories in height and generally results in 5 or 6-story buildings, where the surrounding area contains greater densities, with a nearby 14-story building at 85-15 Main Street and increased densities further west along Queens Boulevard (after the Van Wyck Expressway), with numerous buildings above 200 feet in height. To the east, in the residential core of Briarwood away from the thoroughfare of Queens Boulevard, buildings contain a mix of one and two-family attached and semi-detached residences and older pre-war apartment buildings that rise to 6- and 7-stories in height. Given their location away from arterial roadways, such as Queens Boulevard and Main Street, it is clear the Queens Boulevard itself is appropriate for greater permitted density beyond such heights.

While the Proposed Development will rise to 17-stories in height, which is greater than existing neighboring buildings, the massing of the building is tailored to transition in height between 139th Street and Queens Boulevard. The rear of the Proposed Development will contain a 2-story outer court fronting 139th Street, which is a narrow 60-foot-wide roadway that currently fronts adjacent 6-story apartment buildings. This lower-rise area is proposed in response to that mid-rise context and provides a buffer between the adjacent older apartment buildings (and residential core of Briarwood) and the Proposed Development. This buffer area would rise to 60 feet at the intersection of 86th Avenue and 139th Street, consistent with those adjacent 6-story apartment buildings. The areas above 6-stories would be concentrated along Queens Boulevard.

In addition to a lack of permitted density, the underlying R6A/C1-4 district limits commercial uses to only Use Group 6, with other neighborhood retail and service uses not currently permitted. As such, it is proposed to amend the commercial overlays for all areas within 100 feet of Queens Boulevard, 84th Drive and 86th Avenue on the subject block from C1-4 to C2-4. This will result in R8X/C2-4 and R6A/C2-4 districts, which will enable to these frontages to provide commercial uses for the surrounding residential community. It should be noted an existing R6A/C1-4 district that fronts 139th Street beyond 100 feet of 86th Avenue would be removed, and the area would be zoned R6A, consistent with the residential character of the interior portions of 139th Street. The

proposed C2-4 district would also be appropriate for this location, as the district is a commercial overlay intended for areas in close proximity to transit and thus requires less parking (one per 1,000 square feet and is waived where under 40 spaces are required) than the underlying C1-2 district, which requires greater parking for an area in close proximity to transit. The proposed C2-4 district would also increase the range of permitted uses from Use Group VI (local retail) to an expanded range of neighborhood retail and services (Use Groups VI to X). This would be consistent with the arterial commercial nature of Queens Boulevard and proximity to transit.

Zoning Text Amendment

The proposed zoning text amendment, pursuant to *Appendix F* of the Zoning Resolution, would make the Rezoning Area a Mandatory Inclusionary Housing (MIH) area and would be mapped as Options 1 and 2. All residential developments, enlargements, and conversions within this MIH area must comply with the program by providing 25 percent of residential floor area as income-restricted dwelling units for residents with incomes averaging 60 percent AMI and below (Option 1) or 30 percent of residential floor area as income-restricted dwelling units for residents with incomes averaging 80 percent AMI and below (Option 2). 30 percent of residential floor area as income-restricted dwelling units for residents with incomes averaging 80 percent AMI and below (Option 2).

The zoning text amendment would make the R6A, R6A/C2-4 and R8X/C2-4 districts applicable to MIH would increase the permitted residential FAR under R6A and R6A/C2-4 from 3.0 FAR to 3.9 FAR, with the inclusion of qualifying affordable units. This is in addition to the R8X/C2-4 district permitting 7.2 FAR (from 6.02 FAR) under MIH and requiring the same.

At this time, the Proposed Development would comply with MIH under Option 1 by providing 91 permanently income-restricted dwelling units or 25 percent of the proposed 287,817 square feet of residential floor area. These units would be made permanently affordable to incomes averaging 60 percent AMI, with at least 10 percent of floor area at 40 percent AMI.

8. Conclusion

The Proposed Actions would result in an increased amount of density under contextual building requirements for an appropriate location along a heavily trafficked arterial thoroughfare (Queens Boulevard) in close proximity to transit, other arterial roadways (Main Street) and limited access freeways (Van Wyck Expressway). This increased density would facilitate a new 17-story building that would be consistent with the surrounding densities, where buildings rise between 7- and 14-stories, and above 200 feet further west along Queens Boulevard. The massing of this 17-story

building would be designed to include 2- and 6-story portions as transition areas fronting 139th Street, in response to adjacent older apartment buildings present to the west of Queens Boulevard and would serve to make the Proposed Development blend harmoniously into the surrounding area.

Given the underdevelopment of the Rezoning Area with the underlying R6A/C1-4 district, it is believed the Proposed Actions would put productive use of these properties by permitting increased housing capacity in an appropriate location, including approximately 91 income-restricted dwelling units, as well as commercial retail space with expanded use permissions, consistent with the transit rich environment of the immediate area. A commercial overlay would also be removed from a small segment of 139th Street, better reflecting use patterns for a residential side street.