LR ITEM 3: Project Description
100-12 Queens Boulevard Rezoning
November 12, 2025

I. Introduction

100 Queens Blvd Co. LLC (the "Applicant") seeks the following actions (the "Applications") to facilitate a new mixed-use development in the Forest Hills neighborhood of Queens Community Board 6: (i) a zoning map amendment changing the northern 100 feet of Queens Block 3170 (Lots 27 and 31) (the "Development Site") from R7-1 to R9X and reducing and changing the existing 150-foot C1-2 commercial overlay (covering Lots 24, 25, 26, 27, 31, and portions of ("p/o") Lots 1 and 23) (the "Project Area") to a C2-4 commercial overlay covering the Development Site and extending to 150 feet from Queens Boulevard to a depth of 100 feet from 67th Road; and (ii) a zoning text amendment to *Appendix F* of the Zoning Resolution of the City of New York (the "ZR") or the "Zoning Resolution") to establish a Mandatory Inclusionary Housing ("MIH") area over the Development Site (collectively with (i) the "Rezoning").

The Applications would allow the Applicant to redevelop the Development Site, currently improved with two one-story retail buildings, with a 21-story, approximately 280,800 SF mixed-use building containing 16,184 SF of ground floor commercial use and 264,616 SF of residential use above, including approximately 389 dwelling units (97 permanently affordable) (the "Proposed Development"). While the Development Site is within the Outer Transit Zone and the required parking of 35 spaces is waived, 38 permitted accessory residential parking spaces would be provided in the cellar.

II. Background

The Development Site has been zoned R7-1/C1-2 since the enactment of the 1961 Zoning Resolution. The following is a list of land use actions approved within 600 feet of the Project Area:

- A C1-2 commercial overlay was added to the southeast corner of 67th Road and Queens Boulevard on February 7, 1963 (A-299);
- South and west of the Development Site, including the southwestern 50-foot by-100-foot portion of the Project Area, a large area was downzoned from R7-1 districts to R4B; R4 districts to R4B and R3A; R3-2 districts to R4B, R3-1 and R2, and established a C1-2 commercial overlay as part of the Forest Hills/Rego Park rezoning in 2002 (020629 ZMQ). It affected approximately 61 blocks within the Forest Hills and Rego Park sections of Queens, Community District 6. The rezoning was initiated by the Department of City Planning so that new residential developments in the area would be consistent with the existing character of the neighborhood;
- Northeast of the Project Area, a triangular block bounded by Queens Boulevard, 66th Avenue, 99th Street, and 66th Road was rezoned from R7-1/C1-2 to R8X/C2-4 in 2022 (C 210161 ZMQ and N 210162 ZRQ) to facilitate the development of a new 15-story mixed-use building containing approximately 17,400 square feet of commercial use on the ground floor and 158 dwelling units on the upper floors;

- Three blocks to the east of the Project Area and across Queens Boulevard, a site previously within an R7-1/C1-2 zoning district was rezoned to an R8X/C2-4 zoning district in March of 2025 to facilitate 102-51 Queens Boulevard (Blok 2137, Lots 1, 11, 6 and 8), a 17-story mixed-use residential and commercial building (C 240250 ZMQ).

III. Description of the Surrounding Area

The Project Area occupies the entire 260-foot south side of Queens Boulevard between 67th Avenue and 67th Road extending 150 feet from Queens Boulevard, located in Community District 6 in the Forest Hills/Rego Park neighborhood of Queens. Queens Boulevard is a major thoroughfare, generally running northwest to southeast, connecting Midtown Manhattan, via the Queensboro Bridge, to Jamaica. Within the surrounding area, including along the Development Site, Queens Boulevard contains bike lanes and has a width of 200 feet.

Queens Boulevard itself is lined with a mix of apartment buildings generally rising between 6- and 13-stories and small one- and two-story commercial buildings serving as local retail establishments such as banks, grocery stores, gyms, and eating and drinking establishments. Within 10 blocks of the Project Area are buildings that rise over 20-stories, including an almost complete 23-story mixed-use building located at 98-04 Queens Boulevard (Block 3086, Lot 7) to the west of the Development Site, a 30-story residential building is located two blocks north of the Development Site at 102-10 66th Road (Block 2133, Lot 16), a set of three 20-story residential, buildings located to the east of the Development Site at 104-20 Queens Boulevard, 104-40 Queens Boulevard, and 104-60 Queens Boulevard (Block 3175, Lot 1).

North of the Project Area, beyond Queens Boulevard, is developed with apartment buildings of 6- to 13- stories, constructed under the pre-1961 Zoning Resolution.

Immediately to the south and southwest of the Development Site (including the 50-foot by 100-foot portion of the Project Area where the C1-2 commercial overlay is proposed to be removed) are clusters of one- and two-family rowhouses within the R4B Zoning District that were constructed around 1945, which have remained largely unchanged. Further south and east and beyond 600 feet of the Project Area, an approximately 10-block area was rezoned in 2009 as part of the creation of the Special Forest Hills District (C 090103 ZRQ and C 090104 ZMQ). That rezoning, initiated by DCP and Queens Community Board 6, rezoned the original zoning districts of C8-2, C4-2 and R7-1 to R5D/C2-3, C4-4A and C4-5X contextual districts. The new districts were mapped within the Special Forest Hills District to reinforce the existing built context of a local retail destination, by providing predictable building envelopes, continuing to allow for a broad and vibrant mix of uses and a transition in scale and density from north to south.

Community facilities within the area are the Long Island Jewish Forest Hills Hospital, two blocks to the northeast, Rego Park Jewish Center three blocks to the west, 190 Russell Sage Junior High School four blocks to the southeast and P.S. 139 The Rego Park School approximately .6 miles to the west.

The nearest open spaces to the Project Area are Federroff Triangle, across Queens Boulevard and bounded by Queens Boulevard, 102nd Street, and 67th Road; Russell Sage Playground, located 4

blocks southeast of the Development Site; Yellowstone Park, located 5 blocks northeast of the Project Area; McDonald Park, located .5 miles to the east; and Annadale Playground approximately .5 miles to the north.

The area is well served by public transit and is within the Outer Transit Zone pursuant to *Appendix I* of the ZR. The 67th Avenue subway station (serving the M and R lines) is located directly in front of the Development Site (discussed below). Bus stops for the Q60 bus, running east-west along Queens Boulevard and the QM11 express bus are directly in front of the Development Site and the QM18 express bus stops one block away from the Development Site. The Forest Hills Station, servicing the Long Island Railroad, is approximately .7 miles away.

Most of the Project Area, including the entirety of the Development Site, and the surrounding area is within an R7-1 zoning district. The R7-1 zoning district is a general residential district that permits development as either a standard residence or pursuant to Height Factor and has a maximum FAR of 4.80 for community facility uses.

Development pursuant to the standard residences permits residential FAR of 4.00 along and within 100 feet of a wide street and 3.44 along narrow streets and beyond 100 feet of a wide street. Buildings can rise to a maximum base height of 65 feet (narrow street) or 75 feet (wide street) before setting back 15 feet (narrow street) or 10 feet (wide street) and rising to a maximum building height of 75 feet (narrow street) or 85 feet (wide street). On zoning lots of 20,000 SF or larger, the maximum building height increases to 155 feet.

Height Factor regulations encourage small apartment buildings on small zoning lots and tall, narrow buildings set back from the street, on larger zoning lots. Under Height Factor regulations, the R7-1 district allows a maximum FAR of 4.80 for community facility use and a maximum residential FAR of 3.44 with an open space ratio (OSR) of 22 percent. Building height is subject to the sky exposure plane, which begins at a height of 60 feet, which after an initial setback of 15 feet (wide street) or 20 feet (narrow street) continues to slope at a ratio of 5.6:1 (wide street) or 2.7:1 (narrow street).

Within an R7-1 district within the Outer Transit Zone, accessory residential parking is required for 25% of the dwelling units and is waived if the required parking is 15 spaces or less.

The Development Site also has a C1-2 commercial overlay, a limited retail district, which allows up to 2.0 of commercial FAR, though limited to the first story in buildings with residential or community facility uses on its upper floors. The permitted commercial uses are generally local retail and service uses, and office uses. For most retail uses, the C1-2 district requires one parking space per 300 SF.

R4B is a generally a contextual rowhouse district. The maximum FAR is 1.0 for standard residences and 1.50 for qualifying residential sites and the maximum building height is 25 feet for standard residences and 45 feet for qualifying residential sites. This district is mostly populated with two-story flat-roofed houses with required 5-foot-deep front yards. One space is required per dwelling unit for two-family residences and no parking is required for a single-family residence. Curb cuts are prohibited on zoning lots with frontages less than 40 feet.

IV. Description of the Project Area

The Project Area consists of the entire area being rezoned (Block 3170, Lots 24, 25, 26, 27, 31 and p/o Lots 23 and 1). This includes the Development Site, described below, and because the Rezoning proposes to reduce and change the C1-2 commercial overlay beyond 100 feet of Queens Boulevard, it also consists of 99-32 67th Avenue (Block 3170, Lot 26), 99-30 67th Avenue (Block 3170, Lot 25), 99-28 67th Avenue (Block 3170, Lot 24), p/o 99-26 67th Avenue (Block 3170, Lot 23), and p/o 10-11 67th Road (Block 3170, Lot 1).

The non-Development Site portion of the Project Area consists of: (i) along 67th Avenue, south of the Development Site, three one- and two-family homes within an R4B/C1-2 zoning district (Lots 24-26) each on lots of 1,600 SF and a 2-foot portion of a lot containing a fourth one- or two-family home (Lot 23); and (ii) along 67th Road, south of the Development Site, a portion of a 6-story, 58-foot-tall, multi-family apartment building (156 units) with 90 parking spaces in the cellar, built in the 1950s on an approximately 44,000 SF lot (Lot 1) within an R7-1 zoning district partially covered by the C1-2 commercial overlay. The non-Development Site portion of the Project Area is not under control of the Applicant. Because these sites are currently improved with individually-owned residential buildings and the only effect of the Rezoning is to reduce and change the C1-2 commercial overlay, these sites are not expected to change as a result of the Rezoning.

The northern side of Queens Boulevard, across from the Project Area, is 100-07 Queens Boulevard (Block 2119, Lot 11) a two-story commercial building and 100-25 Queens Boulevard (Block 2119, Lot 7501) a 6-story apartment building.

V. Description of the Proposed Development Site

The Development Site consists of 100-02 Queens Boulevard and 100-12 Queens Boulevard (Queens Block 3170, Lots 27 and 31) and occupies the entire south side of Queens Boulevard between 67th Avenue and 67th Road for a depth of 100 feet. The Development Site has a total lot area of 26,000 SF and has approximately 260 feet of frontage along Queens Boulevard, 100 feet along 67th Avenue, and 100 feet along 67th Road. The Development Site is currently zoned R7-1/C1-2 and is improved with two 14-foot-tall one-story commercial buildings, each located on its own tax lot, built around 1950. Tax Lot 27 is improved with a one-story pharmacy containing approximately 6,000 SF of commercial floor area and Tax Lot 31 is improved with a one-story building, with 8 local retail and service establishments including a grocery store, eating and drinking establishments, and a bank totaling approximately 20,000 SF of commercial floor area.

Queens Boulevard and 67th Road are classified as 'wide streets' pursuant to Section 12-10 of the Zoning Resolution, with widths of 200 feet and 80 feet respectively, while 67th Avenue is classified as a 'narrow street' with a width of 60 feet.

VI. Description of the Proposed Development

The Applications would facilitate the Proposed Development, a 21-story mixed-use development containing commercial and residential uses. The Proposed Development would have a total floor

area of approximately 280,800 SF (10.80 FAR), comprised of approximately 16,184 SF of commercial floor area (.62 FAR) on the ground floor and 264,616 SF of residential floor area (10.18 FAR). The Proposed Development would contain approximately 389 dwelling units. Pursuant to the proposed MIH Option 1, the Proposed Development would contain 25 percent, or 66,154 SF, of affordable housing floor area, which would yield approximately 97 affordable units. The residential lobby would be located along Queens Boulevard.

Where a property is mapped for MIH, buildings have increased height pursuant to ZR 23-432. The Proposed Development would have a maximum height of 215 feet, which is permitted in the proposed R9X/C2-4 zoning district pursuant to ZR 23-432. The required 10-foot setback from Queens Boulevard and 67th Road and 15-foot setback from 67th Avenue would be provided above the 15th story, at a height of approximately 155 feet, in compliance with the R9X district's 155-foot maximum base height.

Because the Proposed Development is within the Outer Transit Zone and because required residential parking is waived if it is under 40 spaces, at 35 required residential parking spaces (292 market-rate units x 12% requirement) no residential parking spaces are required. Nonetheless, the Proposed Development will have 38 permitted parking spaces in the cellar accessible via a ramp from a curb cut on 67th Avenue.

Since the total commercial floor area is 16,184 SF, at 1,000 SF of use per parking space (ZR 36-21), the 16 required commercial parking spaces is less than 40 spaces and can therefore be waived pursuant to ZR 36-232. No commercial parking spaces would be provided. The total floor used for commercial use (16,184 SF) would require one loading berth pursuant to ZR 36-62 and a single enclosed loading berth, with an entrance along 67th Road, would be provided.

VII. Actions Necessary to Facilitate the Proposed Development

The Applications, consisting of rezoning the Development Site from R7-1 to R9X and reducing and changing the existing 150-foot C1-2 commercial overlay to a C2-4 commercial overlay covering the Development Site and a portion of the Project Area that extends 150 feet from Queens Boulevard to a depth of 100 feet from 67th Road, and mapping the Development Site for MIH, would facilitate the Proposed Development.

Rezoning the Development Site from R7-1/C1-2 (4.80 total FAR, 4.00 residential FAR) to R9X/C2-4 (10.80 total and residential FAR) would allow an underutilized site improved with two one-story commercial buildings to be redeveloped with a 10.80 FAR mixed-use development which is more appropriate for the Development Site. The proposed R9X district would require contextual development and improve the urban design of the area. In contrast, the current R7-1 district permits non-contextual Height Factor buildings with no maximum height or mandatory street wall heights. Because the Development Site contains 260 feet of frontage along Queens Boulevard for a depth of 100 feet, under the R7-1 regulations a similarly sized building (209 feet) than what is permitted under the proposed R9X district (a maximum of 215 feet) could be constructed as-of-right, albeit with less bulk. The 209-foot R7-1 building could be built pursuant to sky exposure plane ("SEP") with setbacks above the 60-foot maximum street wall height of 59

feet from 67th Road (SEP ratio of 5.7:1), 40 feet from Queens Boulevard[1] (SEP ratio of 5.7:1) and 101 feet from 67th Avenue (SEP ratio of 2.7:1).

The maximum permitted height of 215 feet (with 21 stories proposed) under the proposed R9X/C2-4 district would not be inconsistent with neighborhood since numerous buildings are close to or exceed that height. Such buildings within 10 blocks of the Development Site include the almost complete 23-story 98-04 Queens Boulevard, the 30-story 102-10 66th Road, the 28-story 66-36 Yellowstone Boulevard, a set of three 20-story buildings at 104-20 Queens Boulevard, 104-40 Queens Boulevard, and 104-60 Queens Boulevard.

Since 1985, New York City has experienced a shortage of housing, particularly affordable housing, resulting in Mayor Adams's "Get Stuff Built" report with the goal of meeting the need for 500,000 new homes over the next decade.[2] As part of the Rezoning, the Development Site will be mapped for MIH, Options 1 and 2, to provide multiple avenues of meeting MIH requirements for future development within the Development Site. The Applicant is proposing to use Option 1 for the Proposed Development, which will result in construction of approximately 97 affordable housing units (66,154 SF of affordable housing floor area) at an average income of 60 percent AMI. Rezoning the Property to R9X would facilitate a building of similar height to what is permitted under the existing R7-1 zoning district with the benefit of increased housing (389 dwelling units under R9X compared with 131 units under R7-1), including affordable housing (97 affordable dwelling units under R9X compared with 0 under R7-1).

The Applications are suitable for the neighborhood, which would result in an increase in density along a heavily trafficked mixed-use thoroughfare, Queens Boulevard, one of the widest streets in the City. Further, the Development Site is ideally suited for the Proposed Development because while the entire neighborhood is within the Outer Transit Zone, the local bus and subway stops are directly in front of the Development Site.

The proposed C2-4 overlay is also more appropriate for areas well-served by public transit and therefore requires less parking than the current C1-2 overlay. The C2-4 district requires one parking space per 1,000 SF of most commercial uses and parking is waived where under 40 spaces are required; whereas in C1-2 districts, the requirement is one parking space per 300 SF of most commercial uses and parking is only waived if 15 or fewer spaces are required. Removing the C1-2 overlay from the 67th Avenue portion of the Project Area is appropriate since there are no commercial uses within any of those buildings and they are beyond 100 feet of Queens Boulevard. Mapping a C2-4 commercial overlay over a 50-foot by 100-foot portion of Lot 1 along 67th Road, would allow for a better location for the Proposed Development's required loading berth because loading berths are required to be located 30 feet from the nearest residence district boundary. The enclosed loading berth is proposed to be in the same location as it has currently served the existing retail for more than 70 years without incident. Locating the loading berth as far from Queens Boulevard as possible would minimize the risk of truck queuing onto Queens Boulevard while not posing any enhanced risk to the residence of the adjacent residential building which has an entrance set back from 67th Road and more than 75 feet from the proposed loading berth location.

[1] An additional 7-foot setback would be provided for floors 19 and 20.
[2] https://www.nyc.gov/office-of-the-mayor/news/893-22/mayor-adams-get-stuff-built-bold-three-pronged-strategy-tackle-affordable-housing#/0

VIII. Conclusion

The Applications would result in an increase in residential density and a requirement for affordable housing on the Development Site, which is on a heavily trafficked uber-wide arterial thoroughfare (Queens Boulevard), and in the immediate proximity of transit. This would result in a new 21-story mixed-use building with 389 dwelling units (97 permanently affordable) that would be consistent with building heights in the neighborhood where numerous building rise at or above 20-stories.