



THE ADVOCATE FOR NEW YORK CITY'S HISTORIC NEIGHBORHOODS

May 1, 2025

Sarah Carroll, Chair
Landmarks Preservation Commission
1 Centre Street, 9th floor
New York, NY 10007

Re: Request for Evaluation of 212-16 38th Avenue and 38-12 213th Street, Queens, as an Individual Landmark

Dear Chair Carroll,

The Historic Districts Council is proud to be working with the Bayside Historical Society on their effort to secure Individual Landmark status for 212-16 38th Avenue and 38-12 213th Street in Bayside. We offer this statement of significance as part of the Individual Landmark RFE.

SUMMARY

212-16 38th Avenue and 38-12 213th Street, built 1931, together form an adjoining complex of 24 Tudor Revival garden apartments in Bayside, Queens. The Landmarks Commission itself has [specifically noted](#) this complex's corner-lot condition which offers not only a designed facade along 213th Street, but also an "elaborately designed secondary street facade" fronting 38th Avenue. The complex is highly intact, and offers a striking example of the garden apartment form at a moment of rebounding residential construction in Queens following



the Crash of '29, stimulated by municipal investment in public works, coupled with the advancing technology

of consumer goods and residential comforts. Like the nearby Hawthorne Court Apartments (Individual Landmark, 2014), 212-16 38th Avenue and 38-12 213th Street deserve recognition and designation.



INITIAL DEVELOPMENT

Garden apartments arose in the outer boroughs during the interwar period, driven by both social reform and technological advancement. As new building codes and zoning laws enshrined access to light and air in residential construction, new subways and commuter rail lines made the outer boroughs accessible to Manhattan's business districts. For both reasons, previously undeveloped land in Brooklyn, Queens and the Bronx became desirable for speculatively built garden apartments, which offered greenery - literally gardens - integrated into low-rise planned apartment complexes close to transit.

Several garden apartment complexes were built near the Bayside LIRR station in the 1920s and early 1930s. Many of these, like 212-16 38th Avenue and 38-12 213th Street, are set back from the street on wide, landscaped lots, and constructed in a U-shape, around interior courtyards. 212-16 38th Avenue and 38-12 213th Street stand out for their elaborate Tudor Revival facades which feature half-timbered second stories above brick and stone

bases, with polychrome slate shingle roofs.

These buildings offer not only a highly intact example of the Tudor Revival garden apartment, but also show how municipal investment in public infrastructure, coupled with a technologically fueled consumer culture, led to rising demand for housing in Queens.

The New York Times [reported glowingly](#) in 1931, when these buildings opened, that the year was one of “extreme activity on the part of builders and home-seekers in Queens.” The paper noted that 1931 saw more construction in Queens than any year since 1928 because of public investment in projects [including](#) the then-under-construction Queens 53rd Street Subway, Grand Central Parkway, The Triboro Bridge, the upper deck of the Queensboro Bridge, [and](#) the widening of Northern Boulevard.

These new homes [also](#) benefited from “mass production” which allowed developers to incorporate into new middle class housing “modern conveniences,” such as refrigerators, automatic furnaces and furnished attics, which up until that time, had only been available to the very rich.

Accordingly, this garden apartment complex stands out not only architecturally, but also socially as an example of early suburbanization, and rising expectations for middle class residential life in New York City during this period.

ARCHITECT

212-16 38th Avenue and 38-12 213th Street were designed by [George L. Bousquet](#) (1894-1963) of the firm Bousquet & Shirley. Originally from Worcester, Massachusetts where he began his architectural practice, Bousquet came to New York in 1920 to work for famed theater architect Thomas W. Lamb as a designer of theatrical ceilings. Bousquet resided in Bayside at 38-24 218th Street, and continued his architectural education at Pratt Institute. From 1923-1930, Bousquet was Chief Designer for the Brooklyn firm of Shampain and Shampain, where he designed apartment buildings and lofts. From the 1930s through the 1950s, Bousquet maintained an architectural office in Bayside and designed several residential and public buildings in the neighborhood including the Bayside Federal Savings and Loan Association at 214-01 Northern Blvd., and the Bayside Post Office at 212-35 42nd Avenue. These two buildings were among six of his projects which were awarded Excellence in Design, Excellence in Construction or Honorable Mention by the Queens Chamber of Commerce.



TODAY

212-16 38th Avenue and 38-12 213th Street are an important example of the Tudor Revival garden apartment form. They remain highly intact. Though the complex's original steel casement windows have been replaced by 6-over-6 double hung windows, they retain their multi-light configuration.

CONCLUSION

Given the current demand for housing in New York City, this is the perfect time to uplift 212-16 38th Avenue and 38-12 213th Street as examples of contextual multi-family residential construction in low rise single family districts like Bayside. 212-16 38th Avenue and 38-12 213th Street, purpose-built to be close to transit, stand out as proof that what the city currently calls "Transit-oriented development" is part of Bayside's historic fabric, and has been done exceptionally well.

Designating these structures gives LPC an opportunity to show how the past is a prime example for the future. By designating 212-16 38 Avenue and 38-12 213 Street, LPC can document that spectacular multi-family

construction *has* been built in Bayside, and thereby show what spectacular, contextual, multi-family construction *can* be built in Bayside. Please designate this complex now so that Bayside's rich past can help lead the way into the built future New Yorkers deserve.