26-50 BROOKLYN QUEENS EXPRESSWAY WEST REZONING
WOODSIDE, NEW YORK
FEBRUARY 11, 2021

LR ITEM 3 DESCRIPTION OF PROPOSAL

1. INTRODUCTION

2650 BQE LOR LLC (the "Applicant") requests approval from the New York City Planning Commission (the "CPC") of a zoning map amendment (the "Proposed Action") to change an existing M1-1 zoning district to an M1-2 zoning district within the Project Area (Block 1019, Lots 1 and 2) located in the Woodside neighborhood of Queens Community District 1.

The Proposed Action would facilitate the redevelopment of the Development Site (Block 1019, Lot 2) with a new light-industrial development (the "Proposed Development"). The Proposed Development would include approximately 86,404 square feet of floor area (2.0 FAR), including approximately 77,436 square feet of light industrial and warehouse space, 8,970 square feet of accessory office space, and 107 accessory parking spaces on the cellar level.

2. BACKGROUND

The Project Area has been zoned M1-1 since the adoption of the Zoning Resolution in 1961. Since 1961 there have been no zoning map amendments or other relevant actions affecting the Project Area or surrounding area. The Proposed Action is intended to maximize the potential of an underutilized site by allowing higher density development that would strengthen the historically industrial and commercial character of this area of Queens.

3. DESCRIPTION OF THE SURROUNDING AREA

Land Uses

Land uses within 600 feet of the Project Area (the "Surrounding Area") include a mix of light industrial and manufacturing uses, commercial/office uses, transportation and utility, one- and two-family residential buildings, and vacant/parking uses. The prevailing built form in the Surrounding Area is generally one- and two-story light manufacturing and commercial buildings with some one- and two-family residential buildings to the west of the Long Island Rail Road tracks. Other notable uses in the Surrounding Area include St. Michael's Park and Playground, which is located two blocks south of the Project Area between the eastern and western Brooklyn Queens Expressway connectors and 30th Avenue. The park includes playground facilities, a baseball field, handball, tennis, and basketball courts,

The Surrounding Area is well-positioned in close proximity to several local and regional roadways including Northern Boulevard, Grand Central Parkway, and the Brooklyn Queens Expressway (I-278). Highway on- and off-ramps to I-278 (Exit 43) are located just south of the Project Area on 30th Avenue. Public transportation in the Surrounding Area includes the Q18 bus, which runs along 30th Avenue to the west of the Project Area, and the 46th Street (E, M, R) subway station approximately 0.6 miles to the southwest of the Project Area on Broadway and 46th Street. Although the Project Area is not located within the Transit Zone, portions of the Surrounding Area to the south of 28th Avenue are within the Transit Zone.

Zoning

The Surrounding Area is mapped with residential and manufacturing zoning districts including R4 to the south, R5 to the west, and M1-1 to the north and south along the Brooklyn Queens Expressway. A description of zoning regulations within each of these districts is provided below.

R4

R4 is a non-contextual district that allows detached, semi-detached, and attached single- and two-family buildings and all types of multi-family buildings. R4 typically produces buildings with a pitched roof and three stories. The district allows residential (Use Group 1 and 2) uses and community facility (Use Group 3 and 4) uses at a maximum FAR of 0.75 (FAR may be increased up to 20 percent for attic allowance) and 2.0 FAR, respectively. No commercial or industrial/manufacturing uses are permitted in R4 districts. To accommodate a potential third floor beneath a pitched roof, the perimeter wall in R4 districts may rise to 25 feet before being set back to the maximum building height of 35 feet. R4 districts require a minimum front yard of 10 feet and a minimum rear yard of 30 feet. Detached houses and multi-family buildings must have two side yards that total at least 13 feet and 16 feet, respectively, while semi-detached homes must have one side yard of at least eight feet. Accessory parking is required at a rate of one space for every dwelling unit and for 50 percent of income-restricted housing units. No parking is required for income-restricted units within the Transit Zone.

R5

R5 is a widely mapped, non-contextual district that often serves as a transition district between medium and lower density areas. R5 districts are intended for neighborhoods with an assortment of housing types and allow single- or two-family homes along with multi-family buildings. The district allows residential (Use Group 1 and 2) uses and community facility (Use Group 3 and 4) uses at a maximum FAR of 1.25 and 2.0 FAR, respectively. No commercial or industrial/ manufacturing uses are permitted in R5 districts. Above a height of 30 feet, a 15 foot setback from the street wall is required before the building can rise to a maximum height of 40 feet. R5 districts require a minimum front yard of 10 feet and a minimum rear yard of 30 feet. Detached houses and multi-family buildings must have two side yards that total at least 13 feet and 16 feet, respectively, while semi-detached homes must have one side yard of at least eight feet. Accessory parking is required for 85 percent of dwelling units and for 42.5 percent of income-restricted housing units. No parking is required for income-restricted housing units within the Transit Zone.

M1-1

M1 districts are designated for areas with light industries and often serve as buffers between more intensive M2 or M3 districts and adjacent residential or commercial districts. M1-1 is a light manufacturing district that allows manufacturing (Use Group 17), general service (Use Group 16), commercial (Use Groups 5-15), and community facility (Use Group 3 and 4) uses. No residential uses are permitted. In M1-1 districts, manufacturing uses have a maximum permitted FAR of 1.0. M1-1 districts require one accessory parking space for every 300 square feet of floor area. Within the initial setback distance of 20 feet on a narrow street and 15 feet on a wide street, the maximum height permitted in M1-1 districts is 30 feet or two stories, whichever is less. Building height above 30 feet is governed by a sky exposure plane, which has a slope of 1 to 1 on narrow/wide streets.

4. DESCRIPTION OF THE PROPOSED PROJECT AREA/DEVELOPMENT SITE

The Project Area is comprised of Lots 1 and 2 on Block 1019 and has a total area of approximately 50,981 square feet. The Project Area is generally bounded by Bulova Avenue to the north, Borough Place to the west, 27th Avenue to the south, and the Brooklyn Queens Expressway West to the east. The Project Area is mapped entirely within an M1-1 zoning district and is located within a FRESH zone.

Lot 1 is a 7,466 square foot irregularly shaped corner lot owned by Voula Management LLC. The lot has approximately 86 feet of frontage on Borough Place, approximately 76 feet of frontage on 27th Avenue, and approximately 86 feet of frontage on the Brooklyn Queens Expressway West. The lot is improved with a one-story auto body/collision building that was constructed in 1966.

The Development Site (Lot 2) is a 43,515 square foot irregularly shaped through-lot that possesses a tenancy in common ownership held equally between the Applicant and 285 Central Parkway Incorporated. The Development Site has approximately 313 feet of frontage on Borough Place and approximately 257 feet of frontage on the Brooklyn Queens Expressway West. The Development

Site is improved with a one-story with mezzanine, 35 foot tall mixed commercial and light-industrial building that was constructed in 1964 and has approximately 48 unenclosed parking spaces.

5. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The Development Site (Lot 2) would be redeveloped with a new 3-story mixed use light-industrial building. The development would contain approximately 86,406 square feet of floor area, including approximately 77,436 square feet of light industrial and warehouse space and 8,970 square feet of accessory office space. The total FAR for the Proposed Development is 2.0, and the Applicant proposes a maximum height of 45 feet. A total of 107 off-street required accessory parking spaces would be provided at the cellar level and would be accessed from a 20' 0" curb cut on Borough Place. Three additional curb cuts, each 30' 0" in width, would facilitate the movement of goods in and out of the ground-floor light-industrial and warehouse space. Curb cuts providing access to the ground-floor space would be located along the southern edge of the Development Site on Borough Place and Brooklyn Queens Expressway West as well as further north along Brooklyn Queens Expressway West.

6. ACTIONS NECESSARY TO FACILITATE THE PROJECT

Zoning Map Amendment

The proposed zoning map amendment to sectional map 9c would map the Project Area with an M1-2 zoning district. M1-2 districts are designated for areas with light industries and often serve as buffers between more intensive M2 or M3 districts and adjacent residential or commercial districts. M1-2 districts allow manufacturing (Use Group 17), general service (Use Group 16), commercial (Use Groups 5-15), and community facility (Use Group 3 and 4) uses. No residential uses are permitted. Manufacturing uses have a maximum permitted FAR of 2.0. Within the initial setback distance of 20 feet on a narrow street and 15 feet on a wide street, M1-2 districts have a maximum permitted height of 60 feet or four stories, whichever is less. Above this height, building height is governed by a sky exposure plane, which has a slope of 2.7 to 1 on narrow streets and 5.6 to 1 on wide streets. M1-2 districts generally require one accessory parking space for every 300 square feet of floor area.

The proposed M1-2 zoning district would be consistent with existing land use and zoning patterns within the Surrounding Area. Compared to existing zoning, the proposed M1-2 district would not allow any new uses within the Project Area. While the proposed zoning district would allow higher density manufacturing uses with a maximum 2.0 FAR and higher density community facility uses with a maximum 4.8 FAR, these densities would generally be consistent with the level of density that is currently permitted in the Surrounding Area. Furthermore, the proposed M1-2 zoning district would be appropriate as the Project Area is underbuilt (0.87 FAR) and could support higher density uses given its excellent highway access approximately one block from on/off ramps to the Brooklyn Queens Expressway. Additionally, the Project Area is located within an established manufacturing area that is removed from residential or other sensitive uses by the Long Island Rail Road to the west and the Brooklyn Queens Expressway to the east. Furthermore, the Proposed Action would facilitate development consistent with the public policy goals of Mayor DeBlasio's Industrial Action Plan by preserving and expanding light industrial and manufacturing uses in areas where appropriate.

7. CONCLUSION

The proposed zoning map amendment is consistent with existing land uses and zoning conditions within the Surrounding Area. The Proposed Actions would facilitate the development of light-industrial building in an established manufacturing area with excellent highway access. The Proposed Development would strengthen the historically industrial and commercial character of this area of Queens.