48-18 Van Dam Street

January 2020

1. Introduction

This zoning map amendment (the "Proposed Action") application is made on behalf of 48-18 Property Holdings, LLC, an affiliate of Local 813 of the International Brotherhood of Teamsters ("the Applicant"). Local Union 813 is the owner of 48-18 Van Dam Street (Block 284, Lot 1; the "Development Site"). The proposal affects one tax block (Block 284, Lots 1, 6 & 14) in the Long Island City section of Queens Community District #2 (hereafter, the "Rezoning Area").

The proposal seeks a zoning map amendment, from an M2-1 to M1-5 zoning district (the "Proposed Action"), which would allow for the enlargement of an existing two-story loft building to contain an additional four stories for a building located at 48-18 Van Dam Street (Block 284, Lot 1; hereafter, the "Development Site").

The Development Site is under the Applicant's control, while the remaining lots are non-Applicant owned (Lots 6 & 14). The Rezoning Area is in a M2-1 district and is also within the Long Island City Industrial Business Zone ("IBZ").

The zoning map amendment would facilitate a four-story enlargement to an existing two-story building located at the Development Site. The resulting six story building would serve as the headquarters for Local 813 and would house related trust funds and labor unions. The building would contain office as well as training space and archival storage space for the unions.

2. Background

The Development Site is currently owned by the Teamsters Local Union 813. The Local 813 was historically located on Park Avenue in Manhattan and subsequently moved to 45-18 Court Square in Long Island City in 2000. However, that facility is no longer adequate for the organization and the facility at 48-18 Van Dam Street was acquired in hopes of expanding the building to accommodate the organization. Since that time, the organization has continued to grow and seeks to establish a permanent headquarters to accommodate continued growth and possibly provide office space for other unions and labor related institutions.

Founded in 1903, the Teamsters mission is to organize and educate workers towards a higher standard of living. There are currently 1.4 million members under 21 Industrial Divisions with numerous occupations, both professional and non-professional, private sector and public sector. The Teamsters Local Union 813 is a local division of the Teamsters that represents workers in the New York metropolitan area employed in many industries, including private sanitation, funeral, demolition, rental car, paper and corrugated products, warehousing, and various driving occupations. The Union provides collective bargaining on behalf of its members and also administers trust funds that use employer contributions to pay for pensions, savings, severance, retirement, and other benefits. It is currently located at in a 12,500 square foot space at 45-18 Court Square. The current space is undersized for the needs of the union and the proposed development on Van Dam Street would allow Local 813 to almost double its existing square footage of office and storage space and provide space for related entities, as well as provide expanded and improved training and meeting spaces for union members.

In terms of land use actions in the surrounding area, no zoning map amendments have affected this portion of Long Island City since 2002. Further to the west, the Hunters Point Subdistrict Rezoning occurred in 2004 (040273 ZMQ). It established new mixed-use zoning districts for a 43-block area to promote a vibrant mix of housing, light industry, commercial enterprises and cultural activities centered around the Citigroup office tower at Court Square and Queens West on the East River waterfront. The rezoning extended the boundaries of the existing Hunters Point Subdistrict of the Special Long Island City Mixed Use District and created M1-4/R6B, M1-4/R6A, M1-4/R7A, M1-5/R7X, and M1-5/R8A districts to facilitate mixed-use buildings.

The Board of Standards and Appeals (BSA) granted an amendment for a previously approved variance (173-92-BZII) two blocks to the north at 32-23 Queens Boulevard (Block 244, Lot 24). The variance permitted community facility uses with accessory parking and incorporated unused development rights into a new as-of-right hotel use in an M1- zoning district.

There are no other approved land use actions in the last ten years within 600 feet of the proposed Rezoning Area.

3. Description of the Surrounding Area

The surrounding area is historically developed with loft buildings (dating from the early 20th century, prior to the current zoning designation from the 1960s). They range in height from two- to ten-stories and predominantly consists of commercial and light industrial/manufacturing uses, with some automotive-related uses pursuant to the underlying manufacturing zoning.

Van Dam Street serves as a major north–south thoroughfare between the Long Island Expressway

(which is one block to the south and provides a connection to the Brooklyn-Queens Expressway) and Queens Boulevard (two blocks to the north) as well as the Ed Koch Queensboro Bridge to the north. There are commercial, community facility, automotive and manufacturing uses along Van Dam Street that range from 0.27 FAR to 5.44 FAR. The tenants of these buildings include but are not limited to: La Guardia College, retail stores, Taxi & Limousine Commission, Investigation, Revenue, and Enforcement Administration, Van Dam Diner, Queens Correctional Facility, and Henze-Dor Real Estate agents.

To the north of the Site (north of 48th Avenue) is a large M1-4 district. There, despite the district's bulk regulations that allow for commercial or manufacturing buildings at the same FAR of 2.0, the density of many of the early 20th century loft buildings is much greater. For example, 47-07 30th Place (Block 282, Lot 1; two blocks northwest of the Site) is a ten-story, nearly full lot coverage loft building with an FAR of 8.08. Similarly, 32-02 Queens Boulevard (Block 249, Lot 7501; two blocks north of the Site) is an eight-story loft building with nearly full lot coverage and an FAR of 5.44. Additionally, 31-02 47th Avenue (Block 281, Lot 1; one block northwest of the Site) is a six-story, nearly full lot coverage loft building with an FAR of 4.73 and 30-30 Thomson Avenue (Block 277, Lot 1; two blocks northwest of the Site) is a five-story, full lot coverage loft with an FAR of 5.21.

The Rezoning Area is located in a M2-1 zoning districts and the surrounding area includes a number of manufacturing districts including M1-1, M1-4, M2-1, M3-1 and M3-2.

The M1-1 zoning district allows a maximum FAR of 1.0 for light manufacturing and industrial uses (Use Groups 4-14, 16-17) and allows an FAR of 2.4 for limited community facility uses (Use Group 4). The maximum building height is based on the 1 to 1 sky-exposure plane, which begins 30 feet above the street line and includes a maximum street wall height of 30 feet. M1-4 districts permit the same uses as M1-1 districts but permits commercial and light industrial/manufacturing uses at 2.0 FAR and community facility uses at 6.5 FAR. M1-4 districts are also controlled by a sky exposure plane (2.7 to 1 on a narrow street and 5.6 to 1 on a wide street) that begins at 60 feet or four stories, with a maximum street wall height of 60 feet.

M2-1 districts contain the same bulk regulations as M1-4 districts but do not permit community facility or certain commercial uses (Use Groups 4-5).

M3 districts permit heavier industrial uses (Use Groups 6-14, 16-18) and are typically not permitted adjacent to residential zoning districts. These districts are often utilized for utilities or other heavy industrial uses. M3 districts contain the same bulk regulations as the M1-4 and M2-1 districts outlined above.

Parking regulations for the above districts differ according to district, size and type of use. However, parking is not required in Long Island City for M1-4 uses. Loading regulations also vary with each district and differ according to district, size, and type of use.

The surrounding area is also within the Long Island City Industrial Business Zone (IBZ). This IBZ is fragmented into six areas but generally runs between Queens Plaza and 44th Drive to the south as well as below Skillman Avenue to the Newtown Creek area and above Greenpoint Avenue to 39th Street. Recognizing the importance of land use to the retention of industrial businesses, the City under the Bloomberg Administration in 2005 developed 16 Industrial Business Districts (IBZs) in various manufacturing districts of the City still dominated by industrial and manufacturing uses (such as Long Island City). The IBZs were implemented to protect manufacturing businesses by prohibiting non-industrial uses (such as residential use). The IBZ's also provide relocation services, tax credits, enhanced sanitation services and employee training programs to attract manufacturing businesses to these areas.

The Development Site is also well served by multiple modes of public transportation. It is located a half-mile southwest of the New York City Transit (NYCT) Subway Station at 33rd Street with 7 train service and three-quarters of a mile south of the NYCT Subway Station at Queens Plaza with service by E, M and R trains. Additionally, the Development Site is three-quarters of a mile east of the Long Island Railroad Train Station at Hunters Point Avenue, which serves the Montauk, Oyster Bay, Port Jefferson and Ronkonkoma lines. NYC Ferry's East River route has a stop at Hunters Point South, which is located approximately 1- mile west of the Development Site

The area surrounding the Development Site is also well served by NYCT bus lines. The Q39 runs along Van Dam Street between Long Island City and Ridgewood, and the Q32 and Q60 both provide service along Queens Boulevard to Jackson Heights and Jamaica, respectively. Additionally, the Q67 runs along Borden Avenue towards Sunnyside, Maspeth and Ridgewood.

4. Description of the Proposed Rezoning Area

The Proposed Rezoning Area (the "Rezoning Area") consists of three lots on a single block (Block 284, Lots 1, 6 & 14) in the Long Island City area of Queens Community District #2. The area is generally bound by 48th Avenue to the north, 34th Place to the west, Hunters Point Avenue to the south and Van Dam Street to the east. The Rezoning Area is in an M2-1 zoning district.

Block 284, Lot 1 (48-18 Van Dam Street, also known as the Development Site) is a corner lot that contains approximately 280 feet of frontage along Van Dam Street, 125 feet of frontage on Hunters Point Avenue, and measures approximately 166 feet in depth (measured from Van Dam Street). This equates to a lot area of 29,783 square feet. The lot is improved with a two-story commercial/manufacturing building constructed in approximately 1928 and is occupied by retail uses (eating and drinking establishment) on the ground floor, and a manufacturing tenant on the second floor. The existing building has a floor area of approximately 53,800 square feet (1.8 FAR) and is located in an M2-1 zoning district that permits commercial and light industrial/manufacturing

uses at 2.0 FAR. The building was formerly occupied by warehouse and manufacturing uses, which in recent years has been occupied by retail, office, and general commercial uses. It is currently occupied with one tenant (a fire alarm system company) on a portion of the second floor.

Block 284, Lot 6 (48-29 Hunters Point Avenue) is an irregular-shaped corner lot that contains 16,800 square feet of lot area and approximately 281 feet of frontage along Van Dam Street and 68 feet along Hunters Point Avenue. The lot is improved with two-story manufacturing building constructed in 1965 with approximately 16,800 square feet of floor area (1.02 FAR) and is located in an M2-1 zoning district that permits commercial and light industrial/manufacturing uses at 2.0 FAR.

Block 284, Lot 14 (48-04 31st Place) is an irregular-shaped corner lot that contains 20,000 square feet of lot area and approximately 180 feet of frontage along 48th Avenue and an irregular depth along Van Dam Street and 32nd Place between 100 and 110 feet. The parcel is improved with 3,510 square feet of floor area (0.18 FAR) and contains an automotive service station (a gas station). The parcel is located in an M2-1 zoning district that permits commercial and light industrial/manufacturing uses at 2.0 FAR.

As mentioned above, the area in which the properties are located is within an M2-1 zoning districts. The districts both permit commercial, automotive and light industrial/manufacturing uses at 2.0 FAR. The bulk regulations of the district are controlled by the sky exposure plane (2.7 to 1 on a narrow street and 5.6 to 1 on a wide street) that begins at 60 feet or four stories, with a maximum street wall height of 60 feet. M2-1 districts do not permit community facility or certain commercial uses (Use Groups 4-5).

5. Description of Proposed Development Sites

The Proposed Development Site (the "Development Site") is within the Rezoning Area and is discussed in detail above.

6. Description of Proposed Development

The Proposed Development will contain approximately 148,849 gross square feet of floor area and 121,459 square feet of zoning floor area or 4.08 FAR and rise to height of approximately 85'. The existing second floor will contain approximately 27,390 square feet of permitted off- street parking, which does not count as floor area as it is located at a height of less than 23 feet from grade. The enlargement would add 94,452 square feet of office space (3.17 FAR) to the existing approximately 27,007 square feet of commercial space (0.91 FAR).

The Proposed Development would include forty-nine (49) self-park accessory parking spaces on

the second floor, which are permitted but not required (in M1-5 districts there is no parking required for the proposed uses). The ground floor would continue to consist of 22,267 square feet of retail space (Use Group 6A), while 2,000 square feet on the ground floor would be used for safety and steward training space with a vehicle simulator, which aligns with the underlying IBZ policies. Lastly, the building will also contain significant record storage space for the Teamster's files.

The Development Site currently has one wide curb cut along Van Dam Street. The Proposed Development would contain two (2) new curb cuts along Hunters Point Avenue, one 16' wide and the other 15' wide with approximately 5' between them. The existing curb cut on Van Dam Street would be removed.

7. Actions Necessary to Facilitate the Project

The Proposed Zoning Map Amendment would amend the Rezoning Area from an M2-1 zoning district to an M1-5 zoning district. This area consists of Block 284, Lots 1, 6 and 14.

The proposed M1-5 zoning district permits a maximum FAR of 5.0 and allows commercial and light manufacturing/industrial uses (Use Groups 4-14 & 16-17). The district has a maximum base height of 85 feet with the maximum building height controlled by sky exposure plane. Accessory parking is not required for developments in M1-5 districts for the proposed uses, however the Applicant intends to provide forty-nine (49) accessory parking spaces for the provided uses, as noted above.

Currently, the character of the surrounding area is rapidly changing, due in part to the departure of manufacturing businesses but also due to demand for commercial space in close proximity to Midtown Manhattan. The result has been a steady evolution from a manufacturing center to a mixed use neighborhood, as the area's large loft buildings have been overtaken by a mix of commercial and community facility institutions such as: La Guardia College, Bard High School, the NY Designs loft offices, the City's Department of Design, the New York School Construction Authority and the City's Taxi and Limousine Commission, all of which are located within several blocks of the Premises.

Van Dam Street currently functions as the neighborhood's most travelled street and these actions aim to target the growth of commercial uses in the neighborhood to Van Dam Street, beginning with the proposed commercial enlargement. It is believed that this will improve Van Dam Street, support the other commercial and manufacturing uses in the area, and potentially spark further growth on this woefully underutilized thoroughfare in Long Island City, which can support additional density.

Although the character of the surrounding area is changing, the Proposed Development would not contribute significantly to this change. The neighborhood is already replete with large warehouse style buildings that extend for entire city blocks. Taller buildings can be found along Van Dam Street including a six-story building located just north of the Development Site at 47-

04 Van Dam Street and a nine-story building located a bit further north on the corner of Van Dam Street and Thomson Avenue (Block 249, Lot 16). Given, the heights of these existing buildings, the Proposed six-story Development would not be out of character for the surrounding neighborhood.

The proposed M1-5 district is appropriate for this area, as it consistent for areas with commercial and industrial uses in higher-density areas in close proximity to transit, such as the Long Island City area. Currently, the M2-1 district reflects an area with heavier industrial uses and higher parking requirements for such uses, with one space per 300 square feet for most uses. As the Rezoning Area is located in a heavily commercial area, it is believed the underlying M2-1 no longer accurately reflects the character of the surrounding area, which is evolving from a former manufacturing center to a mix of commercial and community facility institutions, as noted above. As such, the proposed M1-5 district would also adjust the permitted uses, by newly permitting some community facility uses and local commercial uses (Use Groups 4 & 5), while still permitting most industrial uses in line with the underlying Long Island City IBZ.

The proposed increase in permitted FAR, from 2.0 FAR to 5.0 FAR, would permit an appropriate level of density for this area, as large warehouse style buildings extend for blocks in each direction and are often constructed to similar densities. Examples include the loft buildings located to the northwest (Blocks 281 and 282), which are constructed between 4.77 and 8.08 FAR and rise between 6- and 10-stories.

The proposed M1-5 district would facilitate the Proposed Development that would serve as the headquarters for the Local 813, which represents thousands of employees in the tri-state area. The newly enlarged building would provide a permanent space for Local 813, which has relocated several times in the last 20 years, and would potentially provide new office space for other unions and related labor institutions, thereby potentially serving to create a local hub for labor organizations, which would complement existing manufacturing and other institutions in the surrounding area.

As a trade union serving workers in a wide range of industrial jobs, the proposed project would be supportive of the area's many industrial uses. It would provide improved training and meeting space for its members and supportive functions critical to the retention of quality industrial employment. While there are currently no union offices located within the Rezoning Area or a 600-foot radius, there are currently approximately 17 union offices located with the broader Long Island City area, including many within manufacturing zoning districts. There are 17 union facilities located in the 11101 zip code, which encompasses Long Island City, including: three facilities for the Bricklayers & Allied Craftsworkers Union (including offices and training spaces for Locals 1 and 7), the International Union of Operating Engineers Local 15, the International Union of Painters and Allied Trades Local 20, the Laborers' International Union Local 78,

Teamsters Local 804, Teamsters Local 808, Teamsters Local 810, Teamsters Local 813 and Teamsters Local 814, the New York Taxi Workers Alliance, the International Association Sheet Metal, Air, Rail and Transportation Workers Local 137, United Association of Journeyman and Apprentices of the Plumbing and Pipefitting Industry (Locals 1 and 638), United Food and Commercial Workers International Union Local 377 and the United Union of Roofers, Waterproofer and Allied Workers.

As noted above, the Proposed Development would not be detrimental to the IBZ program in that it would not displace any active manufacturing uses within the Rezoning Area and would continue to permit such uses as-of-right in the future. The Rezoning Area currently contains a building with ground floor local retail space and office space (Lot 1), a gas station with convenience store, vehicle storage, and taxi related company in an adjoining one-story building (Lot 14), and a storage warehouse (Lot 6). The office space located on Lot 1 would be utilized by the Teamsters Union, a group that represents employees across a variety of industrial sectors and would support the retention of quality industrial employment in Long Island City and throughout the City. The Proposed Building will also contain a 2,000 square foot safety and steward training space with a vehicle simulator on the first floor, and additional training space above, which aligns with the underlying IBZ policies. Lastly, the building will also contain significant record storage space for the Teamster's files.

Accordingly, the Proposed Action would result in a zoning district compatible with existing land uses and densities in the surrounding area and would continue to be consistent with the City's Industrial Business Zone (IBZ) policies, which include providing ancillary office space for industrial businesses, as well as continuing to permit industrial uses within the Rezoning Area.

While the object of the proposed rezoning is to facilitate the mixed-use commercial enlargement described above, it further reflects the changing character of the area in which it is located, encourages an appropriate scale of development (comparable to and smaller than existing loft buildings described above) that will fortify the character of Van Dam Street, and will allow the development of Site to be an instrumental part of the neighborhood's evolution. Together with the above, the actions would also facilitate a permanent headquarters for Local 813 and could potentially serve to create a local hub for labor organizations, which would complement existing manufacturing and public sector-institutions in the surrounding area.

8. Conclusion

The Proposed Action would create a new M1-5 district that would facilitate an appropriate enlargement to house the headquarters of a major labor union, Furthermore, the Proposed Action would facilitate the development of a project that is complementary to the permitted uses and

existing buildings in the area; that is within close proximity to multiple modes of transit; would serve to strengthen an important thoroughfare and would provide much needed office space within proximity to the core of Long Island City.