



47-25 34th Street (HUB): Site Selection and Acquisition

ULURP Project 2020Q0275; January 17, 2024

Queens Community Board 2: Land Use Committee

Agenda

- Introduction: Project Site and DOT Programs
- Expansion and Relocation of DOT Units
- Description of Surrounding Area and Project Site
- Description of the Proposed Project
- Fair Share Analysis
- Racial Equity Report
- CEQR EAS
- Summary
- Questions

Introduction

47-25 34th Street (HUB)

- Site selection and acquisition through lease
- Privately owned
- 120,000 sf lot area (existing 4-story building with surface parking lot on north side)
- Existing building is 322,390 gsf
- M1-4 zoning district
- Long Island City Industrial Business Zone

DOT Proposed Use

Sidewalk Inspection and Management (SIM) Inspectors and Citywide Concrete Crews

Traffic Operations Automated Enforcement and Fiber Optic Electricians

Warehouse space, office workstations, electrical workshops, and parking





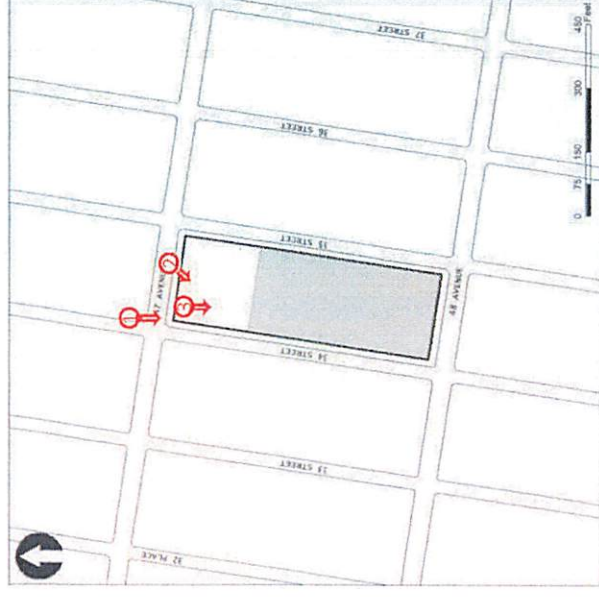
Photo 1: View of the facility, looking southeast from 47th Avenue and 34th Street



Photo 2: View of the facility and parking lot, looking south from the 47th Avenue entrance



Photo 3: View of the facility and loading dock, looking southeast from the 47th Avenue entrance



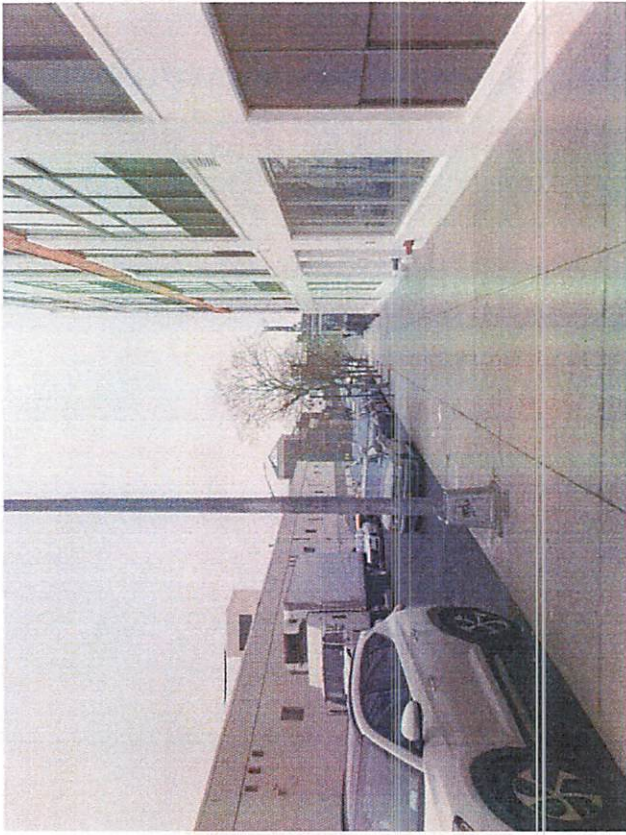


Photo 4: View of the facility, looking north from 34th Street



Photo 5: View of the facility and street, looking south from 48th Avenue and 34th Street

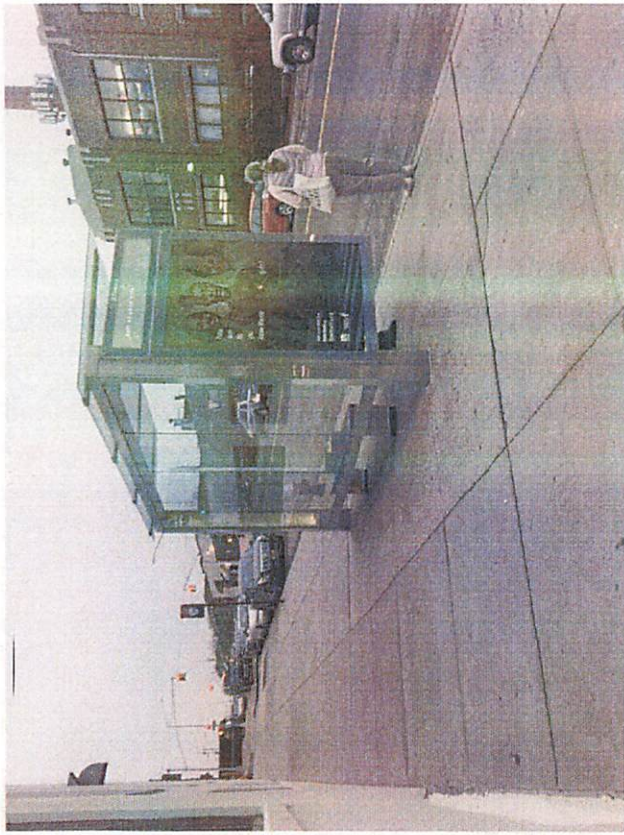


Photo 6: View of the facility and bus stop, looking east from 48th Avenue

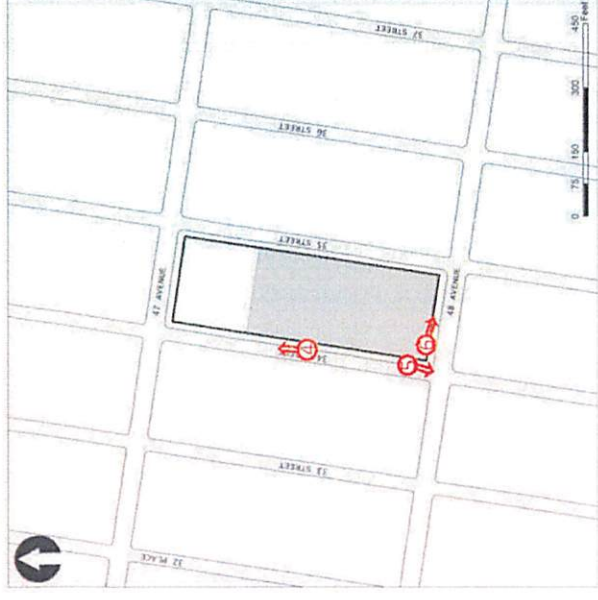




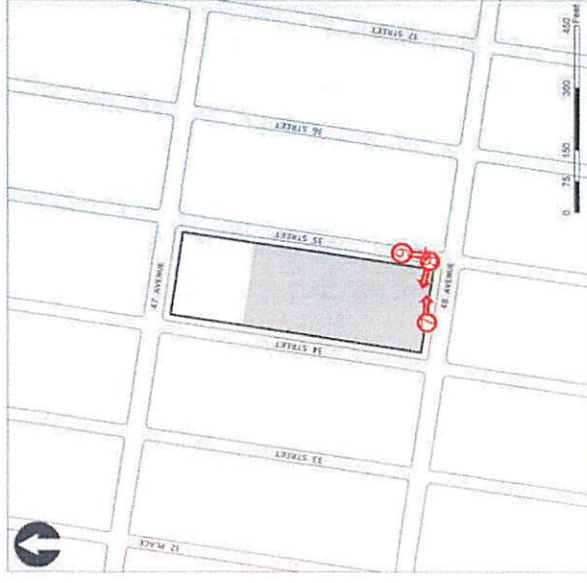
Photo 7: View of the facility and southern entrance, looking east from 48th Avenue



Photo 8: View of the facility and southern entrance with vehicle ramp, looking west from 48th Avenue



Photo 9: View of the facility and street, looking south from 48th Avenue and 35th Street



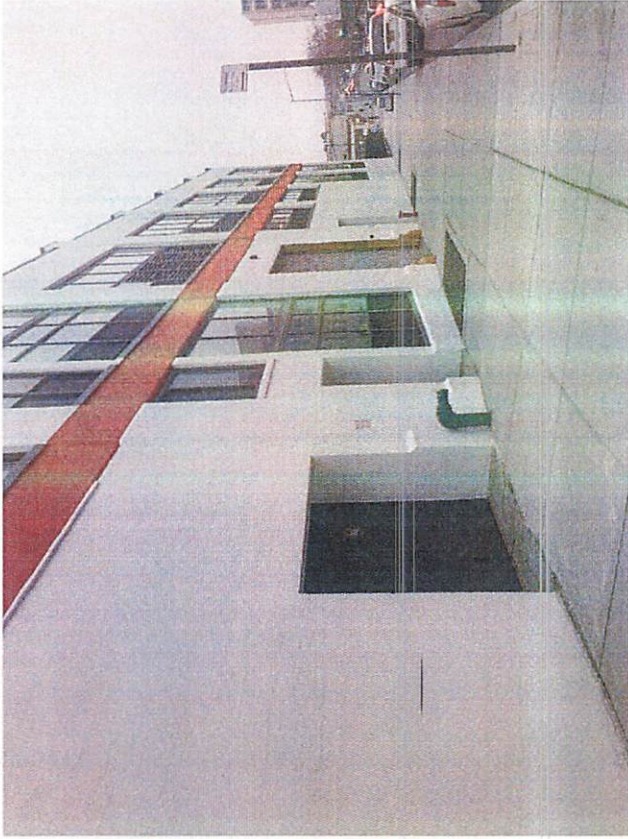


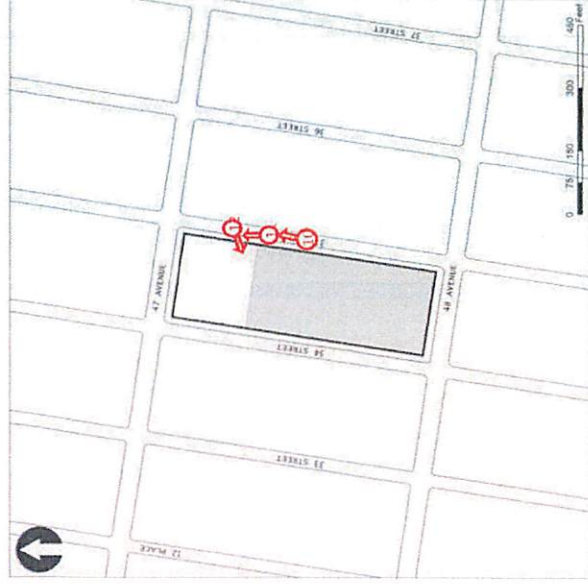
Photo 10: View of the facility and eastern entrance, looking north from 35th Street



Photo 11: View of the facility and parking lot, looking north from 35th Street



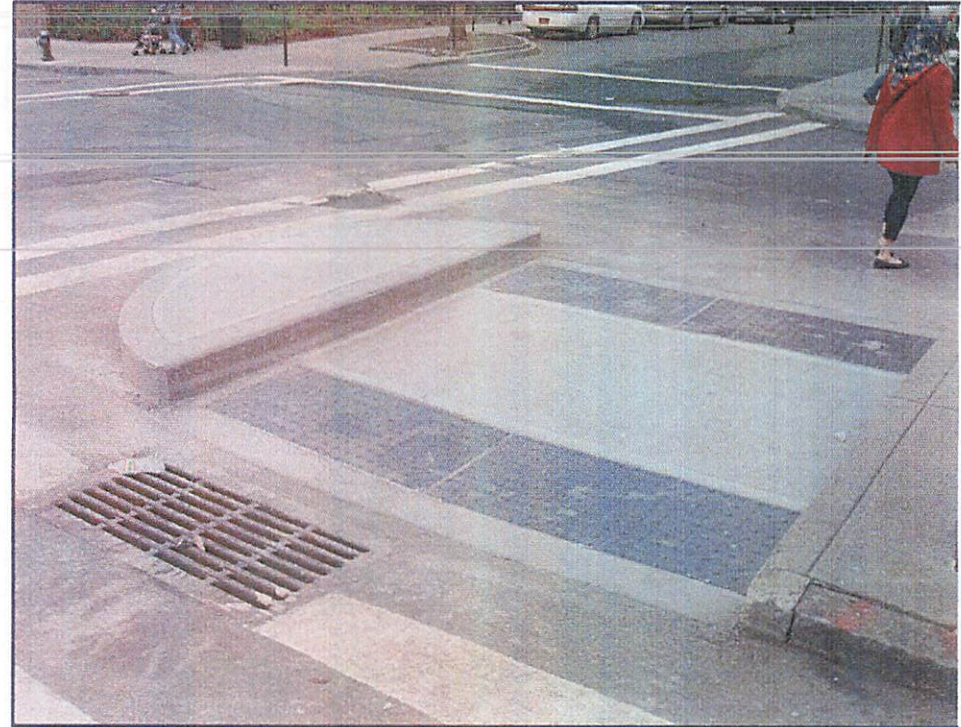
Photo 12: View of the facility, parking lot and loading dock, looking west from 35th Street



Expansion and Relocation of DOT Units

Sidewalk Inspection and Management (SIM)

- SIM Citywide Concrete Unit expanding due to court mandate to install and upgrade 162,000 pedestrian ramps
- DOT hiring 440 new staff members Citywide to implement improvements
- Current SIM locations have been optimized and remain over capacity
- 111 SIM employees would be assigned to HUB (83 SIM inspectors and 28 SIM Citywide Concrete field personnel)



Expansion and Relocation of DOT Units

Traffic Operations – Automated Enforcement

- In 2019, New York State Legislature approved expanding speed camera program to cover every elementary, middle, and high school in the City
- 200 new DOT staff would be assigned to HUB to assess speed violations



Traffic Operations – Fiber Optic Electricians

- DOT relinquished Traffic Operations Yard (location of Street Light Warehouse) to DEP for construction of Water Tunnel 3
- 16 electricians would be assigned to HUB



Surrounding Area

Area Map

25 34th Street

Block 250, Lot 1

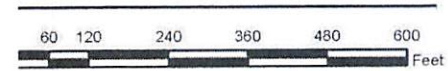
Project

Project Area

600-Foot Radius

- Zoning District**
- C1-1 One & Two Family Buildings
 - C1-2 MultiFamily Walkup Buildings
 - C1-3 MultiFamily Elevator Buildings
 - C1-4 Mixed Commercial/Residential Buildings
 - C1-5 Commercial/Office Buildings
 - C2-1 Industrial/Manufacturing
 - C2-2 Transportation/Utility
 - C2-3 Public Facilities & Institutions
 - C2-4 Open Space
 - C2-5 Parking Facilities
 - Vacant Land
 - All Others or No Data

Subway Entrance



Project Site

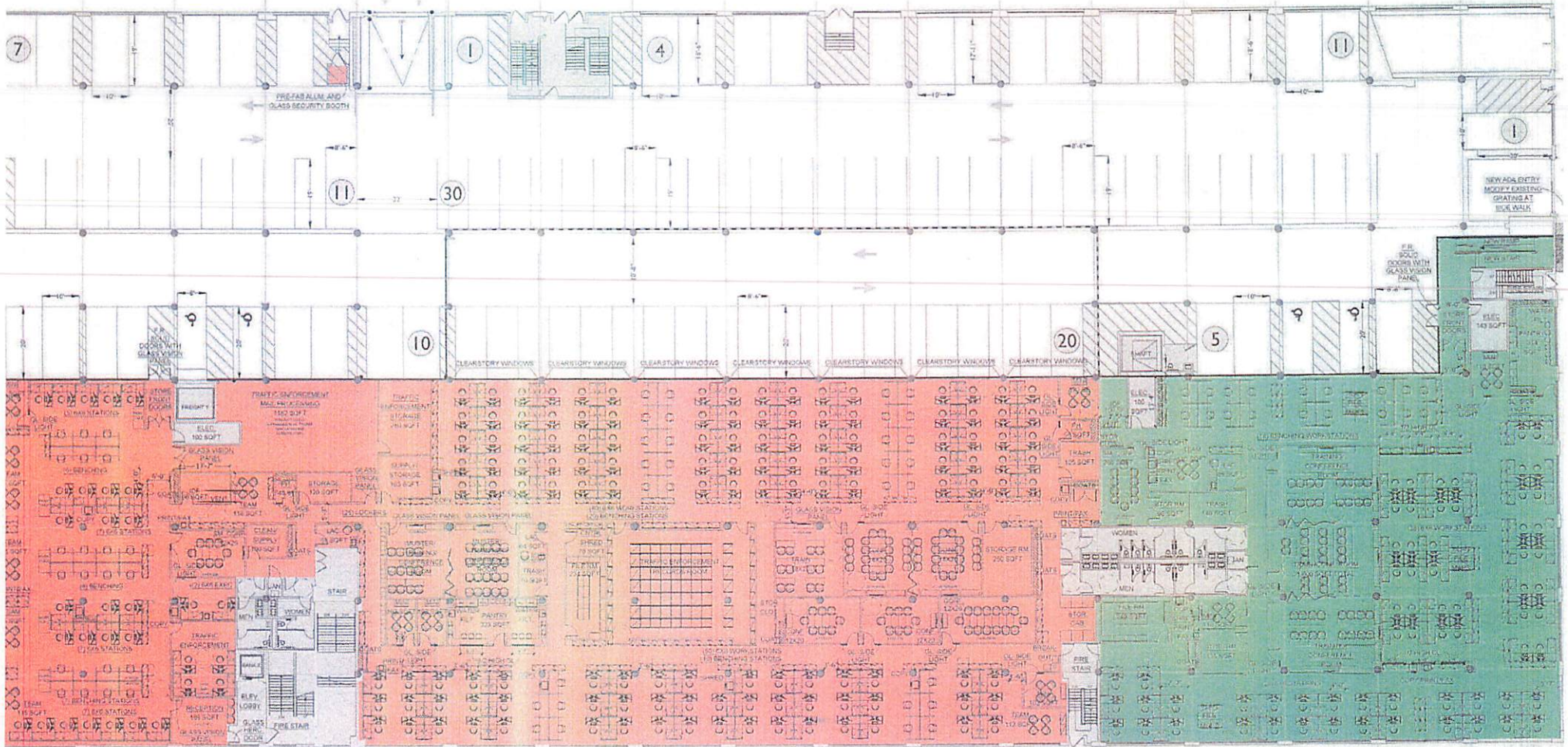
- Proximity to mass transit (subway and bus)
- Vehicle access to City's highway system
- Existing structure is adequately sized for program needs
- Appropriately zoned with light industrial and warehouse uses (M1-4 zoning)
- Located in Long Island City IBZ
- Supports economic objectives for area, increase local business patronage



Proposed Project



Proposed Project – Mezzanine Floor



Proposed Project

Sustainability

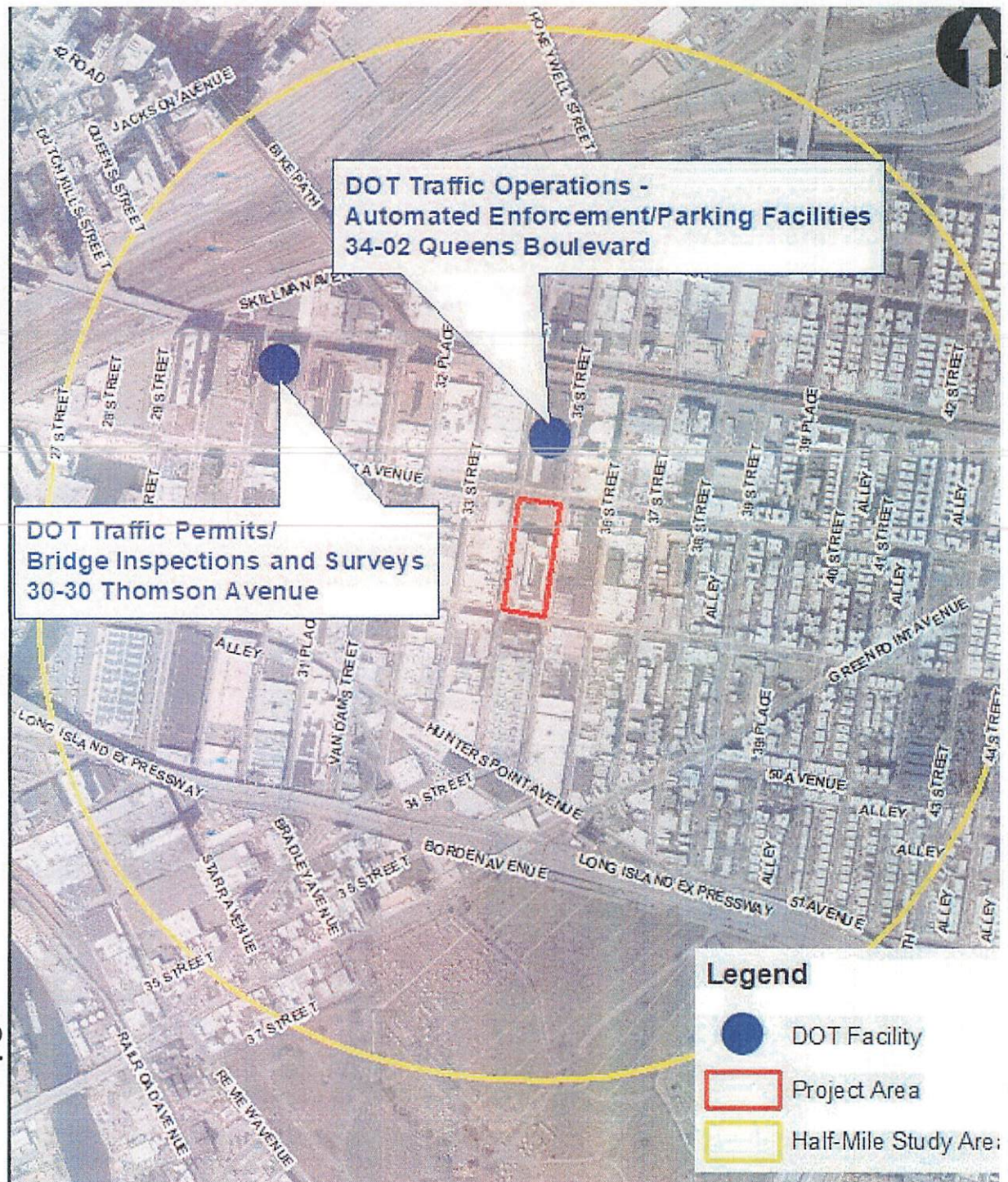
- Not located in a coastal flood hazard area
- DOT, in partnership with DCAS, will explore energy efficiency and sustainability opportunities
- Transit access
- Adaptive re-use of existing structure
- Electric vehicle charger availability and long-term fleet conversion



Fair Share Analysis

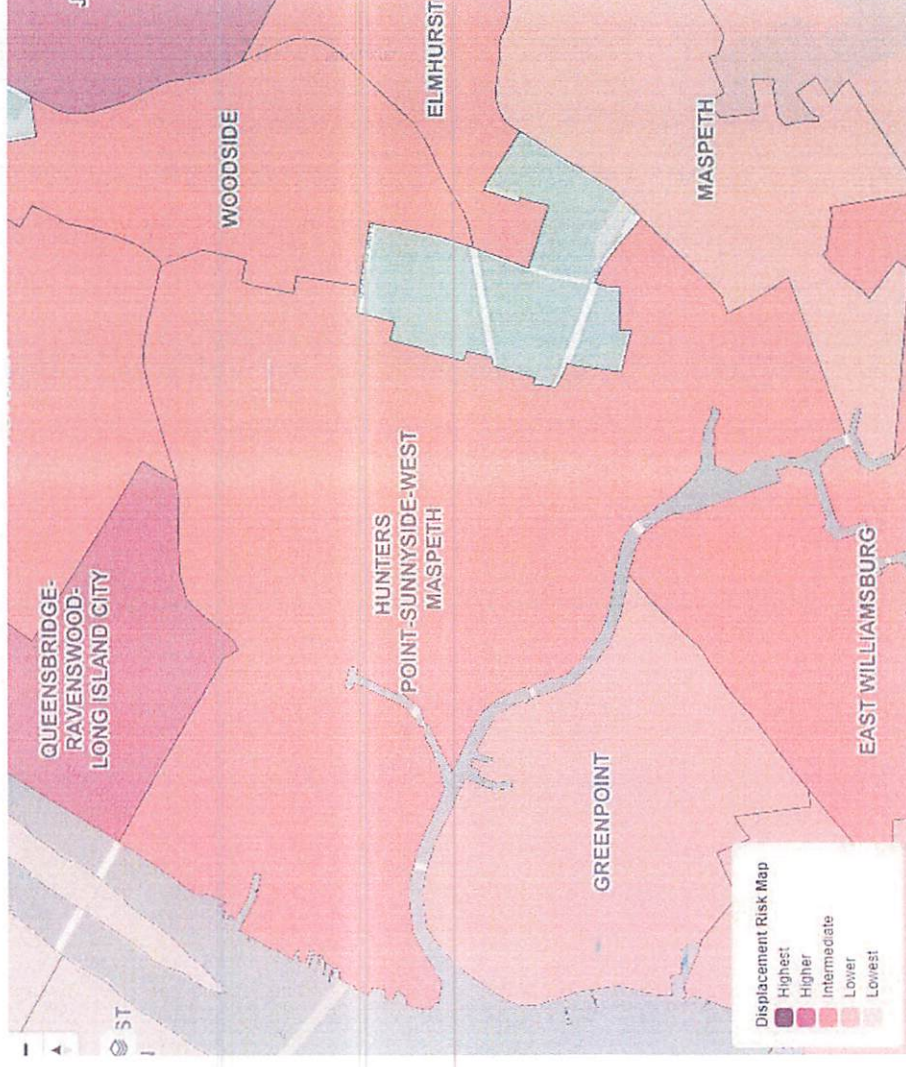
Similar Facilities ½ Mile Radius

- Two other DOT facilities within ½ mile but does not have warehouse, workshop, or parking space and are over capacity
- No disproportionate concentration of similar City facilities in study area
- Proposed operations are compatible with existing facilities and zoning in surrounding area
- Need for the Proposed Project was stated in 2020-2021 and 2021-2022 Citywide Statement of Needs



Racial Equity Report

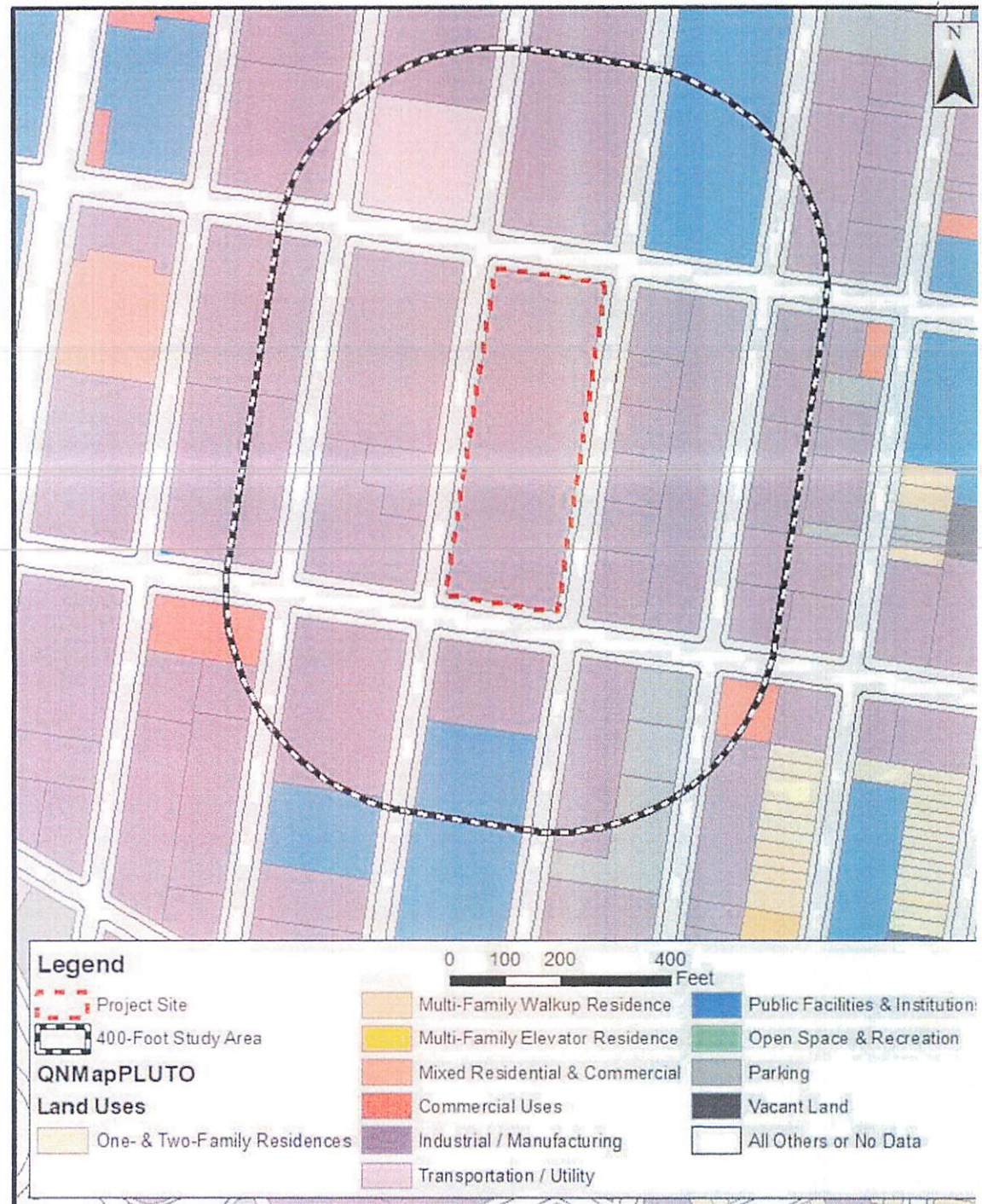
- No housing element to project
- Variety of employment sectors and requirements
- Facilitating a more accessible built environment
- Additional space for traffic enforcement employees to promote safe driving and support Vision Zero



Residential Displacement Index Map, Source: NYC Equitable Development Data Explorer

CEQR EAS

- Site and building reuse, with no significant impacts related to hazardous materials or contamination
- No significant traffic impacts
- Parking will not be significantly impacted



Pedestrian Access & Safety

- High visibility crosswalks at adjacent intersections
- Pedestrian ramps at all four corners
- Traffic signals at all four adjacent intersections with pedestrian signals
- No “high crash” locations in vicinity of site.



Summary

- DOT is seeking to site select and acquire the property at 47-25 34th Street to house SIM Inspectors, SIM Citywide Concrete Crews, Traffic Operations Automated Enforcement, and Traffic Operations Fiber Optic Electricians
- The project site is ideal for DOT
 - Located close to public transportation
 - Excellent vehicle access to the City's highway system
 - Industrial and office space that is adequately sized
 - Appropriately zoned for DOT operations
 - Requires minimal improvements
 - Increases economic activity for local businesses
- Fair Share Analysis determined no disproportionate concentration of similar City or DOT facilities in the area
- CEQR EAS determined that the project would not create significant traffic, parking, or environmental impacts

Thank You!

[Questions?](#)

