# Land Use Review Application

**Department of City Planning** 120 Broadway, 31st floor, New York, NY 10271

City Planning will assign and stamp reference numbers here

APPLICATION NUMBER

APPLICATION NUMBER

APPLICATION NUMBER

APPLICATION NUMBER

## 1. APPLICANT AND APPLICANT'S REPRESENTATIVES

**New York City Department of Correction**
APPLICANT (COMPANY/AGENCY OR OTHER ORGANIZATION) *

**75-20 Astoria Boulevard**
STREET ADDRESS

**East Elmhurst** | **NY** | **11370**
CITY | STATE | ZIP

**718** | **546-0700** | **718 546-5420**
AREA CODE | TELEPHONE # | FAX#

**Howard J. Fiedler, AIA**
APPLICANT'S PRIMARY REPRESENTATIVE

**New York City Department of Correction**
REPRESENTATIVE'S COMPANY/AGENCY OR OTHER ORGANIZATION

**75-20 Astoria Boulevard**
STREET ADDRESS

**East Elmhurst** | **NY** | **11370**
CITY | STATE | ZIP

**718** | **546-0700** | **718 546-5420**
AREA CODE | TELEPHONE # | FAX#

* **List additional applicants below:**

**Mayor's Office of Criminal Justice**
CO-APPLICANT (COMPANY/AGENCY OR OTHER ORGANIZATION )

CO-APPLICANT (COMPANY/AGENCY OR OTHER ORGANIZATION )
ADDITIONAL APPLICANT REPRESENTATIVE:

**Philip Habib & Associates (Planners & Engineers)** | **212 929-5656** | **212 929-5605**
NAME AND PROFESSIONAL AFFILIATION (ATTORNEY/ARCHITECT/ENGINEER ETC.) | TELEPHONE # | FAX #

## 2. SITE DATA

(If the site contains more than one property complete the "LR Item 2. Site Data Attachment Sheet.")

**275 Atlantic Avenue**
STREET ADDRESS

**Borough-Based Jail System: Brooklyn Site**
PROJECT NAME (IF ANY)

**Block bound by Atlantic Avenue, Smith Street, State Street, and Boerum Place**
DESCRIPTION OF PROPERTY BY BOUNDING STREETS OR CROSS STREETS

**C6-2A/DB**
EXISTING ZONING DISTRICT (INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY)

**16c**
ZONING SECTIONAL MAP NO(S).

**Block 175, Lot 1, demapped portions of State St.** | **Brooklyn** | **2**
TAX BLOCK AND LOT NUMBER | BOROUGH | COMM. DIST.

URBAN RENEWAL AREA, HISTORIC DISTRICT OR OTHER DESIGNATED AREA (IF ANY)

IS SITE A NEW YORK CITY OR OTHER LANDMARK? NO ☑ YES ☐ IF YES, IDENTIFY

## 3. DESCRIPTION OF PROPOSAL

(If the entire project description does not fit in this space, enter "see attached description" below and submit description on a separate sheet, identified as "LR item 3. Description of Proposal")

**See Attached Description.**

## 4. ACTIONS REQUESTED AND FEES

(Check appropriate action(s) and attach supplemental form)

* No supplemental form required

| | | |
|---|---|---|
| ☐ | CHANGE IN CITY MAP……MM | $ |
| ☐ | ZONING MAP AMENDMENT……..ZM | $ |
| ☐ | ZONING TEXT AMENDMENT…… ZR | $ |
| ☑ | ZONING SPECIAL PERMIT.....ZS | $ |
| ☐ | ZONING AUTHORIZATION……ZA | $ |
| ☐ | ZONING CERTIFICATION……ZC | $ |
| ☐ | PUBLIC FACILITY, SEL../ACQ…....PF | $ |
| ☐ | DISPOSITION OF REAL PROP……..PP | $ |
| ☐ | URBAN DEVELOP=T ACTION……HA | $ |
| ☐ | URBAN RENEWAL PROJECT……..* | $ |
| ☐ | HOUSING PLAN & PROJECT……* | $ |
| ☐ | FRANCHISE……..* | $ |
| ☐ | REVOCABLE CONSENT……* | $ |
| ☐ | CONCESSION……..* | $ |
| ☐ | LANDFILL……..* | $ |
| ☐ | OTHER (Describe) | $ |

☐ MODIFICATION $

☐ FOLLOW-UP APPLICATION NO. $

☐ RENEWAL APPLICATION NO. $

☐ OTHER SPECIFY $

**TOTAL FEE (For all actions)** $ **0**

Make Check or Money Order payable to Department of City Planning.

If fee exemption is claimed check box below and explain

☑ **Applicant is a City Agency**

Has pre-application meeting been held? ☐ NO ☑ YES

If yes **F. Ruchala/T. Wolfson** DCP Office/Representative | **8/28/2018** Date of meeting

**5. ENVIRONMENTAL REVIEW**

CITY ENVIRONMENTAL QUALITY REVIEW (CEQR) (Discuss with CEQR lead agency before completing)

LEAD AGENCY **New York City Department of Correction** CEQR NUMBER **18DOC001Y**

TYPE OF CEQR ACTION:

☐ TYPE II Type II category: _____ Date determination was made: _____

☑ TYPE I } Has EAS been filed? Yes ☑ No ☐

☐ UNLISTED } If yes, Date EAS filed: **August 6, 2018**

Has CEQR determination been made? Yes ☑ No ☐

If yes, what was determination? Negative Declaration ☐ CND ..... ☐ Positive Declaration ☑ } Date determination made: **August 6, 2018** (Attach Copy)

If Positive Declaration, has PDEIS been filed? **Yes**

Has Notice of Completion (NOC) for DEIS been issued? **Yes** If yes, attach copy.

If PDEIS has not been filed, has final scope been issued? **N/A** If yes, date issued: _____

**6. COASTAL ZONE MANAGEMENT**

IS SITE IN STATE DESIGNATED COASTAL ZONE MANAGEMENT (CZM)? AREA? No ☑ Yes ☐

**7. RELATED ACTIONS BY CITY PLANNING**

LIST ALL CURRENT OR PRIOR CITY PLANNING COMMISSION ACTIONS RELATED TO SITE:

| APPLICATION NO. | DESCRIPTION/ DISPOSITION/STATUS | CAL. NO. | DATE |
|---|---|---|---|
| **See attached list** | | | |

**8. RELATED ACTIONS BY OTHER AGENCIES**

LIST ALL OTHER CURRENT OR PRIOR CITY, STATE OR FEDERAL ACTIONS RELATED TO APPLICATION:

| REFERENCE NO. | DESCRIPTION/ DISPOSITION/STATUS | CAL. NO. | DATE |
|---|---|---|---|
| **N/A** | | | |

**9. FUTURE ACTIONS REQUIRED**

LIST ALL FUTURE CITY, STATE OR FEDERAL ACTIONS REQUIRED TO IMPLEMENT THE PROPOSED ACTION:

**N/A**

**10. APPLICANT** (Attach authorizing resolution(s), if applicable)

**Howard J. Fiedler, AIA, Director of Design Unit** — NAME AND TITLE OF APPLICANT OR AUTHORIZED REPRESENTATIVE

[signature] — SIGNATURE OF APPLICANT

8/26/19 — DATE

**New York City Department of Correction** — APPLICANT'S COMPANY/AGENCY OR OTHER ORGANIZATION (IF ANY)

**11. CO-APPLICANTS**

(Attach authorizing resolution(s), if applicable)

**Elizabeth Glazer, Director** — NAME AND TITLE OF CO-APPLICANT OR AUTHORIZED REPRESENTATIVE

[signature] — SIGNATURE OF CO-APPLICANT

8/26/19 — DATE

**Mayor's Office of Criminal Justice** — CO-APPLICANT'S COMPANY/AGENCY OR OTHER ORGANIZATION

**1 Centre Street, Room 1210** — STREET ADDRESS

**New York** — CITY

**NY** — STATE

**10007** — ZIP

**646 576 3518** — TEL.NO.

FAX

_____ — NAME AND TITLE OF CO-APPLICANT OR AUTHORIZED REPRESENTATIVE

_____ — SIGNATURE OF CO-APPLICANT

DATE

_____ — CO-APPLICANT'S COMPANY/AGENCY OR OTHER ORGANIZATION

_____ — STREET ADDRESS

CITY

STATE

ZIP

TEL.NO.

FAX

**ADMINISTRATIVE CODE**

ANY PERSON WHO SHALL KNOWINGLY MAKE A FALSE REPRESENTATION ON OR WHO SHALL KNOWINGLY FALSIFY OR CAUSE TO BE FALSIFIED ANY FORM, MAP, REPORT OR OTHER DOCUMENT SUBMITTED IN CONNECTION WITH THIS APPLICATION SHALL BE GUILTY OF AN OFFENSE PUNISHABLE BY FINE OR IMPRISONMENT OR BOTH, PURSUANT TO SECTION 10-154 OF THE CITY OF NEW YORK ADMINISTRATIVE CODE.

**NOTICE**

THIS APPLICATION WILL BE DEEMED PRELIMINARY UNTIL IT IS CERTIFIED AS COMPLETE BY THE DEPARTMENT OF CITY PLANNING OR THE CITY PLANNING COMMISSION. ADDITIONAL INFORMATION MAY BE REQUESTED OF THE APPLICANT BY THE DEPARTMENT OF CITY PLANNING.

## 7. Related Actions by City Planning

LIST ALL OR CURRENT OR PRIOR CITY PLANNING COMMISSION ACTIONS RELATED TO SITE

| Application No. | Description/Disposition/Status | Cal. No. | Date |
|---|---|---|---|
| Brooklyn | | | |
| CP-5427 | Acquisition (New Site for New City Prison and Remand Shelter) | 5 | April 21, 1948 |
| CP-5570 | Widening of Boerum Place Adjacent to Site | 18 | Sept. 15, 1948 |
| C 010199 ZMY | Zoning Map Amendment (C6-1 to C6-2A District) | 4 | June 13, 2001 |
| N 000244 ZRY | Zoning Text Amendment (Special DB District) | 3 | June 13, 2001 |
| 190116 MMK | City Map Change (Demap State Street Volumes) | - | - |
| Citywide | | | |
| N 190334 ZRY | Zoning Text Amendment (Borough-based Jail System Special Permit) | - | - |
| 190333 PSY | Public Facility-Site Selection (Borough-based Jail System) | - | - |
| Bronx | | | |
| CP-2804, -2805 | Eliminate, discontinue and close Wales Avenue | 10, 11 | Feb. 24, 1942 |
| CP-18268 | Rezoning from M1-1 to current M3-1 | 18 | March 25, 1964 |
| C 820154 PPX | Disposition | 71 | Dec. 9, 1981 |
| 190335 ZSX | Zoning Special Permit (Borough-Based Jail System) | - | - |
| Manhattan | | | |
| CP-1062 | City Map Change (Baxter Street Widening) | 3 | Nov. 27, 1940 |
| C 820687 PSM(A) | Public Facility-Site Selection (MDC North) | 1 | Oct. 4, 1982 |
| C 850058 GFM | Revocable Consent (bridge over and across White Street) | 38 | Jan. 30, 1985 |
| C 850059 GFM | Revocable Consent (tunnel under and across White Street) | 39 | Jan. 30, 1985 |
| C 850314 PLM | Disposition (retail space in MDC North) | 40 | Jan. 30, 1985 |
| 190252 MMM | City Map Change (White Street narrowing and limiting planes) | - | - |
| 190340 ZSM | Zoning Special Permit (Borough-Based Jail System) | - | - |
| 190341 PQM | Acquisition (Retail Leasehold) | - | - |
| Queens | | | |
| CP-3358 | Layout of a Public Place (Present Day Block 9657) | 11 | Oct. 18, 1944 |
| CP-6366 | Layout of a Public Place (Present Day Block 9653) | 50 | May 4, 1949 |
| CP-8887 | Selection of Site for a Criminal Court and City Prison | 48 | March 5, 1952 |
| CP-11569 | City Map Change (82nd Avenue Realignment) | 24 | May 18, 1955 |
| CP-14435 | Assignment of City-Owned Property to the Department of Traffic for a Public Parking Garage | 11 | April 22, 1959 |
| CP-14707 | Release of Jurisdiction of City-Owned Property by the Queens Borough President | 12 | April 22, 1959 |
| CP-14708 | Construction of a Public Parking Garage by the Department of Traffic | 34 | April 22, 1959 |
| CP-20570 | Zoning Map Amendment (R5 to C4-4) | 18 | Feb. 19, 1969 |
| 190117 MMQ | City Map Change (Demap 82nd Avenue) | - | - |
| 190342 ZSQ | Zoning Special Permit (Borough-Based Jail System) | - | - |

Brooklyn, Manhattan, and Queens City Map Change applications were certified on 03/25/2019 in coordination with this Brooklyn Special Permit application. A revised Brooklyn City Map Change application was filed on 08/06/2019.

Zoning Special Permit applications for Bronx, Manhattan, and Queens and Acquisition application for Manhattan also were certified on 03/25/2019 in coordination with this Brooklyn Special Permit application.

Revised special permit applications for the other three borough-based jail sites and the Citywide actions are being filed simultaneously with this revised application to reflect modifications under consideration by the City Planning Commission to the applications as certified on March 25, 2019.. Please refer to the Project Description for details on the revisions.

# Special Permit/Authorization/Certification. . . .ZS/ZA/ZC

APPLICATION NO.

APPLICATION NO.

APPLICATION NO.

(If more than five actions are being requested, enter "see attached" below, and list ALL PROPOSED ACTIONS in the same format as below on a separate sheet titled "Proposed Zoning Special Permits/ Authorization/ Certifications.")

**Action(s) requested pursuant to ZR**
(Check one box for each proposed action)

| Special Permit (ZS) | Authorization (ZA) | Certification (ZC) | PURSUANT TO: ZONING RESOLUTION SECTION NUMBER | ZONING RESOLUTION SECTION TITLE | TO MODIFY: SECTION NO. (If applicable) |
|---|---|---|---|---|---|
| ☑ | ☐ | ☐ | 74-832 (pending) | Borough-based jail system Special Permit | 23-145; 33-10 |
| ☐ | ☐ | ☐ | | | 33-40; 36-12 |
| ☐ | ☐ | ☐ | | | 36-20; 36-60 |
| ☐ | ☐ | ☐ | | | 101-11; 101-20 |
| ☐ | ☐ | ☐ | | | 101-22 |

HAS A DRAFT RESTRICTIVE DECLARATION BEEN INCLUDED WITH THIS APPLICATION? YES ☐ NO ☑

WILL ALL PARTIES IN INTEREST TO THE PROPERTY AGREE TO A RESTRICTIVE DECLARATION IF REQUIRED? YES ☑ NO ☐

**Property ownership/ interest**

CHECK APPLICABLE BOX(ES) (If more than one box is checked in the left column, please explain below).

APPLICANT:

- ☑ IS OWNER OF SUBJECT PROPERTY
- ☐ IS LESSEE OF SUBJECT PROPERTY
- ☐ HAS CONTRACT TO LEASE/BUY SUBJECT PROPERTY
- ☐ IS OTHER (explain real property interest below)

APPLICANT:

- ☑ IS A CITY AGENCY
- ☐ IS A STATE OR FEDERAL AGENCY

**Discussion of findings**

**STATEMENT IN SUPPORT OF REQUIRED ZONING RESOLUTION FINDINGS/DECLARATION OF COMPLIANCE**
(This is the same discussion/statement as in Attachment #11. If it fits below, it may be put here instead of in a separate attachment. If Attachment #11 has been completed, you may leave this area blank).

See attachment 11.

LR Item 3
Description of Proposal

**Borough-Based Jails: Brooklyn Site**
**275 Atlantic Avenue (Block 175, Lot 1)**
**Brooklyn Community District 2**
**(Revised 29 August 2019)**

## 1. Introduction

The City of New York, through the applicants, the New York City Department of Correction (DOC) and the Mayor's Office of Criminal Justice (MOCJ), and the co-applicant, the New York City Department of Citywide Administrative Services (DCAS), is proposing to develop a new detention facility in Brooklyn (the "Proposed Project") as part of its broader plan to implement a borough-based jail system in keeping with its continued commitment to create a modern, humane, and safe justice system and facilitate the closure of the jails on Rikers Island and replacement of existing borough detention facilities. The Proposed Project will develop four new detention facilities to house individuals who are in the City's correctional custody with one detention facility located in each borough for The Bronx, Brooklyn, Manhattan, and Queens. The proposed facilities will be completed and in operation by 2026.

The proposed Brooklyn facility will be located at 275 Atlantic Avenue (Block 175, Lot 1) in Downtown Brooklyn in Community District 2, a 59,847-square-foot (sf) full-block City-owned site bound by Atlantic Avenue, Boerum Place, State Street, and Smith Street that is currently occupied by the Brooklyn Detention Complex, also known as BDC, which was originally known as the Brooklyn House of Detention.[1] In addition, the area affected by this application also includes a volume of space below State Street between Boerum Place and Smith Street adjoining the BDC block. Subject to a separate but related application, this one-block long segment of State Street will be subject to a City Map Change eliminating, discontinuing and closing State Street below an upper limiting plane of 16 feet below legal grade. The area of this volume is 19,332.1 sf. While the street above 16 feet below legal grade will remain a mapped street, the demapped volume of space below will be part of the jail site. Collectively, the existing BDC and the volume of space below State Street comprise the "proposed project area."

The proposed action will create a new jail with 1,150 beds. The Brooklyn borough-based jail will have approximately 980,000 zoning square feet (zsf)[2] of above-grade space including housing for people in detention, support services space, centralized care services, and retail and/or community facility space. It will also include accessory parking spaces in a below-grade garage. Building volume will be regulated by a maximum permitted building envelope. The height of building streetwalls, aka building base heights, above the base plane will be a minimum of 60 feet and a maximum of 105 feet facing Atlantic Avenue, Smith Street, and State Street and a maximum of 399.45 feet (439.45 feet inclusive of rooftop mechanical bulkheads, parapets, and rooftop horticultural and related space) feet facing Boerum Place, with required minimum setbacks of 10 feet on Atlantic Avenue and Smith Street, 5 feet on State Street and no required setback on Boerum Place. Above the setback volumes, the maximum height above the base plane of building volumes that contain habitable space will be 399.45 feet above the base plane and the maximum height above the base plane of rooftop mechanical bulkheads, parapets, and rooftop horticultural and related space will be 439.45. There will be three levels below-grade.

[1] The Brooklyn Detention Complex is different from the Metropolitan Detention Center, the federal prison located on 29th Street in Brooklyn.
[2] "Zoning square feet" or "zsf" is synonymous with the term "floor area" as defined in the ZR.

To help facilitate the proposed Brooklyn borough-based jail, DOC and MOCJ are proposing one land use action as part of this application:

* A zoning special permit that will govern permitted use, bulk, including floor area ratio, parking, and loading. The zoning special permit will be pursuant to a new section of Article VII, Chapter 4 of the Zoning Resolution (ZR), which will create the "Borough-Based Jail System Special Permit."

Revised special permit applications for the other borough-based jail sites and for the system-wide public facility-site selection approval are being filed simultaneously with this revised application to reflect modifications under consideration by the City Planning Commission to the applications as certified on March 25, 2019. Changes to the applications include reductions in the number of beds for each proposed borough-based jail from 1,437 beds to 1,150 beds and a system-wide reduction from approximately 5,745 beds to 4,000 beds, reductions in the floor area of Use Group 8d prison space for each site (varying changes per site), reductions in the maximum permitted building envelope to incorporate setbacks between 5-10 feet deep below specified heights above the building base for each site (varying changes per site), addition of requirements for minimum dimensions of an exterior space at the visitors' entrance (defined as the public access point) for each site, and a change in the required minimum depth of active frontage areas from 20 feet to 30 feet (except in Manhattan where the requirement will remain 20 feet). In addition, technical corrections to zoning lot area as measured in square feet are included for each site to be consistent with survey information.

In addition, this specific application has been revised to eliminate a proposed modification to ground floor transparency requirements, as the proposed project will now comply with the applicable zoning requirement, and also to reflect that proposed project will not potentially include a new bridge above State Street, consistent with a revision to the State Street city map change application.

Related to this revised application, DOC and MOCJ are also proposing two land use actions applicable to all of the proposed borough-based jail sites which are the subject of a separate but related application that was certified concurrently with this Brooklyn-specific application on March 25, 2019 and, as described above, is also being revised. These other land use actions include:

* A proposed zoning text amendment creating the new section of the ZR referenced above, which will allow the City Planning Commission to modify zoning regulations related to use; bulk, including an increase in floor area ratio (FAR) related to courthouse and prison use; and accessory and public parking and loading.

* A public facility-site selection that will approve the siting of the four borough-based jails. In the case of the Brooklyn site, this will be a new facility replacing an existing facility and expanding the on-site capacity. This proposal requires a Fair Share analysis which is provided as part of that application. DCAS is a co-applicant for this action. As described above, this application is also being revised.

In addition to the above-referenced approvals, the Brooklyn borough-based jail facility also requires one other approval through ULURP:

* The aforementioned City Map Change. That action is the subject of land use application no. 190116 MMK, which was originally filed on October 24, 2018 and was certified concurrently with this application on March 25, 2019. A revised application was filed on August 6, 2019.

As such, the Brooklyn-specific action detailed in this application is contingent upon the adoption of the zoning text amendment, public facility-site selection, and city map change actions.

Also, DOC and MOCJ are also concurrently seeking zoning special permit applications for the other proposed borough-based jails in The Bronx, Manhattan, and Queens. As described above, those applications are also being revised.

## 2. Background

Historical Changes in the Criminal Justice System

In the last five years, New York City has experienced an acceleration in the trends that defined the City's public safety landscape over the last three decades. While jail and prison populations around the country have increased, New York City's jail population has fallen by half since 1990, and declined by 34 percent since Mayor de Blasio took office. Indeed, in the last five years, the City experienced the steepest five-year decline in the jail population since 1998. This decline in jail use has occurred alongside record-low crime. Major crime has fallen by 78 percent in the last 25 years (since 1993) and by 14 percent in the last five years (since 2013). 2018 was the safest year in CompStat history. New York City's historic and durable decline in crime rates are continued and unique proof that we can increase safety while shrinking the jail population.

*Smaller, Safer, Fairer*, the City's roadmap to closing the jails on Rikers Island, was released by MOCJ in June 2017 and includes 18 strategies to ultimately reduce the jail population to 5,000[3], allow for the closure of the jails on Rikers Island, and the transition to the proposed borough-based jail system. Progress on these strategies is underway with the partnership of New Yorkers, the courts, district attorneys, the defense bar, mayoral agencies, service providers, the City Council, and others within the justice system. When New York City released its roadmap in June 2017, the City's jails held an average of 9,400 people on any given day. In June 2019, the population has dropped to 8,000, a 15 percent decline.

A number of factors have contributed to the decline in jail population, including:

- **Reduced crime and arrest rates.** Major crime decreased by 14 percent in the City in the last five years and arrests have fallen by 37 percent. The City has invested in reducing crime through the Mayor's Action Plan for Neighborhood Safety (MAP) and the Office to Prevent Gun Violence (OPGV), among other initiatives.
- **Fewer people enter jail.** Among other system dynamics, interventions aimed at reducing the number of low- and medium-risk people entering jail contributed to about 35 percent of the total reduction of people in jail to date. These include major investments in diversion (preventing over 11,000 people from entering jail); alternatives to jail sentences; making it easier to pay bail through funding bail expediters; expanding the charitable bail fund citywide and implementing online bail payment; and targeted initiatives focused on the unique needs of specific groups such as women, adolescents, and those with mental/behavioral health issues.

[3] With the adoption of bail reform measures by the State Legislature during spring 2019, the City now anticipates the average daily population of the jail system can be further reduced to 4,000 by 2026.

- **Cases resolved faster.** Reductions in unnecessary case delays have resulted in fewer defendants' cases extending beyond one year. For example, since the start of Justice Reboot[4] in April 2015, the number of Supreme Court cases pending for more than one year has declined 22 percent (746 cases as of January 5, 2019).

Facilities at Rikers Island

Currently, the majority of the people held in the City's jail system are held at Rikers Island, which is a 413-acre City-owned property located in the East River and is part of The Bronx, although it is accessed from Queens. It has a capacity for approximately 11,300 people in detention in eight active jail facilities.[5] Most facilities on Rikers Island were built more than 40 years ago and create serious challenges to the safe and humane treatment of those in detention. In addition, Rikers Island's isolation limits accessibility to both staff and visitors, as described in the report, *A More Just New York City*, issued by the Independent Commission on New York City Criminal Justice and Incarceration Reform (the Lippman Commission).

While the City now offers free, express shuttle bus service to and from Rikers Island designed to facilitate visits for family and friends of people in custody, Rikers Island is still geographically isolated from the rest of New York City. It is accessed by a small, narrow bridge that connects it with Queens. This isolation makes it difficult for DOC staff, family members, defense attorneys, social service providers, and other service providers and visitors to access their jobs, loved ones, and clients. As noted in *A More Just New York City*, visiting a person in detention on Rikers Island can take an entire day, forcing people to miss work and make costly arrangements for child care.

Additionally, the location of Rikers Island results in inefficient transportation and an increase in related costs to the City, as DOC must expend substantial time and resources transporting people in detention off the Island for court appearances and appointments. MOCJ continuously works with DOC and the State Office of Court Administration (OCA) to find ways to further improve on-time court production and reduce case delays associated with late production. All defendants, regardless of incarcerated status, are required to be present at court at 9:30 am. DOC must transport more than 1,000 people on and off the Island each day for court appearances, and this inevitably causes some to miss court appearances and off-site treatment dates. If defendants are produced late, it may result in their appearance being rescheduled for a later date (or 'delayed'), which can contribute to delayed resolution and longer length of stay in DOC custody. Missed court appearances can further draw out case timelines and cause other disruptions to court schedules, and missing appointments can result in potentially adverse consequences for people who are detained.

Finally, the transformative vision contemplated under the City's proposal cannot be achieved through renovations of the current facilities on Rikers Island due to its physical isolation.

[4] Justice Reboot is the City's initiative aimed at reducing unnecessary case delays. The City created a centralized coordinating body, run through the Mayor's Office of Criminal Justice, that conducts deep analytical dives into borough-specific case processing problems and provides targeted solutions.

[5] "People in detention" refers to all those in the custody of the New York City Department of Correction, regardless of legal status, including but not limited to pretrial detainees, city sentenced individuals and people held on State parole violations.

Other City Jail Facilities

DOC currently operates four other detention facilities not located on Rikers Island. These facilities are the Brooklyn, Manhattan, and Queens (currently decommissioned) Detention Complexes, and the Vernon C. Bain Center, located in the East River near the Hunts Point neighborhood of The Bronx. These facilities can accommodate a total of about 2,500 people in detention. The Brooklyn, Manhattan, and Queens Detention Complexes are located on sites that are proposed for redevelopment with modern detention facilities under the Proposed Project. The Vernon C. Bain Center is a five-story barge that provides medium to maximum security detention facilities and serves as the Bronx detention facility for admissions.

These existing facilities cannot be renovated to meet the needs of the contemporary facilities envisioned. The existing facilities are limited with regard to capacity and inefficient in design; many of them date back to the 1950s, 1960s, 1970s, and 1980s and have not been renovated since the early 1990s. Facility layouts are outdated and do not provide for the quality of life sought in more modern detention facilities, with regard to space needs, daylight, and social spaces.

Projected Reductions in the Number of People in the City's Jails

The number of people who enter and the length of time they stay determine the size of the population in the City's jails. The City is in the process of implementing the strategies laid out in *Smaller, Safer, Fairer*, which in conjunction with recent State reforms are expected to reduce the average daily jail population to approximately 4,000. In the two years since the release of Smaller, Safer, Fairer, the City's jail population fell to approximately 7,400, a decrease of 35% since the Mayor took office that puts the City ahead of schedule in its efforts to reduce the population. With the implementation of the strategies in Smaller, Safer, Fairer and with New York State's recent passage of criminal justice reform legislation eliminating money bail and pretrial detention for nearly all misdemeanor and nonviolent felony cases, the City expects to achieve, with the goal of achieving a total average population of 4,000 by 2026.

The City is also undertaking a reentry strategy that aims to drive New York City's crime rate even lower by reliably assessing who poses a risk of recidivism, appropriately addressing the issues that have led many into contact with the criminal justice system, and connecting people with stabilizing services that can help ensure they do not commit new crimes. By addressing vocational, educational, therapeutic and other needs in an individualized way, time inside jail can be used productively to lay a foundation that can prevent future interaction with the criminal justice system.

The Proposed Borough-Based Jail System

Under the borough-based jail proposal, the system will provide approximately 4,600 beds to accommodate an average daily population of 4,000 people, while allowing space for population-specific housing requirements, such as those related to safety, security, physical and mental health, among other factors, and fluctuations in the jail population.

A guiding urban design principle for the Proposed Project is neighborhood integration. This includes promoting safety and security, designing dignified environments, leveraging community assets, and providing added value and benefits to the surrounding neighborhoods. The new facilities will be designed with the needs of the communities in mind. They will be designed to encourage positive community engagement and serve as civic assets in the neighborhoods. The new buildings will be integrated into the neighborhoods, providing connections to courts and service providers and also offering community benefits. The Proposed Project is intended to strengthen connections between people who are detained to

families and communities through allowing people to remain closer to their loved ones, which allows better engagement of incarcerated individuals with attorneys, social service providers, and community supports so that they will do better upon leaving and be less likely to return to jail.

Each facility will be designed to minimize the effect on the surrounding neighborhood urban design while also achieving efficient and viable floorplans that optimize access to program space, outdoor space, and natural light. The borough facilities will be designed to be self-sufficient buildings, with housing units (i.e., a standardized module consisting of a certain number of cells with a common dayroom, support spaces, and recreation yard) that facilitate better office supervision as a result of the improved floorplans. The Proposed Project contemplates providing sufficient space for effective and tailored programming, and appropriate housing for those with medical, behavioral health and mental health needs. Additionally, the facilities will provide a normalized environment of operations that supports the safety and well-being of both staff and the people who are detained in the City's custody.

The Proposed Project will ensure that each borough facility has ample support space for quality educational programming, recreation, therapeutic services, publicly accessible community space, and staff parking. The support space will also include a public-service-oriented lobby, visitation space, space for robust medical screening for new admissions, medical and behavior health exams, health/mental health care services, therapeutic units, infirmaries and communicable disease unit and administrative space. The community space is intended to provide useful community amenities, such as community facility programming or street-level retail space.

The proposed facilities will be completed and in operation by 2026.

Project Area History and Past Land Use Actions

The proposed project area contains BDC, located at 275 Atlantic Avenue on the block bound by Smith Street to the east, Atlantic Avenue to the south, Boerum Place to the west, and State Street to the north. The City authorized acquisition of this block in 1948 (Application No. CP-5427) as a site for a new city prison and remand shelter. Also in 1948, as a separate action the City approved the widening of Boerum Place along the east side of the street adjacent to the proposed project area. This city map change increased the mapped width from 60 feet to 130 feet (Application No. CP-5570), which shortened the block by 70 feet.

BDC was completed in 1956. The building subsequently received a western addition for a visitor's center built ca. 1967 to 1972, which was then replaced after 1996 by a one- and two-story ground-floor addition. An existing tunnel below State Street connects the proposed project area to the Brooklyn Central Courts Building at 120 Schermerhorn Street.

In the 1961 ZR, the Brooklyn site was zoned C6-1. This remained in effect until 2001, when the site was rezoned as part of the Downtown Brooklyn rezoning, when the underlying zoning was changed to C6-2A (Application No. C 010199 ZMY) and the site was included in the newly established Special Downtown Brooklyn District (Application No. N 000244 (B1) ZRY), which is indicated on the zoning map as "DB." These actions were intended to provide height limits and other bulk and use controls that would allow flexibility in the design of modern commercial buildings. An additional aim was to provide opportunities for new housing development and strengthen the areas of transition from the central business district to the surrounding residential neighborhoods.

Past Land Use Actions in the 600-foot Radius Area

In addition to the aforementioned 2001 Downtown Brooklyn rezoning, which amended the Zoning Map for several blocks in Downtown Brooklyn and established the Special Downtown Brooklyn District, there have been several other notable land use actions within a 600-foot radius of the proposed project area.

In 2002, the Brooklyn Law School Rezoning (Application No. C 020097 ZMK), which rezoned parts of three blocks to the northwest of the proposed project area, and a Zoning Variance (BSA Calendar No. 46-02 BZ), which granted height and setback waivers, facilitated a new dormitory. A related special permit (Application No. C 020098 ZSK) approved a public parking garage for the same building with a maximum capacity of 215 spaces.

In 2003, the Atlantic Court project, involving a disposition of City property (Application No. C 030023 PPK) and a special permit (Application No. C 030024 ZSK), facilitated a mixed-use development with a 700-space public parking garage.

In 2004, parcels to the north of the proposed project area were rezoned as part of another Downtown Brooklyn Rezoning (Application No. C040171ZMK), which rezoned seven subareas to C6-2, C6-4, C6-4.5, and R7-1/C2-4, promoting new mixed-use developments.

In 2011, the Boerum Hill Rezoning (Application No. C110252ZMK) rezoned all or part of 31 blocks to the south of the proposed project area from existing R6 and R7B to R6B, R6A, and R7A contextual zoning districts to allow modest growth and reflect existing building forms.

## 3. Description of the Surrounding Area

Land Use

The surrounding area is characterized by the medium density residential neighborhoods of Cobble Hill and Boerum Hill to the south, along with the higher-density commercial neighborhood of Downtown Brooklyn to the north. Atlantic Avenue serves as the primary arterial road in the area, providing access to the proposed project area while also serving as a buffer from the residential neighborhoods to the south. Local retail uses dot the area, primarily along Atlantic Avenue, Court Street, Smith Street, and Fulton Street. Public institution uses are also predominantly located north of the proposed project area and include the Brooklyn Central Courts Building at the northwest corner of State and Smith streets, and the New York City Housing Court at the corner of Smith and Livingston streets. Several schools are located within the area, including Brooklyn Law School, at the corner of Joralemon and Adams streets, and Packer Collegiate Institute, on Joralemon Street. Two houses of worship include the Brooklyn Tabernacle, located on Smith Street between Fulton and Livingston streets, and the Brooklyn Friends Meeting House, located at the southeast corner of Schermerhorn Street and Boerum Place.

The block immediately to the north of the proposed project area contains the 11-story Brooklyn Central Courts, three-story Brooklyn Frontiers High School, three and a half-story Friends Meeting House, and an 11-story residential tower.

The block immediately to the west of the proposed project area contains an 11-story mixed-use residential and retail development and an adjacent 11-story development, both recently constructed. The block also contains HeartShare St. Vincent’s Services, a non-profit organization.

The block immediately to the south of the proposed project area contains several parcels under construction, a recently constructed two-story retail development, a recently constructed mid-rise residential development along Pacific Street, and several mixed-use residential and retail developments on small parcels along Atlantic Avenue.

The block immediately to the east of the proposed project area contains a recently constructed 13-story hotel—Nu Hotel, mixed-use residential and retail developments along Atlantic Avenue (predominantly three to four stories), and one- and two-family residences along State Street.

Zoning

The surrounding 600-foot radius area includes the following zoning districts: C5-4, C6-1, C6-2A, C6-4, R6A, R6B, and R7A. There is a C2-4 commercial overlay mapped on some of the residential districts. Part of this area is also located within the Special Downtown Brooklyn District.

Below is a description of the location and key characteristics of these zoning districts as they apply in this area.

A C5-4 zoning district is located to the northwest of the proposed project area, west of Boerum Place. C5-4 districts are commercial districts characterized by centralized uses with continuous retail frontage. The residential district equivalent is R10. A commercial and residential FAR of 10.0 is permitted. Accessory parking is not required.

A C6-1 zoning district is located east of Smith Street. C6-1 districts are commercial districts characterized by centralized, high-bulk commercial uses, such as corporate headquarters, hotels, and department stores primarily in the form of high-rise, mixed-use buildings. The residential district equivalent is R7-2. A maximum commercial FAR of 6.0 and a maximum residential FAR of 3.44 is permitted. Accessory parking is not required.

A C6-2A zoning district is mapped on and surrounds the proposed project area, bordered by Livingston Street to the north, Court Street to the west, Atlantic Avenue to the south, and Smith Street to the east. As described above, C6-2A districts are commercial districts characterized by centralized, high-bulk commercial uses, such as corporate headquarters, hotels, and department stores primarily in the form of high-rise, mixed-use buildings. The residential district equivalent is R8A. Residential, community facility, and commercial uses in Use Groups 1 to 9 and 14 are allowed as-of-right. A maximum commercial FAR of 6.0 and a maximum residential FAR of 6.02 is permitted. As a contextual district, maximum building heights are imposed. These include mandatory street walls of 60 to 85 feet in height, setbacks of 15 feet on narrow streets and 10 feet on wide streets, and maximum building heights of 120 feet. Accessory parking is not required. As part of the Special Downtown Brooklyn District, special rules applying to the site's Atlantic Avenue block front include requirements for ground floor retail frontage, ground floor transparency, and streetwall continuity, and restrict curb cuts.

A C6-4 zoning district is located north of the proposed project area, to the east of Smith Street. C6-4 districts are commercial districts characterized by high-bulk commercial uses in high-rise, mixed-use buildings. The residential district equivalent is R10. A maximum commercial FAR of 6.0 and a maximum residential FAR of 10.0 is permitted. Accessory parking is not required.

An R6A zoning district is located south of the proposed project area, bordered by Atlantic Avenue to the north, Court Street to the west, and Hoyt Street to the east. R6A districts are medium-density contextual

residential districts with high lot coverage buildings within set height limits (FAR ranging from 3.0 to 3.6). Buildings developed pursuant to the required Quality Housing regulations have a minimum base height of 40 feet and reach up to eight stories (maximum of 85 feet with a Qualifying Ground Floor and inclusionary housing). Parking is required for 50 percent of all dwelling units (25 percent of inclusionary units).

An R6B zoning district is located south of the proposed project area, to the west and east of Boerum Place. In addition, to the east this district is mapped along State Street and the north side of Pacific Street. R6B districts are medium-density contextual residential districts that support traditional rowhouses, as well as four- to five-story apartment buildings. As a contextual district, a maximum FAR of 2.0 is permitted, along with a maximum height of 55 feet (with inclusionary housing). Buildings developed pursuant to the required Quality Housing regulations require a minimum base height of 45 feet with a Qualifying Ground Floor. Parking is required for 50 percent of all dwelling units (25 percent of inclusionary units).

An R7A zoning district is located along the northern edge of Atlantic Avenue, east of Smith Street. R7A districts are medium-density contextual residential districts, which support six- to seven-story apartment buildings rather than the typical rowhouses of the R6B district. As a contextual district, a maximum FAR of 3.0 is permitted, along with a maximum height of 75 feet. Buildings require a minimum base height of 40 feet. Parking is required for 50 percent of all dwelling units (25 percent of inclusionary units).

A C2-4 commercial zoning overlay is located throughout the southern portion of the study area, mapped over the R6A district, primarily along Court and Smith Streets, and along Atlantic Avenue. This overlay is also mapped over the R6B district, which is located on the northern side of Atlantic Avenue. A commercial FAR of 2.0 is permitted, while parking is required at a rate of one space per 1,000 square feet.

The Special Downtown Brooklyn District is located north of Atlantic Avenue, covering the northern portion of the surrounding area. The special district establishes special height and setback regulations and urban design guidelines to promote and support the continued growth of Downtown Brooklyn as a unique mixed-use area. The economic, civic, and retail center of the borough, Downtown Brooklyn is the City's third-largest central business district—a hub of office buildings, courthouses and government buildings, major academic and cultural institutions, and active retail corridors. It is surrounded by historic residential neighborhoods.

Designated Historic Architectural Resources

There are three known architectural resources located within a 600-foot radius of the proposed project area.

The Friends Meeting House and School, located on the southeast corner of Schermerhorn Street and Boerum Place (110 and 112 Schermerhorn Street, respectively), is listed on the State and National Registers of Historic Places (S/NR) and is a designated NYC Landmark (NYCL). It consists of two buildings, a three-and-a-half story meeting house constructed in 1857 and a three-story school constructed in 1902 (now used by Brooklyn Frontiers public high school).

The Brooklyn Central Courts Building, located on a portion of the block immediately north of the proposed project area, has been determined to be S/NR-eligible. The 10-story building was constructed in 1932.

The State Street Houses located at 290-324 and 291-299 State Street, are S/NR-listed as a historic district and NYCL-designated individually. These three-story residences with raised basements were built by various builders and architects between 1847 and the mid-1870s.

Other Designations

Several properties on blocks south and east of the proposed project area were designated sites within the Schermerhorn Pacific Urban Renewal Area. It was governed by the Schermerhorn Pacific Urban Renewal Plan, which was adopted in 1976 and expired in 2016. The goal of the plan was to provide new economically integrated housing and providing more commercial space.

Street System

The street system in the vicinity of the proposed project area is a rectilinear grid system consisting of east-west streets generally spaced 200 feet apart and north-south streets generally spaced 332 to 625 feet apart. The east-west rights-of-way include a mix of narrow streets operating one-way, for example eastbound State Street and westbound Schermerhorn Street and wide two-way streets, such as Atlantic Avenue. Similarly, the north-south rights-of-way also include a mix of one-way and two-way streets, including Smith Street which is one-way northbound, Boerum Place north of Atlantic Avenue, which is a two-way median-divided boulevard, and Boerum Place south of Atlantic Avenue, which is a narrow one-way southbound street. Boerum Place, continuing north as Adams Street/Brooklyn Bridge Boulevard, provides access to the Brooklyn Bridge approximately two-thirds of a mile north of the proposed project area. Five blocks west of the proposed project area, Atlantic Avenue provides access to on- and off-ramps for the Brooklyn-Queens Expressway (BQE), which is also designated Interstate 278.

Public Transportation

Within a quarter-mile radius, the Brooklyn site is accessible via five subway stations and ten subway lines. These include: Bergen Street station, served by the F and G lines; Hoyt—Schermerhorn station, served by the A, C, and G lines; Hoyt Street-Fulton Mall station, served by the 2 and 3 lines; Jay Street—MetroTech station, served by the A, C, F, and R lines; and Borough Hall station, served by the 2, 3, 4, and 5 lines. In addition to subways, there are 13 different MTA public bus routes (B25, B26, B38, B41, B45, B52, B57, B61, B62, B63, B65, B67, and B103) with stops within or near a quarter-mile radius of the Brooklyn site.

## 4. Description of the Proposed Project Area

As noted above, the proposed project area is City-owned and is a full-block site bound by State Street, Smith Street, Atlantic Avenue, and Boerum Place (Block 175, Lot 1) and also includes an adjoining volume of space below State Street. The block has an area of 59,847 sf. The area of the State Street demapping volume, which is the subject of a separate but related city map change application, is 19,332.1 sf. The block, which is roughly rectangular-shaped, is entirely occupied by BDC, which is a DOC operated institutional use. It is an 11-story, approximately 161,765-zsf (225,000-gsf) building with 815 beds for those undergoing the intake process or awaiting trial in Brooklyn or Staten Island courts. There is an existing tunnel beneath State Street connecting the site to the Brooklyn Central Courts Building, allowing for the secure conveyance of people in detention between the two facilities. There is no on-site parking. The site has a vehicular curb cut on Smith Street near State Street for the sallyport (a secured, controlled entryway for the transport of people in detention). The block has a built FAR of approximately 2.7. The proposed project area is located within a C6-2A zoning district in the overlying Special Downtown Brooklyn District.

## 5. Description of the Proposed Development

The proposed action will create a new jail with 1,150 beds. It will have a total of approximately 980,000 zsf of above-grade space, including approximately 950,000 zsf of housing for people in detention and support services space, and 30,000 zsf of storefront retail or community facility space, along with 292 secure accessory parking spaces located below grade.

Under the preliminary illustrative design for the Brooklyn borough-based jail, the building footprint will fully cover the site, providing streetwalls along all four frontages. The preliminary illustrative design for the Proposed Project consists of an approximately 86-foot tall base that fully covers the site and above the base it will have an E-shaped configuration with three wings extending south from an east-west "spine" extending along the Smith Street (north) side of the block toward Atlantic Avenue, with setbacks of varying depths along State Street, Atlantic Avenue, and Smith Street. As such, facing Boerum Place the streetwall will rise without a setback to the approximately 395-foot tall roof (measured from ground floor elevation). Facing State and Smith streets, the streetwall will rise to a height of approximately 86 feet with setbacks of 5 feet facing State Street and 10 feet facing Smith Street before rising to the full building height. Facing Atlantic Avenue, the building will have setbacks of alternating depths, with some portions of the streetwall setting back to a depth of 10 feet, the aforementioned three wings, and areas between the wings setting back deeper. However, to provide flexibility in final design, this application is seeking a proposed maximum permitted building envelope that will regulate the height of streetwalls, aka building base heights, above the base plane requiring a minimum of 60 feet and a maximum of 105 feet facing Atlantic Avenue, Smith Street, and State Street and allow a maximum of 399.45 feet (439.45 feet inclusive of rooftop mechanical bulkheads, parapets, and rooftop horticultural and related space) feet facing Boerum Place, with required minimum setbacks of 10 feet on Atlantic Avenue and Smith Street, 5 feet on State Street and no required setback on Boerum Place. Above the setback volumes, the maximum height above the base plane of building volumes that contain habitable space will be 399.45 feet above the base plane and the maximum height above the base plane of rooftop mechanical bulkheads, parapets, and rooftop horticultural and related space will be 439.45. This maximum permitted building envelope will cover the entire proposed development site.

There will be a staff pedestrian entrance on State Street, a visitors' entrance on Boerum Place, and entrances for the retail and/or community facility uses along the Atlantic Avenue frontage. The special permit plans require that the visitors' entrance (defined as the public access point) include an exterior space with a depth of no less than 10 feet and a height of no less than 20 feet. In addition, the special permit plans identify the location of ground floor community facility/retail spaces, which are required to occupy area behind at least 75 percent of the length of walls to a depth of at least 30 feet from the building face within designated frontage zones, and also identify the location of building pedestrian entrances, which are required to face the indicated frontage, though they may extend to wrap corners of frontages. There will be three below-grade levels, occupied by accessory parking and other accessory functions. The parking garage will operate as a self-park facility accessed via a two-way ramp from Smith Street with two inbound and one outbound lanes and a gate system located on the ramp and it will be limited to DOC employees and other authorized individuals. The accessory parking curb cut will be 32 feet wide (35 feet wide including splays) and will be located entirely within a curb cut zone on Smith Street spanning from a point on the north offset 50 feet from the intersection of Smith Street and State Street to a point on the south offset 50 feet from the intersection of Smith Street and Atlantic Avenue. There also will be a 21-foot wide (24-foot wide with splays) curb cut for the exit of the sallyport on Smith Street, also located in the aforementioned curb cut zone, and a 21-foot wide (24-foot wide with splays) curb cut for the sallyport entry on State Street. There also will be a separate 21-foot wide (24-foot wide with splays) curb cut for the off-street loading berths area on State Street. The State Street curb cuts will be located entirely within a curb cut zone spanning from a

point on the east offset 50 feet from Smith Street to a point on the west offset 50 feet from Boerum Place and will be separated by a minimum of 5 feet.

The facility will include one or more secure connections to the Brooklyn Central Courts Building on the north side of State Street, which could include the use of the existing tunnel linking the two blocks, and/or new tunnel(s). Depending on the location of such future tunnel(s), an interagency agreement may be required to permit a tunnel encroachment into the mapped street right-of-way which would be subject to agreement by all affected city agencies; this will be determined as the project final design advances. In addition, the proposed facility may also include extensions of cellar levels within the proposed demapping volume beneath State Street. (The street will remain a mapped city street above the demapped volume, including at-grade and will continue to be open to vehicular and pedestrian traffic.)

Along with the other borough-based jails, this facility will replace the existing 815-bed, approximately 170-foot tall, 161,765-zsf (225,000-gsf) BDC.

## 6. Actions Necessary to Facilitate the Project

In order to help facilitate the siting of the proposed 1,150-bed Brooklyn borough-based jail on the proposed development site, this application seeks the following city approval:

- Special Permit: Allowing the proposed borough-based jail in Brooklyn to waive or modify certain zoning requirements. These include the following:

    - Floor Area Ratio (FAR): ZR 33-10, et seq. and ZR 101-20, et seq., permit a maximum commercial FAR of 6.0 and maximum overall FAR of 6.5. A modification of maximum commercial and maximum total FAR is requested to allow a total FAR of 16.38, of which up to 0.50 FAR may be Use Group 3, 4, or 6a, and all other space, up to 15.87 FAR, must be Use Group 8d, Prisons. As the proposed project area is a 59,847-sf zoning lot, under existing zoning the maximum permitted commercial floor area is 359,082 zsf and the maximum total floor area is 389,006 zsf. With the proposed modification, the maximum permitted floor area for Use Group 8d will be 950,000 zsf, the maximum permitted floor area for Use Group 3, 4, or 6a will be 30,000 zsf, and the maximum permitted commercial and total floor area will be 980,000 zsf. This modification is necessary to accommodate the proposed jail space program, accommodate proposals for ample support spaces, provide pedestrian-oriented ground floor retail and/or community facility uses in character with the area and consistent with the general purposes of the Special Downtown Brooklyn District, and achieve the objectives of providing a modern, humane, and safe detention facility.
    - Height and Setback: ZR 33-40, et seq. and ZR 101-22, et seq., require a building base with a streetwall height of 60 feet (minimum) to 85 feet (maximum), a setback from the base of at least 15 feet from narrow streets and 10 feet from wide streets, and permit a maximum building height of 120 feet. ZR 33-42 allows permitted obstructions to penetrate the maximum height limit, subject to certain restrictions. A modification of height and setback regulations is requested to allow a building volume, as defined in waiver plan and section drawings, with maximum base and building heights that exceed the contextual zoning envelope. Specifically, the building base height (streetwall) above the base plane will be a minimum of 60

feet and a maximum of 105 feet facing Atlantic Avenue, Smith Street, and State Street and a maximum of 399.45 feet (439.45 feet inclusive of rooftop mechanical bulkheads, parapets, and rooftop horticultural and related space) facing Boerum Place, with required minimum setbacks of 10 feet on Atlantic Avenue and Smith Street, 5 feet on State Street, and no required setback on Boerum Place. and the maximum permitted building height will be 399.45 feet for areas containing habitable space and 439.45 feet for rooftop mechanical bulkheads, parapets, and rooftop horticultural and related spaces. This building envelope will apply to the entire proposed project area. This modification is necessary to accommodate the proposed jail space program, provide efficient programming, viable floorplans, and achieve the objective of providing a modern, humane, and safe detention facility.

* Permitted Parking: ZR 36-20, et seq., permits a maximum accessory parking facility of up to 150 spaces if one entry/exit is provided. A modification of parking regulations is requested to allow a 292-space accessory parking garage entered via two-way ramp with curb cut on Smith Street. This modification is necessary to fully accommodate the peak parking demand expected to be generated by DOC staff and other authorized vehicles that will use the garage.
* Required loading: ZR 36-60, et seq., require four loading berths for the proposed project, pursuant to the following requirements applicable to the 950,000 zsf of prison space to be provided: none required for the first 10,000 zsf, one for the next 290,000 zsf, one for each additional 300,000 zsf. A modification of loading regulations is requested to allow the zoning lot to provide two loading berths, which will be accessed from a curb cut on State Street, which the applicant believes will be sufficient to accommodate its needs and will be sufficient to minimize any conflicts with pedestrian and vehicular traffic which the applicant believes will be minimal.
* Special Ground Floor Use: ZR 101-11 requires that buildings in the Atlantic Avenue Subdistrict must provide at least 50 percent of ground floor area on Atlantic Avenue to permitted commercial uses in Use Groups 5, 6A, 6C, 6D, 7A, 7B, 8A, 8B, 8D, 9, 10, 11, 12A, 12B, 12C, libraries, museums, and non-commercial art galleries. A modification of special ground floor uses is requested to allow that the ground floor area to include Use Groups 3 and 4. This modification is necessary to accommodate a wider range of community facility uses to achieve uses considered compatible with the aims of the project to provide neighborhood supportive uses.

In addition, the proposed Brooklyn borough-based jail requires other city approvals that are the subject of related, but separate applications. These include:

- City Map Change: To demap a below-grade volume of State Street between Boerum Place and Smith Street;

- Public Facility-Site Selection: To approve the siting of proposed borough-based jail system facilities, including the proposed project area as the location for the Brooklyn borough-based jail (this action is subject to a Fair Share analysis); DCAS is a co-applicant for this action; and

- Zoning Text Amendment: To amend Article VII, Chapter 4 of the ZR to create the new special permit for borough-based jail facilities permitting modification of zoning requirements for use, bulk -- including floor area, height, and setback -- and parking and loading.

## 7. Conclusion

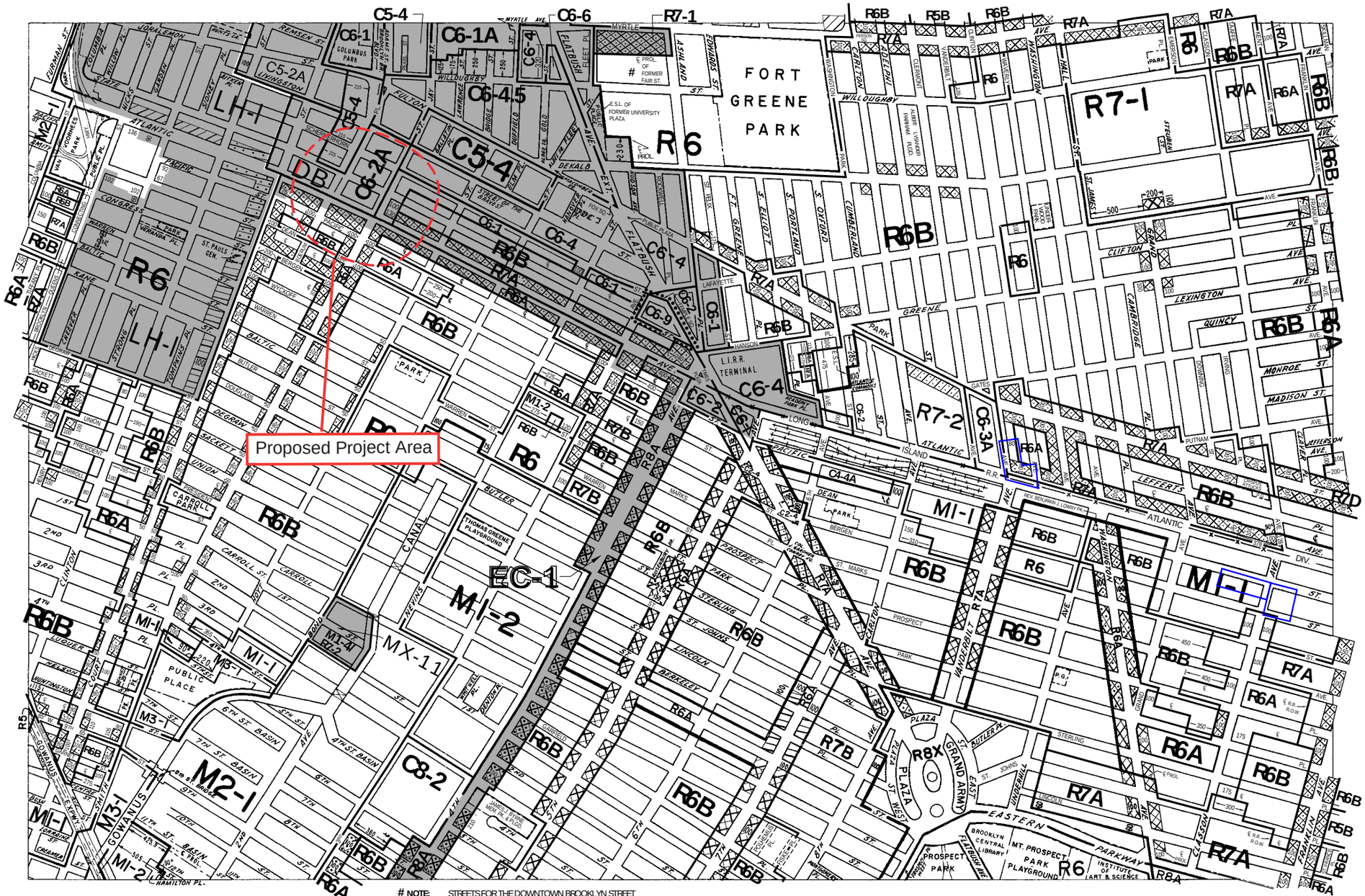
The City's success in reducing crime and lowering the number of people in jail, coupled with grassroots support for closing the jails on Rikers Island, has allowed the City of New York, through DOC and MOCJ, to propose a borough-based jail system as part of the City's continued commitment to creating a modern, humane, and safe justice system that provides appropriate conditions for those who work and are detained there, providing community assets in the neighborhoods, and allowing the City to close the jails on Rikers Island. As discussed above, the City is implementing strategies to reduce the average daily jail population to 4,000. Since existing facilities apart from Rikers Island can accommodate only about 2,500 people, the City needs to create sufficient detention capacity at new facilities to facilitate the closure of the jails on Rikers Island.

This proposal is designed to accomplish a number of objectives:

- Strengthening connections to families and communities by enabling people to remain closer to their loved ones and other people, which allows better engagement of incarcerated individuals with attorneys, social service providers, and community supports so that they will do better upon leaving and would be less likely to return;
- Improving access to natural light and space for therapeutic programming, which results in calmer and more productive environments inside the facilities;
- Offering quality recreational, health, education, visitation and housing facilities, which support reengagement once they return to their community;
- Enhancing well-being of uniformed staff and civilian staff alike through improved safety conditions, which allows them to perform at the highest level; and
- Integrating the new facilities into the neighborhoods by offering community benefits and providing connections to courts and service providers.

The Proposed Project will complement existing justice facilities near each site, by reducing travel time delays and transportation costs that often result in delaying disposition of individual cases.

Click blue outline on map to view diagram of **proposed** zoning change




# NOTE: STREETS FOR THE DOWNTOWN BROOKLYN STREET MAP CHANGES ( C 030514MMK - C 030516MMK ) ARE SHOWN ON THIS MAP PRIOR TO BECOMING EFFECTIVE IN ORDER TO LOCATE ZONING DISTRICT BOUNDARIES.

**NOTE**: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.

# ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

## Major Zoning Classifications:

The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

R – RESIDENTIAL DISTRICT

C – COMMERCIAL DISTRICT

M – MANUFACTURING DISTRICT

SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.

AREA(S) REZONED

## Effective Date(s) of Rezoning:

09-26-2018 C 180216 ZMK

600-Foot Radius

## Special Requirements:

For a list of lots subject to CEQR environmental requirements, see APPENDIX C.

For a list of lots subject to "D" restrictive declarations, see APPENDIX D.

For Inclusionary Housing designated areas and Mandatory Inclusionary Housing areas on this map, see APPENDIX F.

N

MAP KEY

| | | |
|---|---|---|
| 12b | 12d | 13b |
| 16a | 16c | 17a |
| 16b | 16d | 17b |

© Copyrighted by the City of New York

ZONING MAP 16c

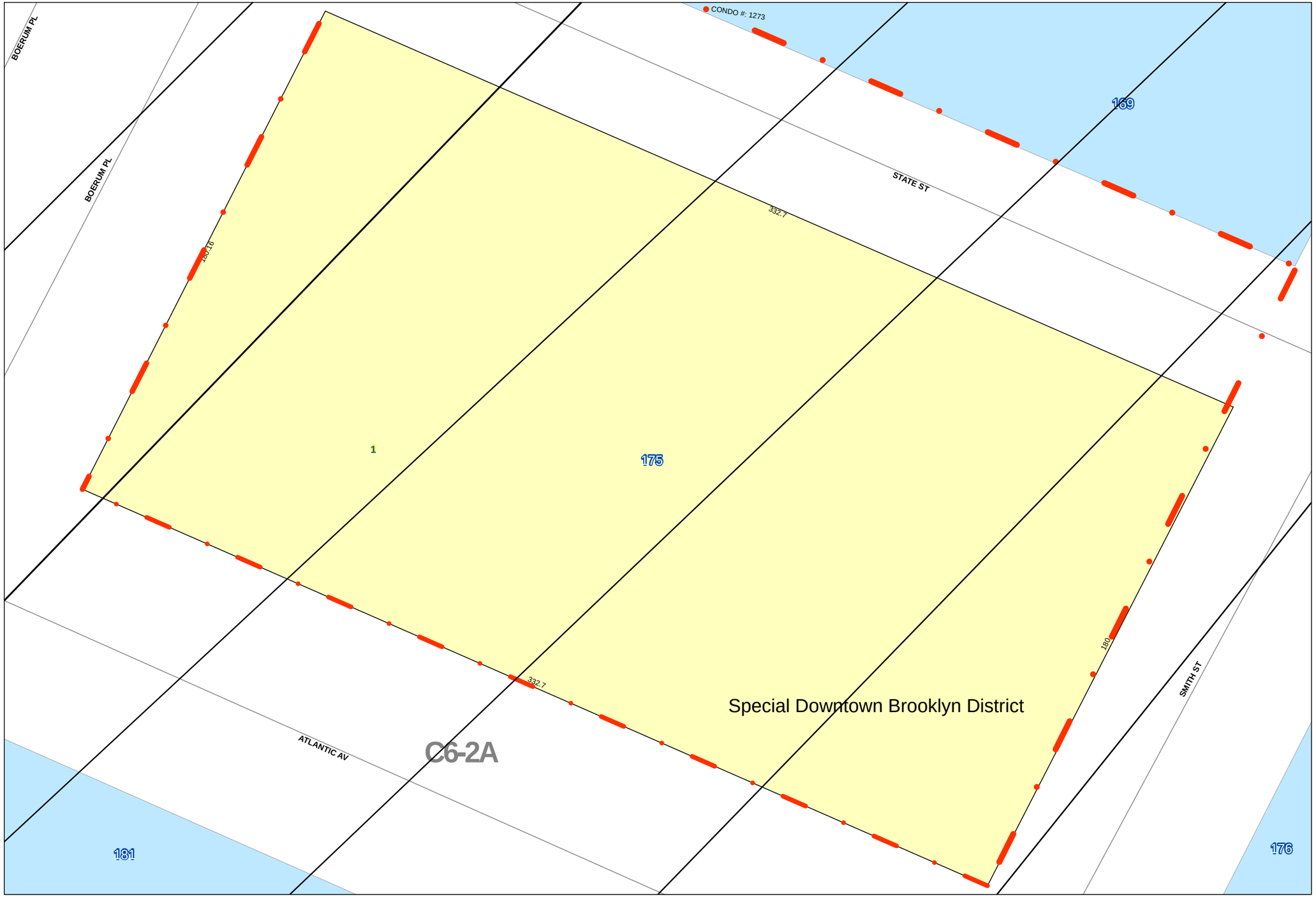
**NOTE**: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: **www.nyc.gov/planning** or contact the Zoning Information Desk at (212) 720-3291.

FINANCE NEW YORK
MARTHA E. STARK
COMMISSIONER

# NYC Digital Tax Map

Effective Date : 12-09-2008 17:30:31
End Date : Current

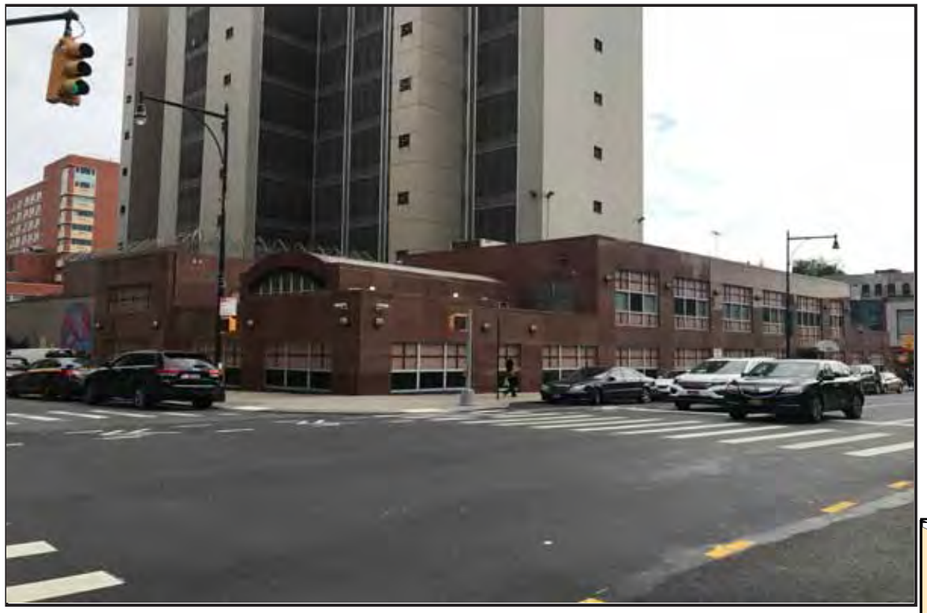
Brooklyn Block: 175




**Legend**

- Streets
- Miscellaneous Text
- Possession Hooks
- Boundary Lines
- Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Proposed Project Area
- M1-3 Exisiting Zoning District
- Special Downtown Brooklyn District

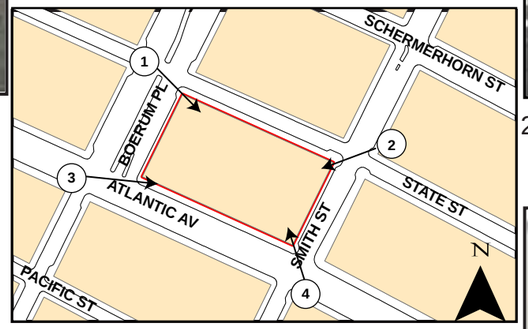
0 3.75 7.5 15 22.5 30 Feet



1) Looking southeast from the northwest corner of Boerum Pl. and State St. to the northwest corner of 275 Atlantic Av.



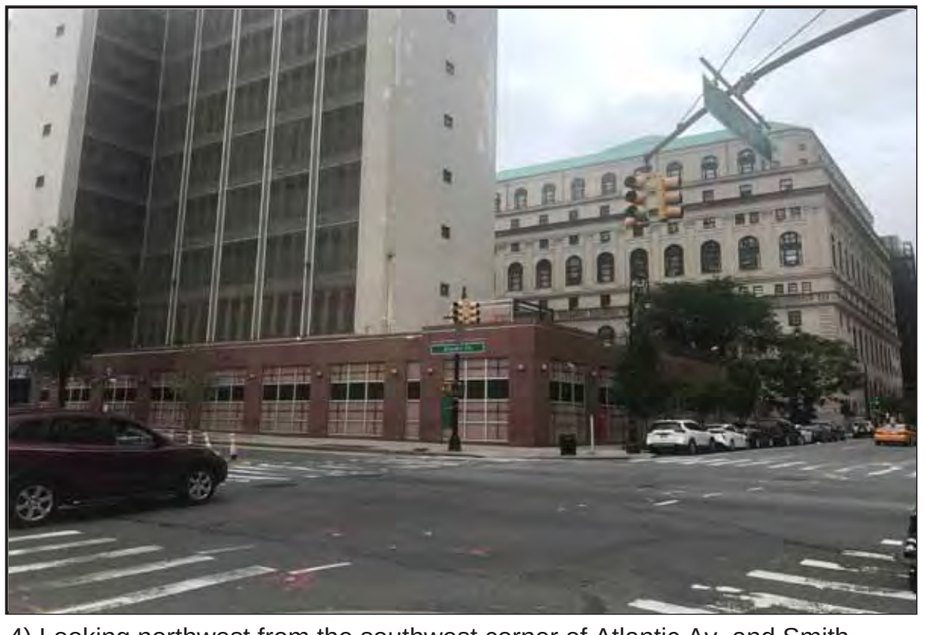
2) Looking southwest from the northeast corner of Smith and State Sts. to the northeast corner of 275 Atlantic Av.




Photos taken on 9/16/18 and 9/17/18




3) Looking northeast from the southwest corner of Atlantic Av. and Boreum Pl. to the southwest corner of 275 Atlantic Av.



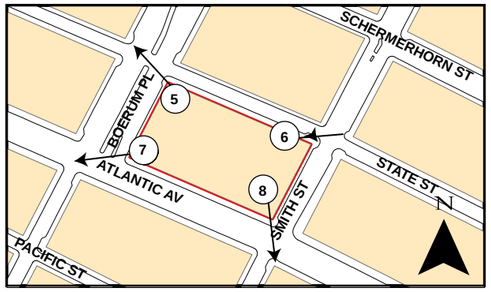
4) Looking northwest from the southwest corner of Atlantic Av. and Smith St. to the southeast corner of 275 Atlantic Av.



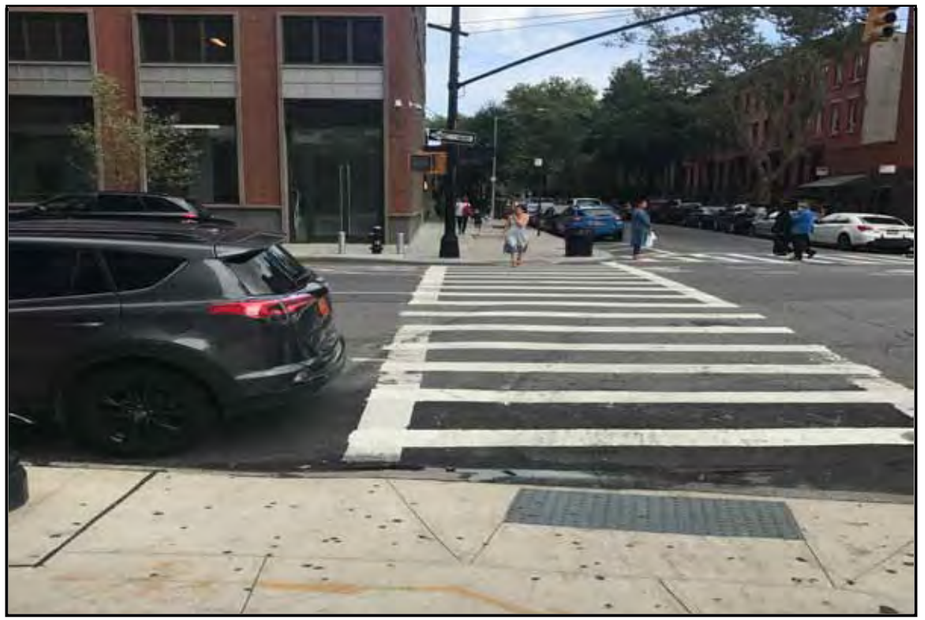
5) Looking northwest from northwest corner of 275 Atlantic Av. to the the northwest corner of Boerum Pl and State St.



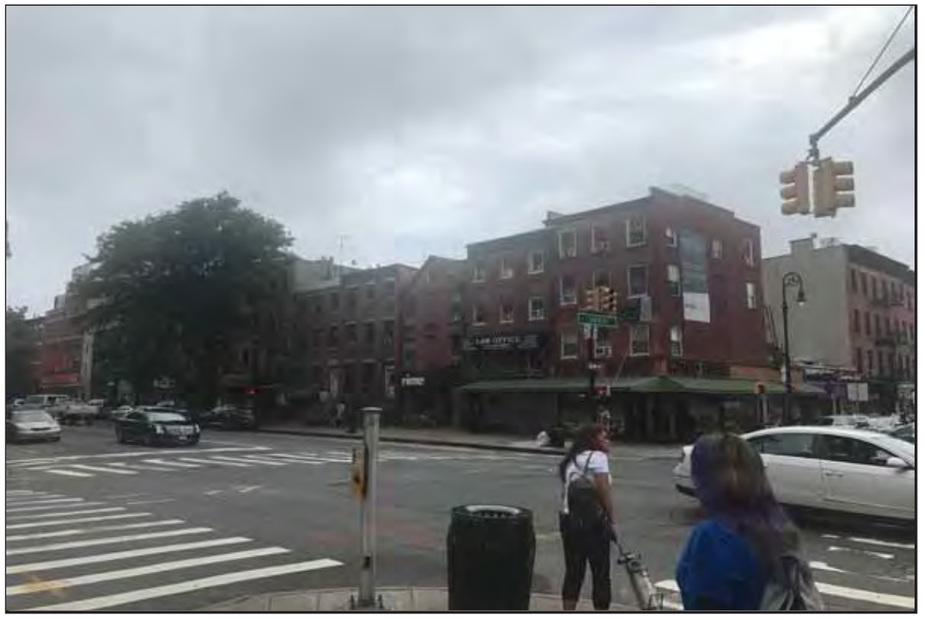
7) Looking southwest from the southwest corner of 275 Atlantic Av. to the southwest corner of Atlantic Av. and Boerum Pl.




Photos taken on 9/16/18 and 9/17/18



6) Looking east from the northwest corner of Smith and Sts. to the the northeast corner of Smith and State Sts.



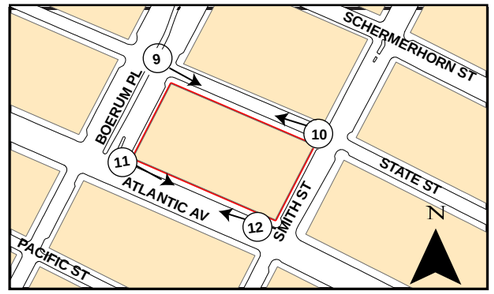
8) Looking southeast from the southeast corner of 275 Atlantic Av. to the southeast corner of Atlantic Av and Smith St.



9) Looking east from the northwest corner of 275 Atlantic Av. along State St. to Smith St.



11) Looking east from the southwest corner of 275 Atlantic Av. along Atlantic Av. to Smith St.




Photos taken on 9/16/18 and 9/17/18



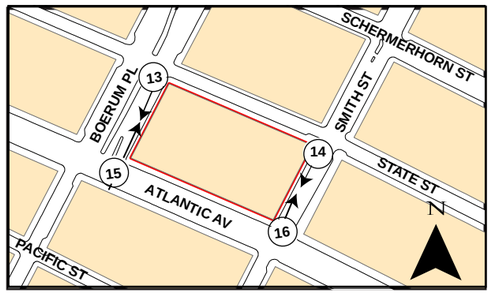
10) Looking west from the northeast corner of 275 Atlantic Av. along State St. towards Borerum Pl.



12) Looking west from the southeast corner of 275 Atlantic Av. along Atlantic Av. to Boerum Pl.



13) Looking south from the northwest corner of 275 Atlantic Av. along Boerum Pl. to Atlantic Av.




Photos taken on 9/16/18 and 9/17/18



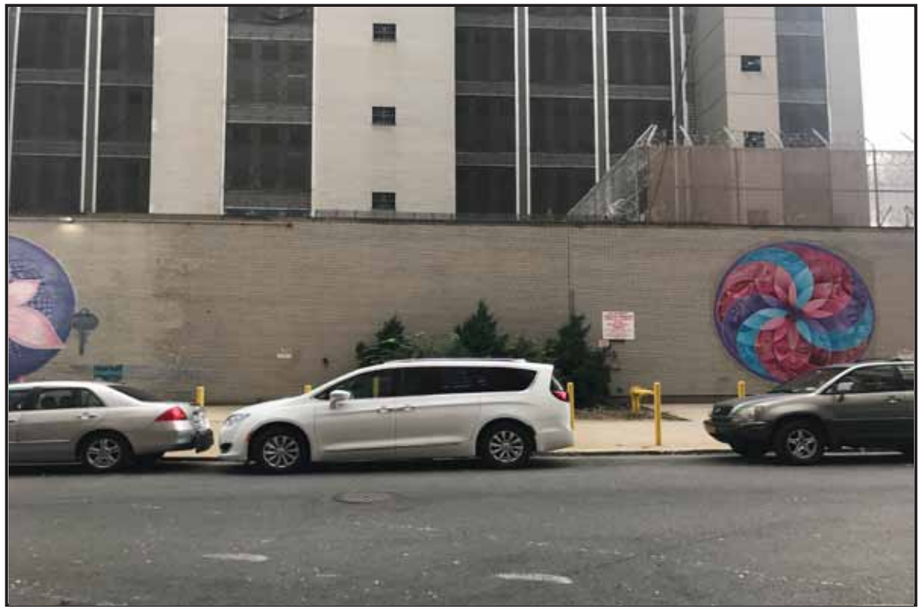
14) Looking south from the northeast corner of 275 Atlantic along Smith St. to Atlantic Av.



15) Looking north from the southwest corner of 275 Atlantic Av. along Atlantic Av. to State St.



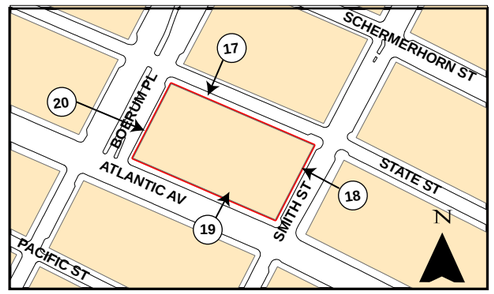
16) Looking north from the sotuheast corner of 275 AtlanticAv. along Smith St. to State St.



17) Looking south from the north side of State St. at the north side of 275 Atlantic Av.



18) Looking west from the east side of Smith St. tp the east side of 275 Atlantic Av.




Photos taken on 9/16/18 and 9/17/18



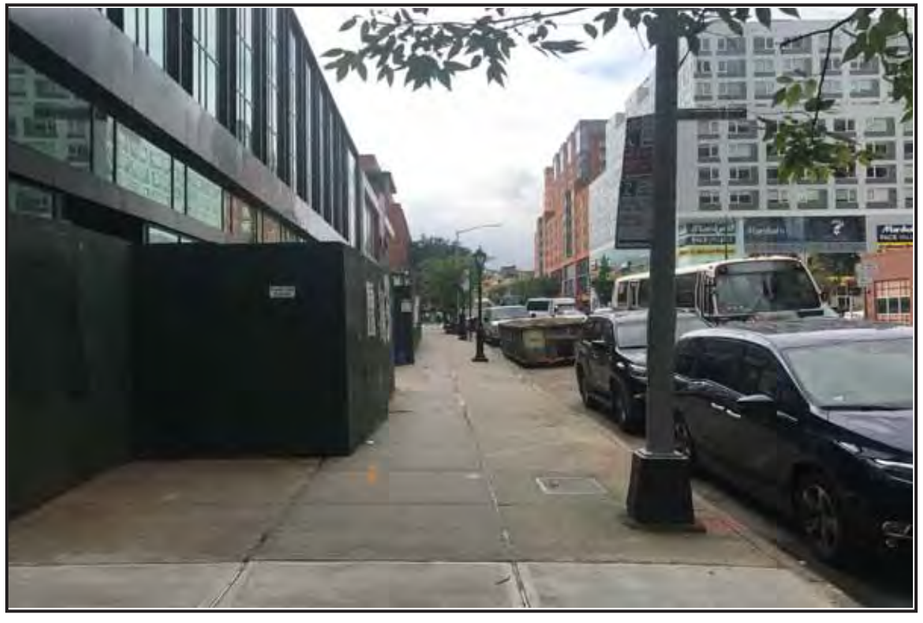
19) Looking north from the south side of Atlantic Av. to the south side 275 Atlantic Av.



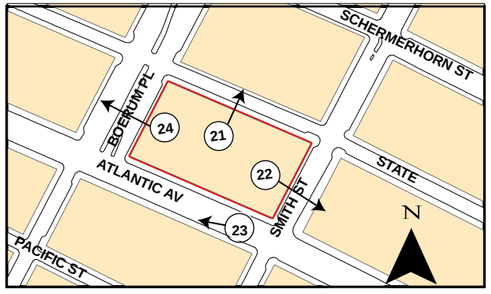
20) Looking east from the west side of Boerum Pl. to the west side of 275 Atlantic Av.



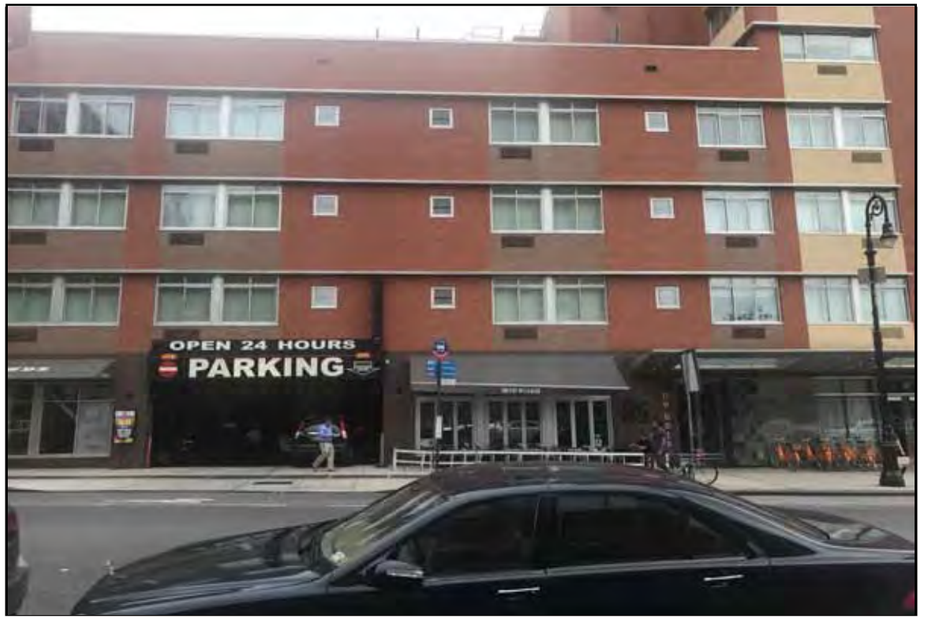
21) Looking north from the north side of 275 Atlantic Av. to the north side of State St.



23) Looking west from the south side of Atlantic Av. to Boerum Pl.




Photos taken on 9/16/18 and 9/17/18




22) Looking east from the east side of 275 Atlantic Av. to the east side of Smith St.




24) Looking west from the west side of 275 Atlantic Av. to the west side of Boerum Pl.

**Borough Based Jails: Brooklyn Site**
**Block 175, Lot 1**
**Area Map**

## Legend

- Proposed Project Area
- 600-Foot Radius

**Subway Lines / Stops**

**Existing Special Districts**

**Existing Commercial Overlays**

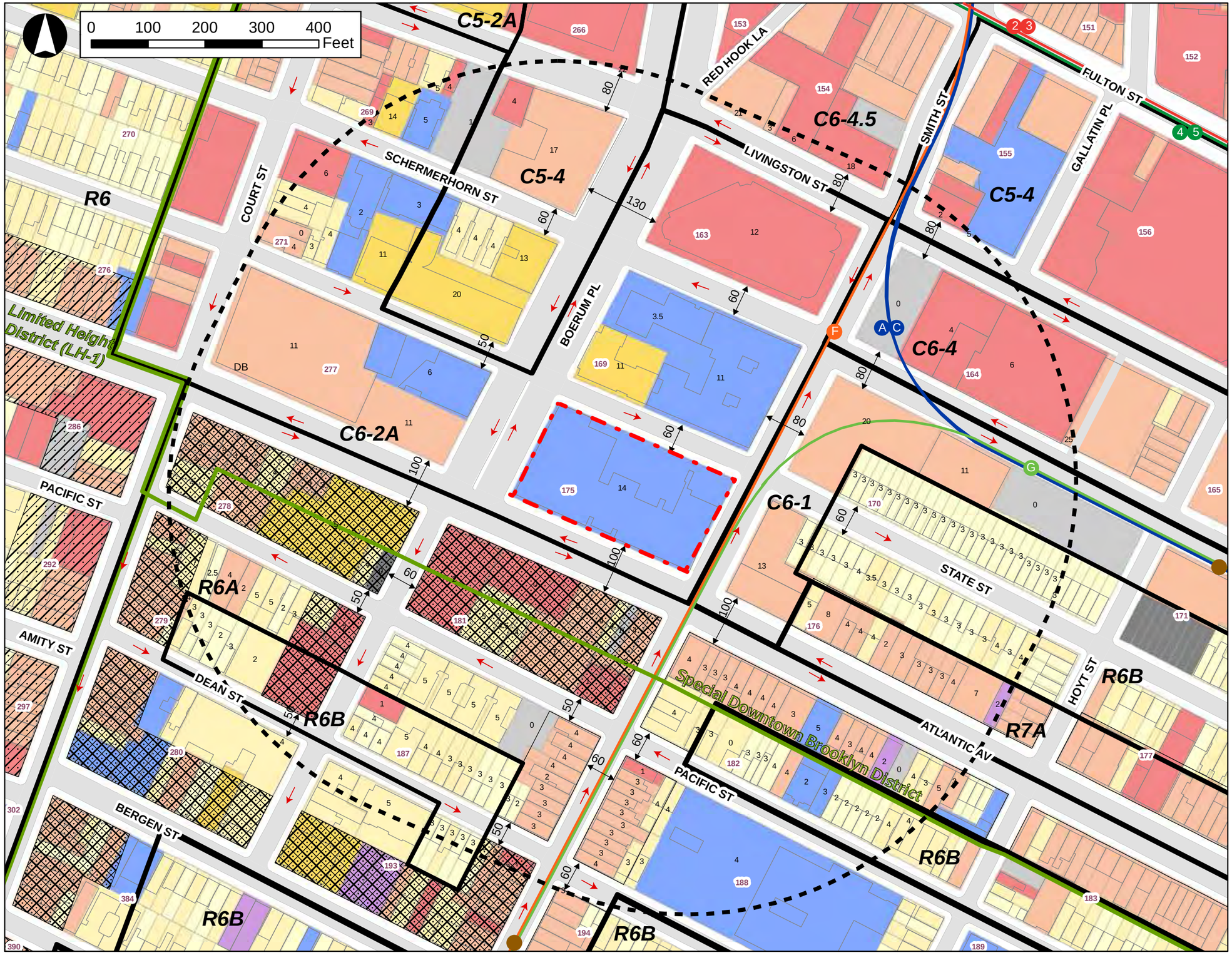
- C2-3
- C2-4
- 60 Street Width
- 14 Number of Floors
- 175 Tax Blocks

**Existing Zoning Districts**

***C6-2A***

- One & Two Family Buildings
- Multi-Family Walk-Up Buildings
- Multi-Family Elevator Buildings
- Mixed Residential & Commercial Buildings
- Commercial & Office Buildings
- Industrial & Manufacturing
- Transportation & Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land
- All Others or No Data



**Statement of Conditions and Findings**
**ZR § 74-832 Special Permit**
**Borough-Based Jails: Brooklyn Site**
**275 Atlantic Avenue (Block 175, Lot 1)**
**Brooklyn Community District 2**
**(Revised 29 August 2019)**

***74-832, Borough-based jail system***

***For #zoning lots# that are the subject of a site selection for a borough-based jail system pursuant to application [N 190333 PSY], the City Planning Commission may, by special permit, allow modifications to the applicable regulations governing #uses#, #bulk#, including permitted #floor area ratio#, the permitted capacities of #accessory# off-street parking facilities and #public parking garages#, and off-street loading regulations, to facilitate construction of the proposed facilities. In order to grant such special permit, the Commission shall find that:***

The City of New York, through the New York City Department of Correction (DOC) and the Mayor's Office of Criminal Justice (MOCJ), is proposing to develop a new correctional facility in Brooklyn (the "Proposed Project") as part of its broader plan to implement a borough-based jail system in keeping with its continued commitment to create a modern, humane, and safe justice system. The Proposed Project will be occupied primarily by prison space (Use Group 8d) and will be operated by DOC.

The proposed Brooklyn facility will be located at 275 Atlantic Avenue (Block 175, Lot 1) in Downtown Brooklyn in Community District 2. It is a 59,847-square-foot (sf) full-block City-owned site bound by Atlantic Avenue, Boerum Place, State Street, and Smith Street. It is currently occupied by the Brooklyn Detention Complex, an 11-story, approximately 161,765-zoning-sf (zsf) building with 815 beds for those undergoing the intake process or awaiting trial in Brooklyn or Staten Island courts which was originally known as the Brooklyn House of Detention. The proposed Brooklyn jail will also include an adjoining below-grade volume on State Street that will be demapped pursuant to a separate, but related city map change application (this entire area is referred to hereafter as the "proposed project area").

The proposed Brooklyn borough-based jail will have a total of approximately 980,000 zsf, including approximately 950,000 zsf of housing for people in detention and support services space, and 30,000 zsf of storefront retail or community facility space, along with 292 secure accessory parking spaces. It will have a maximum height, including rooftop mechanical bulkheads, parapets, and horticultural and related space, of 439.45 feet and three below-grade levels.

The Brooklyn Central Courts Building at 120 Schermerhorn Street is approximately 60 feet north of the proposed action area. In addition, the Proposed Project will be linked to the Brooklyn Central Courts Building through a secure connection across State Street via below-grade tunnel(s) and/or above-grade bridge(s). There is an existing tunnel below State Street linking the Brooklyn Detention Complex and the Brooklyn Central Courts Building; that tunnel could be rehabilitated, expanded, or replaced for the Proposed Project.

***(I) Modifications***

***The Commission may modify***

***(1) Applicable regulations governing #use#;***

ZR 101-11 requires that buildings in the Atlantic Avenue Subdistrict must provide at least 50 percent of ground floor area fronting on Atlantic Avenue be occupied by permitted commercial uses in Use Groups 5, 6A, 6C, 6D, 7A, 7B, 8A, 8B, 8D, 9, 10, 11, 12A, 12B, 12C, libraries, museums, and non-commercial art galleries. A modification of special ground floor uses is requested to allow that the ground floor area include Use Groups 3 and 4. This modification is necessary to accommodate a wider range of community facility uses to achieve uses considered compatible with the aims of the project to provide neighborhood supportive uses.

***(2) #Bulk#, including permitted #floor area ratio#;***

ZR 33-10, et seq. and ZR 101-20, et seq permit a maximum commercial FAR of 6.0 and maximum overall FAR of 6.5. A modification of maximum commercial and maximum total FAR is requested to allow a total FAR of 16.38, or which up to 0.50 FAR may be Use Group 3, 4, or 6a, and all other space, up to 15.87 FAR, must be Use Group 8d. As the proposed project area is a 59,847-sf zoning lot, the maximum permitted commercial floor area is 359,082 zsf and the maximum total floor area is 389,006 zsf. With the proposed modification, the maximum permitted floor area for Use Group 8d will be 950,000 zsf, the maximum permitted floor area for Use Group 3, 4, or 6a will be 30,000 zsf, and the maximum permitted commercial and total floor area will be 980,000 zsf. This modification is necessary to accommodate the proposed jail space program, accommodate proposals for ample support spaces, provide pedestrian-oriented ground floor retail and/or community facility uses in character with the area consistent with the general purposes of the Special Downtown Brooklyn District, and achieve the objectives of providing a modern, humane, and safe correctional detention facility.

ZR 33-40, et seq. and ZR 101-22, et seq., require a building base with a streetwall height of 60 feet (minimum) to 85 feet (maximum), a setback from the base of at least 15 feet from narrow streets and 10 feet from wide streets, and permit a maximum building height of 120 feet. ZR 33-42 allows permitted obstructions to penetrate the maximum height limit, subject to certain restrictions. A modification of height and setback regulations is requested to allow a building volume, as defined in waiver plan and section drawings, with maximum base and building heights that exceed the contextual zoning envelope. Specifically, the building base height (streetwall) above the base plane will be a minimum of 60 feet and a maximum of 105 feet facing Atlantic Avenue, Smith Street, and State Street and a maximum of 399.45 feet (439.45 feet inclusive of rooftop mechanical bulkheads, parapets, and rooftop horticultural and related space) facing Boerum Place, with setbacks of 10 feet on Atlantic Avenue and Smith Street, 5 feet on State Street, and no required setback on Boerum Place and the maximum permitted building height will be 399.45 feet for areas containing habitable space and 439.45 feet for rooftop mechanical bulkheads, parapets, and rooftop horticultural and related spaces. This building envelope will apply to the entire proposed project area. This modification is necessary to accommodate the proposed jail space program, provide efficient programming, viable floorplans, and achieve the objective of providing a modern, humane, and safe detention facility. Refer to special permit drawings Z-050 and Z-060.

***(3) Permitted capacities of #accessory# off-street parking facilities and #public parking garages# and off-street loading regulations;***

ZR 36-20, et seq., permit a maximum accessory parking facility of up to 150 spaces if one entry/exit is provided. A modification of parking regulations is requested to allow a 292-space accessory parking garage entered via two-way ramp with curb cut on Smith Street. This modification is necessary to fully accommodate the peak parking demand expected to be generated by DOC staff and other authorized vehicles that will use the garage.

ZR 36-60 requires four loading berths for the proposed project, pursuant to the following requirements applicable to the 950,000 zsf of prison space to be provided: none required for the first 10,000 zsf, one for the next 290,000 zsf, one for each additional 300,000 zsf. A modification of loading regulations is requested to allow the zoning lot to provide two loading berths, which will be accessed from curb cuts on Smith and State streets. The applicant believes two loading berths will be sufficient to accommodate its needs and will minimize any conflicts with pedestrian and vehicular traffic which the applicant believes will be minimal. The secure loading berths will be located on an internal portion of the site and accessed via 21-foot wide (24-foot wide with splays) curb cut on State Street, which will be located at least 50 feet from any intersecting street.

***(II) Findings***

***In order to grant a special permit pursuant to this Section, the Commission shall find that:***

***(a) any #use# modifications will support the operation of the facility and will be compatible with the essential character of the surrounding area;***

The proposed modification to ground floor use requirements will accommodate a wider range of community facility uses in order to achieve uses considered consistent with the project's aim to provide neighborhood supportive uses compatible with the essential character of the surrounding area.

***(b) ground floor #uses# will be located in a manner that is inviting to the public and will integrate the facility within the surrounding community;***

There will be a staff pedestrian entrance on State Street, a visitors' entrance on Boerum Place, and entrances for the retail and/or community facility uses along the Atlantic Avenue frontage. The special permit plans require that the visitors' entrance (defined as the public access point) include an exterior space with a depth of no less than 10 feet and a height of no less than 20 feet. In addition, the special permit plans identify the location of ground floor community facility/retail spaces, which are required to occupy area behind at least 75 percent of the length of walls to a depth of at least 30 feet from the building face within designated frontage zones, and also identify the location of building pedestrian entrances, which are required to face the indicated frontage, though they may extend to wrap corners of frontages. This layout will separate these discrete functions, thereby avoiding potential circulation conflicts and allocating different access points to locations well-suited for their functions and minimizing adverse effects on surrounding properties. This will also provide each frontage of the building with a portal that will activate that side of the proposed action area and provide visual articulation and variation to the facades. The jail entrance will face the approximately 16-foot wide Boerum Place public sidewalk and 130-foot wide mapped street right-of-way, placing this active location along a major thoroughfare. The retail and/or community facility uses on Atlantic Avenue will be consistent with the retail character of this corridor, which the Special Downtown Brooklyn District regulations seek to strengthen. The curb cuts will be placed on State Street, facing the rear of the Brooklyn Central Courts building, and Smith Street, which has an existing midblock curb cut on the facing street frontage. The proposed building will provide a more active and pedestrian-friendly environment than the existing conditions, with new ground floor retail and/or community facility storefronts

along Atlantic Avenue where there are currently none. Sidewalks will be improved and public realm amenities increased including more street trees than exist currently.

This layout seeks to arrange the ground floor in a manner that is inviting to the public and will integrate the proposed facility with the surrounding community and engage the neighborhood by placing buildings activities where they will be compatible with adjoining uses.

***(c) any increase in permitted #floor area ratio# will facilitate the development of the facility;***

As described above, 97% of the proposed new floor area will be conditioned on Use Group limitations, restricting the increase floor area to Use Group 8d (Prisons) and up to 30,000 sf of local retail and community facility uses to help integrate the facility into the surrounding community. As such, the increase in FAR will primarily facilitate the development of prison and component facilities.

In order to identify the required amount of floor area for the proposed jail, an architectural space program was developed as part of an interactive process with the applicants and other involved agencies and stakeholders (including formerly incarcerated individuals, their families, and other jail visitors) and that reflects review and application of relevant professional standards. These standards, including, but not limited to, the New York City Board of Correction Minimum Standards, New York State Commission of Correction Minimum Standards for Local Correctional Facilities, Prison Rape Elimination Act Standards, and American with Disabilities Act Accessibility Guidelines (ADA), specify numerous quantitative (square footage) and performance requirements for adult detention and correctional facilities.

Design criteria were also established including for housing unit (a standardized module consisting of a certain number of cells with a common dayroom, support spaces, and recreation yard where detainees "live" during their time in detention) and cell design. DOC established 32 beds as the maximum acceptable unit size for achieving greater security for detainees and staff, and a less stressful, direct supervision general population housing unit environment. Other design criteria include daylight in every cell, consistent cell design type, single occupancy cell design, inclusion of a certain percentage of therapeutic housing units, optimal proportion of housing units to ensure clear sight lines, and optimal daylight orientation for the dayrooms. In addition, it was established that each housing unit would have direct access to outdoor recreation (detainees are entitled to an hour of outdoor recreation daily). Direct access to outdoor recreation from each housing unit is more efficient, decreases the need for transport of detainees through the facility, and results in a safer and controlled environment. These criteria are compliant with DOC and National Design standards and with Justice Design Task Force guidelines.

Other design criteria were established for the public facing portions of the facility, including having comfortable and spacious visitation spaces with daylight for family members; public entrances that are accessible, welcoming, and appropriately located; enhancing the surrounding streetscape; and with a neighborhood facing community use on the first floor.

Unlike existing DOC facilities both on and off Rikers Island, the proposed jail will provide sufficient space for effective and tailored programming, and appropriate housing for those with medical, behavioral health and mental health needs, thereby improving the opportunity for a more stable reentry into the community. Existing DOC facilities provide approximately 250 to 500 sf of facility space per detainee bed, whereas the proposed borough-based facilities will provide approximately 700 to 900 sf of facility space per bed (this ratio is dependent on floorplate efficiency and other economies of scale). In addition to meeting project standards for detainee cell size, this increased bed-to-facility space rate will enable DOC and its service provider partners to expand substantially the range of programs and services to detainees, including legal

services, education, counseling, job training, library programs, housing assistance, health care services, substance use and mental health counseling, therapeutic services, recreation, access to faith-based communities, horticulture, structured recreation and exercise, arts and music programs, culinary classes, and reentry programs. This quantitative increase will allow for the provision of support spaces following a decentralized system at three levels of building scale: (1) housing units; (2) clusters of housing units; and (3) facility-wide. The provision of sufficient area is intended to ensure each detainee five hours of programming per day for meaningful engagement that can improve well-being and help with successful community reentry. Besides dayrooms and recreation areas used for informal activities, housing unit support spaces also include rooms for counseling, interviews, and some programs, which provides increased access to program and services while minimizing circulation throughout the facility. Housing unit cluster support spaces will include supplemental multi-purpose rooms and interview rooms, program staff offices, a medical procedure room for examinations and minor medical triage, and a pantry for staging meal delivery. Facility-wide support spaces include a public-service-oriented lobby, spacious visitation spaces for family and attorneys, gymnasium, auditorium, educational and vocational classrooms, library, religious services area, culinary arts kitchen, greenhouse, medical clinic (which will offer services provided by Correctional Health Services (CHS), a division of NYC Health + Hospitals including robust medical screening for new admissions, medical and behavior health exams, health/mental health care services, minor surgical procedures, dental services, and a pharmacy), professional amenity areas for staff (such as physical fitness room, dining, break rooms, quiet rooms for decompressing, muster room, and locker rooms designated by rank and gender, and for civilians), laundry, food services, and administrative space. The applicants believe that the amount and hierarchy of support spaces will create a more humane and rehabilitative environment for detainees and more dignified working conditions for staff and contractors.

Furthermore, the floor area modifications will ensure that the Proposed Project has ample support space for publicly accessible community space and staff parking, to foster positive integration of the facility with the surrounding communities. The community space is intended to provide useful community amenities, such as community facility programming or street-level retail space.

A building complying with the maximum permitted floor area ratio requirement would not offer the proposed capacity necessary to help facilitate the closure of the jails on Rikers Island and/or would not provide sufficient space to satisfy the many requirements of the architectural space program summarized above that the applicants have identified as being essential to meeting the project goals of improving social engagement and well-being, creating a safer and healthier environment for detainees, staff, and visitors, and facilitating successful community reentry.

As such, the increase in FAR will primarily facilitate the development of prison and component facilities, along with storefront uses that will enhance the community, consistent with the applicants' goals for a safer, smaller, fairer borough-based jail system that will help facilitate the closure of the jails on Rikers Island.

***(d) any #bulk# modifications will improve the interior layout and functionality of the facility;***

The proposed building envelope, which necessitates the requested bulk modifications, will result in a better site plan for the proposed borough-based jail than what is allowed as-of-right. The requested bulk modifications represent the minimal variation from as-of-right requirements necessary to ensure that the Proposed Project can accommodate the proposed jail space program of approximately 1,150 beds per facility described above. The proposed size and massing is necessary in order to achieve the City's goals, including closing the jails on Rikers Island, providing efficient programming, viable floorplans, and achieving the objective of a modern, humane, and safe correctional facility in line with modern approaches to correctional practices.

The proposed project is designed to accomplish a number of objectives, including: providing access to natural light and space for services and activities for detainees, which results in calmer and more productive environments inside the facilities; and offering quality recreational, health, education, visitation and housing facilities, which helps people rehabilitate and reengage once they return to their community.

The bulk modifications will enable the 1,150-bed Proposed Project to achieve efficient and viable floorplans that optimize access to program space, outdoor space, and natural light. It will be a self-sufficient building, with housing units that allow officers to better supervise as a result of the improved floorplans and program adjacencies.

As noted above, each housing unit will have its own dayroom, recreation yard, and support spaces enabling most daily activities to occur within its boundaries. Support spaces provided at the cluster-level also described above require efficient vertical or horizontal proximity of housing units. In addition, other important design criteria were established for functional adjacencies in terms of uses and programs, internal organization including having an efficient internal organization that includes a clear separation of secure and non-secure circulation and that minimizes unnecessary detainee circulation, as well as providing employee parking at each borough facility. Taken together, these design criteria, require a certain minimum area per floor, configured in such a way as to minimize floor plate depths with large courts to ensure access to light and air for all detainee cells. This pattern does not allow the setbacks and maximum height restrictions required by the site's contextual zoning regulations. Combined with an overall program of 1,150 beds, which itself requires the modification of permitted FAR, the design requirements necessitate a bulk envelope on the site that cannot be accommodated within an as-of-right zoning envelope. In order to provide light and air for bounding streets and neighboring buildings to the maximum extent feasible while also accommodating the project's design criteria summarized above, the applicant is proposing setbacks from the base consisting of a 10-foot setback on Atlantic Avenue and Smith Street, and 5 feet on State Street.

In conclusion, a building fully complying with the applicable height and setback contextual zoning regulations applicable to the proposed project area under the site's C6-2A (DB) zoning, will not provide efficient and viable floorplans necessary to accommodate adequately the Proposed Project's program elements described above.

***(e) such #bulk# modifications, including any increase in permitted #floor area ratio#, will have minimal adverse effects on access to light and air for buildings and open spaces in the surrounding area;***

The proposed project area is a full-block site located in the southern edge of Downtown Brooklyn, where neighboring buildings to the north, east, and west are mid-rise and high-rise buildings of varying heights. These include the 11-story, 97-foot tall apartment building at 53 Boerum Place located immediately north of the proposed project area and the 20-story, 210-foot tall Hilton Hotel located diagonally across the street from the proposed project area to the northeast. These and other neighboring buildings are separated from the proposed project area by public streets, including the 60-foot wide State Street, 80-foot wide Smith Street, 100-foot wide Atlantic Avenue, and 130-foot wide Boerum Place. These streets preserve space for light and air. To the west and south, the broad, wide Boerum Place and Atlantic Avenue rights-of-way offer a horizontal scale appropriate for taller, larger buildings. Although the Proposed Project will be taller than the immediately surrounding buildings, the building will be generally comparable with the densely built character of Downtown Brooklyn with its many high-rise, large footprint, streetwall buildings, such as the approximately 242-foot-tall Brooklyn Law School dormitory, located diagonally across Boerum

Place from the proposed project area, which has a 220-foot-long frontage on State Street. While the Proposed Project will face lower-rise buildings to the south in Boerum Hill, the wide Atlantic Avenue corridor has long formed the boundary between the lower-rise, fine-grained, predominantly residential neighborhood to the south and the predominantly commercial and institutional, high-rise district to the north. In addition, the building's effects on light and air facing Atlantic Avenue, Smith and State streets will be further ameliorated by the provision of required setbacks from the base. As such, the Proposed Project will be compatible with historic building patterns and will have minimal adverse effects on access to light and air.

***(f) any modifications to the provisions of #accessory# off-street parking and loading regulations will not create serious traffic congestion or unduly inhibit vehicular or pedestrian movement and will not impair or adversely affect the development of the surrounding area; and***

The Proposed Project will provide 292 accessory parking spaces for use only by DOC staff and other authorized vehicles. The parking garage will operate as a secure, self-park facility with a two-way ramp extending from the ground-floor entry to the below-grade parking level. This is intended to address parking demand for spaces that can be accommodated on-site in order to reduce parking strains in the surrounding area, as studies have indicated that jails generate a significant parking demand from employees who commute during periods when transit service is limited. At present, some DOC employees utilize on-street parking spaces which could be used for other purposes if the Proposed Project is constructed with the 292-space garage. Vehicle entries and exits at this garage will primarily occur during shift changes for correction officers, which occur outside the area's peak hour traffic periods, thereby reducing the garage's effects on congestion. As the garage will be restricted to authorized users due to security considerations, this accessory garage will not induce discretionary vehicle travel to the area. The sidewalk on the block of State Street where the garage curb cut will be located does not contain any origin or destination points for pedestrian travel as it does not contain any subway entrances, bus stops, Citibike stations, or retail or other community facility entry points. This will remain the case with the development of the Proposed Project. Therefore, conflicts between vehicles using the garage and pedestrians will be minimized. In summary, the requested modification to allow a 292-space secure accessory parking garage will not create serious traffic congestion or unduly inhibit vehicular or pedestrian movement and will not impair or adversely affect the development of the surrounding area.

The two loading berths for the jail will be accessed via a curb cut on State Street. These loading berths will be used to receive materials, supplies, food, and waste removal. Incoming trucks are likely to be single-unit straight trucks having a span of 24 feet to a maximum of 40 feet in length. Nearly all incoming supply trucks will be dispatched on a daily schedule from the DOC centralized warehouse. Outside vendor activity will be limited and will largely consist of facility service vehicles that also will be subject to DOC scheduling. Strict scheduling of deliveries will ensure that only a maximum of two trucks will be present at the same time, which will prevent conflicts with pedestrian and vehicle traffic on State Street. Furthermore, the loading area, located within a dedicated area with loading berths away from the street, will provide sufficient off-street space for queuing trucks in the unlikely event more than two trucks are present.

In summary, the proposed decrease in required loading berths will not create serious traffic congestion or unduly inhibit vehicular or pedestrian traffic movement and will not impair or adversely affect the development of the surrounding area.

***(g) any modifications to the permitted capacity of #public parking garages#:***

***(1) will not create serious traffic congestion or unduly inhibit vehicular or pedestrian movement and will not impair or adversely affect the development of the surrounding area; and***

***(2) will provide adequate reservoir space at the vehicular entrances to accommodate automobiles equivalent in number to 20 percent of the total number of spaces up to 50 and five percent of any spaces in excess of 200, but in no event shall such reservoir space be required for more than 50 automobiles.***

This subsection is not applicable.

***The Commission may prescribe additional conditions and safeguards to minimize adverse effects on the character of the surrounding area.***

# 275 ATLANTIC AVENUE
# BROOKLYN, NY

BOROUGH-BASED JAILS

Owner:
**NYC DEPARTMENT OF CORRECTION**
75-20 ASTORIA BOULEVARD, SUITE 160
EAST ELMHURST, NY, 11370 T.+1 718.546.0806

Architect:
**PERKINS EASTMAN**
115 FIFTH AVENUE
NEW YORK, NY, 10003 T. +1 212.353.7200

Traffic:
**PHILIP HABIB & ASSOCIATES**
102 MADISON AVENUE, 11TH FLOOR
NEW YORK, NY, 10016 T. +1 212.929.5656

## DRAWING INDEX


| | |
|---|---|
| G-001 | COVER SHEET & DRAWING LIST |
| V-101.00 | TOPOGRAPHIC SURVEY |
| Z-020 | ZONING ANALYSIS |
| Z-030 | ZONING LOT SITE PLAN |
| Z-040 | GROUND FLOOR PLAN |
| Z-050 | WAIVER PLAN - ROOF PLAN |
| Z-060 | SECTIONS |
| N-010 | NEIGHBORHOOD CHARACTER DRAWINGS 1 |
| N-020 | NEIGHBORHOOD CHARACTER DRAWINGS 2 |
| N-030 | NEIGHBORHOOD CHARACTER DRAWINGS 3 |
| N-040 | NEIGHBORHOOD CHARACTER DRAWINGS 4 |





| SUBMISSIONS | DATE |
|---|---|
| CPC ULURP APPLICATION | 3/20/2019 |
| CPC SUBMISSION | 8/30/2019 |

| NO. | DATE | REVISION |
|---|---|---|

REGISTERED ARCHITECT
JOSEPH J. ALIOTTA
16319
STATE OF NEW YORK

SEAL

KEY PLAN


PERKINS EASTMAN
115 Fifth Avenue
New York, NY 10003
T. +1 212 353 7200
F. +1 212 353 7676



Owner:
**NYC DEPARTMENT OF CORRECTIONS**
75-20 ASTORIA BOULEVARD, SUITE 160
EAST ELMHURST, NY, 11370 T.+1 718.546.0806
Traffic:
**PHILIP HABIB & ASSOCIATES**
102 MADISON AVENUE, 11TH FLOOR
NEW YORK, NY, 10016 T. +1 212.929.5656


PROJECT TITLE:

275 ATLANTIC AVENUE

BOROUGH: BROOKLYN
BLOCK: 175
LOT: 1
ULURP #: 190339 ZSK
BROOKLYN, NY 11201

PROJECT No: 73441.00

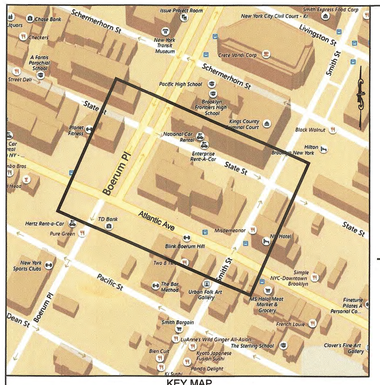
DRAWING TITLE:

COVER SHEET & DRAWING LIST

SCALE: NTS

**G-001**

3/20/19



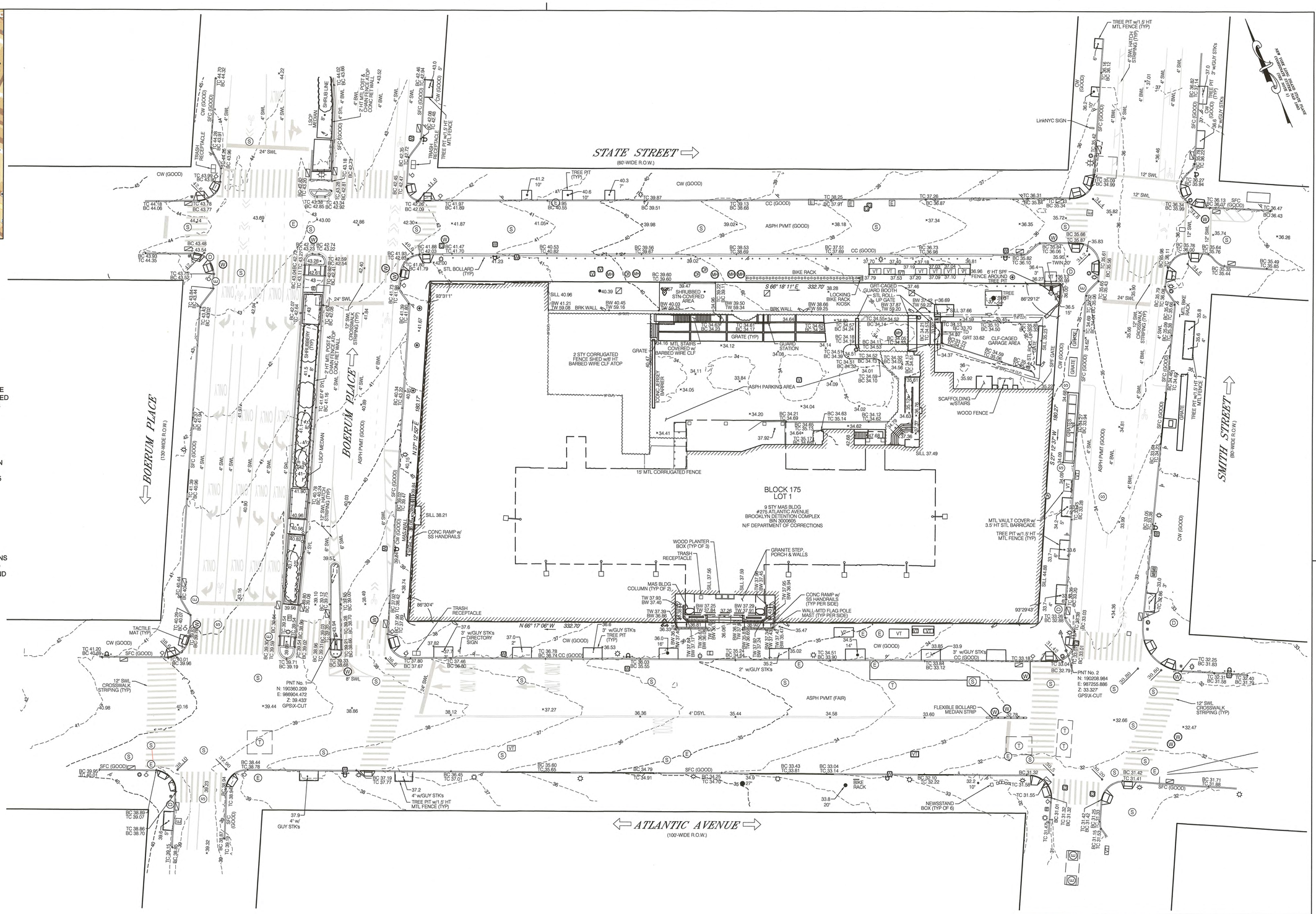

KEY MAP
SCALE: 1"=200'
BING MAPS IMAGE

## NOTES

1. VERTICAL DATUM - NAVD 1988 AND HORIZONTAL DATUM - NY LONG ISLAND STATE PLANE COORDINATE SYSTEM NAD83; BASED ON GPS OBSERVATIONS BY MATRIX NEW WORLD ON 04/23,26/2018 AND REFERRING TO LEICA SMARTNET CONTINUOUSLY OPERATING REFERENCE STATION (CORS) NETWORK, NATIONAL GEODETIC SURVEY MONUMENT: CORS STATION "NYBP, NYBR, LAMT".
2. THE EXISTING CONDITIONS SHOWN HEREON IS BASED ON A FIELD SURVEY PERFORMED BY MATRIX NEW WORLD WITH LASER SCANNING EQUIPMENT (LiDAR).
3. MATRIX NEW WORLD MAKES NO GUARANTEES THAT ALL UNDERGROUND UTILITIES ARE SHOWN HEREON AND THAT THE EXACT LOCATIONS OF THE UNDERGROUND UTILITIES INDICATED ON THIS SURVEY ARE APPROXIMATE. ALL UTILITY LOCATIONS MUST BE VERIFIED WITH THE PROPER UTILITY COMPANIES PRIOR TO DESIGN, EXCAVATION OR CONSTRUCTION.

## REFERENCES

1. BOUNDARY AND LEGAL GRADE INFORMATION SHOWN HEREON IS SHOWN PER MAPS ENTITLED "OFFICE OF THE BROOKLYN BOROUGH PRESIDENT, CITY OF NEW YORK SECTION MAPS 015 AND 016", UPDATED ON 06/09/2016 AND 08/28/2014, RESPECTIVELY.
2. NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION WATER MAPPING.
3. NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION SEWER MAPPING.
4. CONSOLIDATED EDISON CO. OF N.Y., INC. - BROOKLYN - QUEENS CONDUIT AND DUCT OCCUPANCY PLATE Nos. 44-M, 44-N-1 AND 44-N-2; LOW TENSION MAINS AND SERVICE PLATE Nos. 44-M AND 44-N.
5. NATIONAL GRID GAS PLATE Nos. 29-83, 29-91 AND 29-95.
6. VERIZON PLATE Nos. 49, 305E AND 1562.
7. NYC PARKS NEW YORK CITY STREET TREE MAP WEBSITE.




## SITE SYMBOL LEGEND

- MH - UNKNOWN MANHOLE
- D - STORM DRAIN MANHOLE
- E - ELECTRIC MANHOLE
- E - ELECTRIC MANHOLE (SQUARE)
- S - SEWER MANHOLE
- W W - WATER MANHOLE
- T - TELEPHONE MANHOLE
- G - GAS VALVE
- W - WATER VALVE
- V - UNKNOWN VALVE
- E - ELECTRIC BOX
- FB - FIRE BOX
- CCTV SECURITY CAMERA
- CATCH BASIN
- STORM INLET
- FIRE HYDRANT
- FIRE STANDPIPE
- OIL FILL CAP
- STREET LIGHT
- SECURITY/PARK LIGHT
- STREET LIGHT W/ SIGNAL
- PEDESTRIAN SIGNAL
- TS - TRAFFIC SIGNAL BOX
- TREE (W/ DBH)
- TWIN TREES
- MB - MAILBOX
- MONITORING WELL
- TRASH CAN
- SIGN (DUAL & SINGLE)
- BOLLARD
- TRAFFIC INDICATOR
- 20.0 - LEGAL GRADE

## FEATURE ABBREVIATIONS

| | | | | | |
|---|---|---|---|---|---|
| APPROX | APPROXIMATE | FLR | FLOOR | PNT | POINT |
| ASPH | ASPHALT | FND | FOUND | PVMT | PAVEMENT |
| AW | ASPHALT WALK | | | PW | PAVER WALK |
| | | GRT | GRATE | | |
| BC | BOTTOM OF CURB | | | REF | REFERENCE |
| BIN | BUILDING IDENTIFICATION NUMBER | HT | HEIGHT | R.O.W. | RIGHT-OF-WAY |
| BLDG | BUILDING | ID | IDENTIFICATION | SFC | STEEL-FACED CURB |
| BLK | BLOCK | | | SPF | STEEL PICKET FENCE |
| BOT | BOTTOM | LGT | LIGHT | SS | STAINLESS STEEL |
| BRK | BRICK | LSCP | LANDSCAPE | STK | STAKE |
| | | | | STL | STEEL |
| BW | BOTTOM OF WALL | MAS | MASONRY | STN | STONE |
| | | MH | MANHOLE | STY | STORY |
| CC | CONCRETE CURB | MON | MONUMENT | SWL | SOLID WHITE LINE |
| CLF | CHAIN LINK FENCE | MTD | MOUNTED | SYL | SOLID YELLOW LINE |
| CONC | CONCRETE | | | | |
| | | | | TC | TOP OF CURB |
| DSYL | DOUBLE SOLID YELLOW LINE | | | (TM) | TAX MAP |
| DWY | DRIVEWAY | | | TW | TOP OF WALL |
| | | | | TYP | TYPICAL |
| EL | ELEVATION | | | | |
| | | | | LNK | UNKNOWN |
| | | | | VT | VAULT |

## LINETYPE LEGEND

- VERTICAL CURB
- DEPRESSED OR FLUSH CURB
- (6' CLF) 6' HEIGHT CHAIN LINK FENCE
- (16' CLF) 16' HEIGHT CHAIN LINK FENCE
- BARBED WIRE
- PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY LINE
- 20 MAJOR GRADING CONTOUR LINE
- 21 MINOR GRADING CONTOUR LINE

20' 0 10' 20' 40' 80'
GRAPHIC SCALE

REVISIONS

| No. | DESCRIPTION | DATE: | BY: | APR: |
|---|---|---|---|---|
| 1 | REV. TITLE BLOCK CLIENT ENTRIES PER CLIENT; ADD ELEC & ST MHts @ ATLANTIC AVE./BOERUM PL. SWLY INTERSECTION; ADD REV. 0 | 08/24/18 | DHD | RSM |
| 0 | INITIAL SURVEY ISSUANCE | 06/22/18 | DHD | RSM |

MATRIXNEWWORLD
Engineering Progress
Matrix New World Engineering, Land Surveying and Landscape Architecture, P.C.
26 Columbia Turnpike
Florham Park, New Jersey 07932
Tel: 973-240-1800
Fax: 973-240-1818
WBE / DBE / SBE
www.matrixneworld.com
STATE OF NEW YORK CERTIFICATE OF AUTHORIZATION No. 17-082661

PERKINS — EASTMAN
115 Fifth Avenue, New York, NY, 10003

SEAL
R. STEPHEN MONCRIEF, JR., P.L.S.
NEW YORK PROFESSIONAL LAND SURVEYOR LIC. No: 049819
DATE: 08/24/2018

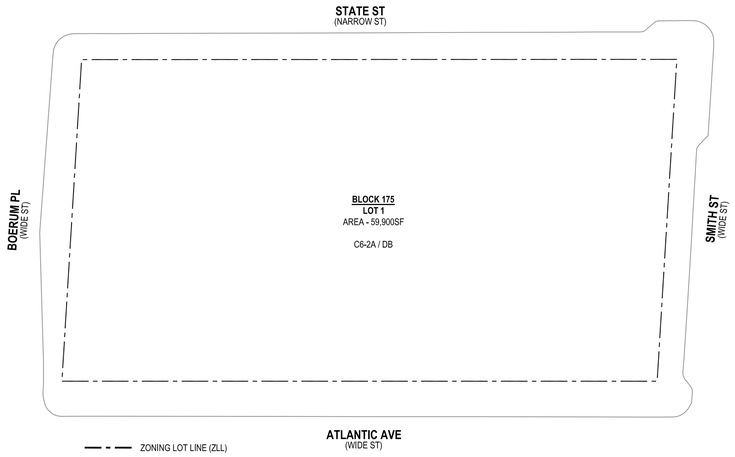
BLOCK 175
LOT 1

The City of New York
Department of Correction
75-20 Astoria Blvd., Suite 160
East Elmhurst, NY 11370

PROJECT TITLE
MASTER PLAN FOR A BOROUGH BASED NYC JAIL SYSTEM
275 ATLANTIC AVENUE
BOROUGH OF BROOKLYN, COUNTY OF KINGS, CITY AND STATE OF NEW YORK

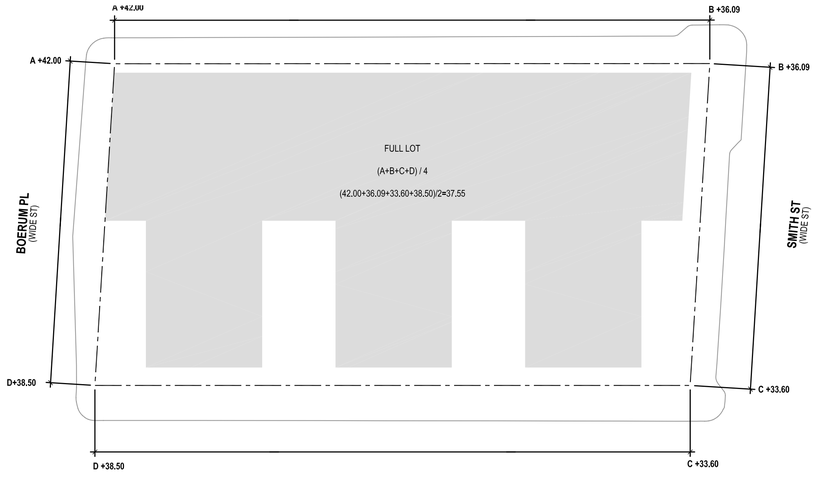
DRAWING TITLE
TOPOGRAPHIC SURVEY

| SURVEYED BY | DRAWN BY | CHECKED BY |
|---|---|---|
| B. KROUSE | V. PENTYALA / H. ZAHIRI | R. S. MONCRIEF |
| B-SCAN | SCALE: 1"=20' | DRAWING NO.: V101.00 |
| | DATE: 06/06/2018 | CONTRACT NO.: 73440.00 |
| | | SHEET No. 1 OF 2 SHEETS |




## 1 LOT DIAGRAM

SCALE: 1"=40'




## 1 BASE PLANE DIAGRAM

SCALE: 1"=40'

# BOROUGH-BASED JAILS - BROOKLYN

**ZONING CHART**

| | |
|---|---|
| **Borough** | Brooklyn |
| **Block/ Lot** | 175 / 1 |
| **Address** | 275 Atlanic Ave |
| **Lot Area** | 59,847<br><br>Demapped p/o State Street below grade = 19,332 sf* |
| **Zoning Map No.** | 16c |
| **Zoning District** | C6-2A / DB |
| **Community District** | 2 |

*Demapped p/o State Street not included in lot area for the purposes of floor area.

**PROPOSED PROGRAM (ABOVE GROUND GSF)**

| | |
|---|---|
| Number of Beds | 1,150 Beds |
| Jail Housing | 800,000 |
| Jail Support | 290,000 |
| Centralized Care | 0 |
| Community Facility | 15,000 |
| Retail | 15,000 |
| TOTAL GSF | 1,120,000 |
| Accessory Pkg (Jail) | 292 Spaces |

| ZR | Item / Description | Required / Permitted | Proposed | Comments |
|---|---|---|---|---|
| **USE** | | | | |
| 22-00 | **USES** | UG 1-9, 14 | UG 3,UG 4, 6A, 8D | |
| 32-00 | | | | |
| 101.11 | Special Ground Floor Use | UG 5, 6A, 6C, 6D, 7A, 7B, 8A, 8B, 8D, 9, 10, 11, 12A, 12B, 12C, libraries, museums and non-commercial art galleries | UG 6A and/or UG3 & UG4 Community Facility | Special Permit Required Pursuant to ZR 74-832 |
| **BULK** | | | | |
| | **FAR** | | | |
| 23-145 | Residential | 6.02 | 0.00 | |
| 33-10 | Community Facility | 6.50 | 0.25 | |
| 101-20 | Commercial | 6.00 | 16.12 | Special Permit Required Pursuant to ZR 74-832 |
| | Total all Uses | 6.50 | 16.38 | Special Permit Required Pursuant to ZR 74-832 |
| | | | | |
| | **FLOOR AREA** | | | |
| 23-145 | Residential | 360,279 | 0 | |
| 33-10 | Community Facility* | 389,006 | 15,000 | |
| | Jail - 8D** | | 950,000 | |
| | Retail - UG 6A* | | 15,000 | |
| 101-20 | Total Commercial | 389,082 | 965,000 | Special Permit Required Pursuant to ZR 74-832 |
| | Total all Uses | 389,006 | 980,000 | Special Permit Required Pursuant to ZR 74-832 |
| | *The floor area up to a total of 30,000sf for the project, may be occupied by any use in Ugs 3, 4, and 6A. The breakdown between community facility and commercial floor area and FAR shown here is illustrative<br>**Approximately 10% mechanical deductions assumed on Jail use. | | | |
| | **YARDS** | | | |
| 33-20 | Front | None Required | None Provided | |
| | Side | - | - | |
| | Rear | None required for zoning lot occupying an entire block | None Provided | |
| | | | | |
| | **HEIGHT & SETBACK** | | | |
| 101-22 | Min. / Max Street Wall Height | Atlantic Avenue = 60'/85'<br>Boerum Place = 60' /85'<br>State Street = 60'/85'<br>Smith Street = 60'/85' | Atlantic Avenue = 60'/ 105'<br>Boerum Place = 399.45' (+ 40' Mechanical)<br>State Street = 60'/ 105'<br>Smith Street = 60'/ 105' | Special Permit Required Pursuant to ZR 74-832 |
| 33-40 | Required Min. Setbqck @ Max. Street Wall Height | Atlantic Avenue = 10'<br>Boerum Place = 10'<br>State Street = 15'<br>Smith Street = 10' | 10'<br>0'<br>5'<br>10' | Special Permit Required Pursuant to ZR 74-832 |
| | Max. Building Height | Atlantic Avenue = 120'<br>Boerum Place = 120'<br>State Street = 120'<br>Smith Street = 120' | 399.45' (+ 40' Mechanical) | Special Permit Required Pursuant to ZR 74-832 |
| | | | | |
| | **PARKING** | | | |
| 36-20 | Required Accessory Parking | Prisons PRC-H = 0 | 0 | |
| | | Retail - UG 6A = 0 | 0 | |
| | | Community Facility = 0 | 0 | |
| 36-12 | Permitted Accessory Group Parking Facilities | 150 spaces | 292 spaces | Special Permit Required Pursuant to ZR 74-832 |
| | | | | |
| | **LOADING** | | | |
| 36-60 | Prisons PRC-H | 10,000 sf - Non Required<br>Next 290,000 sf - 1 Required<br>Each Additional 300,000 sf or fraction thereof. - 1 Required<br>950,00 sf = 4 Berths Required | 2 | Special Permit Required Pursuant to ZR 74-832 |
| | | | | |
| | **ENCLOSED BICYCLE PARKING** | | | |
| 36-70, 36-71 | Prisons - UG 8D | None Required | - | |
| | Court Houses - UG 6D | None Required | - | |
| | Retail - UG 6A | 1 per 10,000 sf = 2 | - | |
| | Community Facility | 1 per 10,000 sf = 2 | - | |
| | Total | Total = 4 | 4 Provided | |
| | Enclosed Accessory Parking Area | 1 per 10 cars<br>292 cars / 10 = 30 bicycles | 30 bicycles | |
| | | | | |
| | **STREET TREES** | | | |
| 33-03<br>26-41 | | 1 per 25' of Frontage (Required total = 40)<br>Atlantic Ave = 332.70' / 25' = 13 trees<br>Boerum Place = 180.17'/ 25' = 7 trees<br>State Street = 332.70' / 25' = 13 trees<br>Smith Street = 180.27'/ 25' = 7 trees | (Proposed Total = 20 trees*)<br>Atlantic Ave = 8* trees<br>Boerum Place = 4* trees<br>State Street = 8* trees<br>Smith Street = 4* trees | 20 Remaining required trees to be provided off-site or paid into fund pursuant to ZR Section 26-40 |

## 2 ZONING CHART

SCALE:

| SUBMISSIONS | DATE |
|---|---|
| CPC ULURP APPLICATION | 3/20/2019 |
| CPC SUBMISSION | 8/30/2019 |

| NO. | DATE | REVISION |
|---|---|---|

REGISTERED ARCHITECT
JOSEPH J. ALIOTTA
16319
STATE OF NEW YORK

SEAL

KEY PLAN

PERKINS EASTMAN
115 Fifth Avenue
New York, NY 10003
T. +1 212 353 7200
F. +1 212 353 7676

Owner:
**NYC DEPARTMENT OF CORRECTIONS**
75-20 ASTORIA BOULEVARD, SUITE 160
EAST ELMHURST, NY, 11370 T.+1 718.546.0806

Traffic:
**PHILIP HABIB & ASSOCIATES**
102 MADISON AVENUE, 11TH FLOOR
NEW YORK, NY, 10016 T. +1 212.929.5656

PROJECT TITLE:

275 ATLANTIC AVENUE

BOROUGH: BROOKLYN
BLOCK: 175
LOT: 1
ULURP #: 190339 ZSK
BROOKLYN, NY 11201

PROJECT No: 73441.00

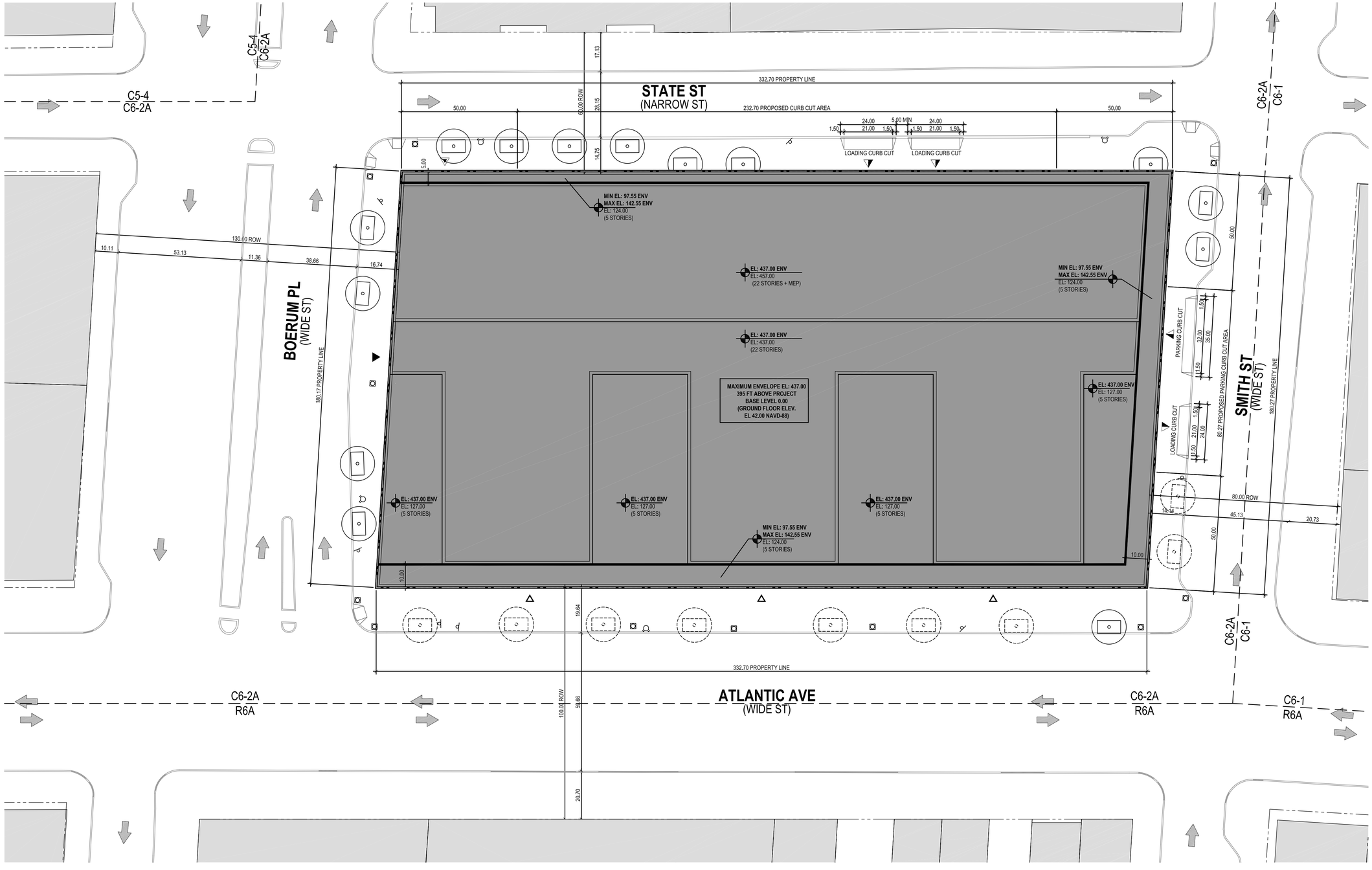
DRAWING TITLE:

ZONING ANALYSIS

SCALE: NTS

# Z-020

3/20/19




**LEGEND**

**GENERAL**

- EXISTING BUILDING TO REMAIN
- PROPOSED ILLUSTRATIVE BUILDING
- ZONING LOT LINE (ZLL)
- MAXIMUM BUILDING ENVELOPE
- ZONING DISTRICT EXTENTS
- **MAXIMUM BUILDING ENVELOPE ELEVATION (ENV)** / ILLUSTRATIVE BUILDING ELEVATION
- PROPOSED ILLUSTRATIVE BUILDING LINE

**SITE PLAN**

- PUBLIC ACCESS POINT. INCLUDES AN EXTERIOR SPACE WITH A DEPTH OF NO LESS THAN 10FT AND HEIGHT NO LESS THAN 20FT.
- VEHICULAR ACCESS POINT
- COMMUNITY FACILITY / RETAIL ACCESS POINT
- STAFF ACCESS POINT
- EXISTING POST
- EXISTING FIRE HYDRANT
- EXISTING SIGN
- DIRECTION OF TRAFFIC
- EXISTING TREE TO REMAIN
- PROPOSED NEW TREE

GENERAL NOTES:

- APPLICANT'S STAMP AND SEAL CORRESPONDS TO THE INFORMATION REGARDING THE DEVELOPMENT SITE, ZONING LOT, AND RELATED CURB CUTS. INFORMATION REGARDING THE SURROUNDING PROPERTIES AND EXISTING STRUCTURES IS FOR ILLUSTRATIVE PURPOSES ONLY.
- BUILDING SHOWN WITHIN THE MAX BUILDING ENVELOPE IS SHOWN FOR ILLUSTRATIVE PURPOSE ONLY AND IS SUBJECT TO CHANGE.
- LANDSCAPE AND HARDSCAPE INFORMATION IS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND IT IS SUBJECT TO CHANGE
- ON ROOF OF THE JAIL BUILDING, TO HEIGHT OF EL 477.00 - PERMITTED AREA AND USES INCLUDE: ROOFTOP HORTICULTURE SPACE WITH SECURITY ENCLOSURE, PASSENGER AND SERVICE ELEVATOR STOPS, VESTIBULES AND LOBBIES, EGRESS STAIRS AND SUPPORT SPACES FOR 1,000SF FOR SUCH USES AS RESTROOMS, STORAGE, HOLDING CELLS, VESTIBULES AND LOBBIES.
- MAXIMUM BUILDING ENVELOPE SURROUNDING EXISTING BUILDING IS COINCIDENT WITH EXISTING BUILDING FACADE AND ROOF.

0' 5' 10' 20' 40' 80'

| SUBMISSIONS | DATE |
|---|---|
| CPC ULURP APPLICATION | 3/20/2019 |
| CPC SUBMISSION | 8/30/2019 |

| NO. | DATE | REVISION |
|---|---|---|

REGISTERED ARCHITECT
JOSEPH J. ALIOTTA
16319
STATE OF NEW YORK

SEAL

KEY PLAN


PERKINS EASTMAN
115 Fifth Avenue
New York, NY 10003
T. +1 212 353 7200
F. +1 212 353 7676


Owner:
**NYC DEPARTMENT OF CORRECTIONS**
75-20 ASTORIA BOULEVARD, SUITE 160
EAST ELMHURST, NY, 11370 T.+1 718.546.0806

Traffic:
**PHILIP HABIB & ASSOCIATES**
102 MADISON AVENUE, 11TH FLOOR
NEW YORK, NY, 10016 T. +1 212.929.5656

PROJECT TITLE:

# 275 ATLANTIC AVENUE

BOROUGH: BROOKLYN
BLOCK: 175
LOT: 1
ULURP #: 190339 ZSK
BROOKLYN, NY 11201

PROJECT No: 73441.00

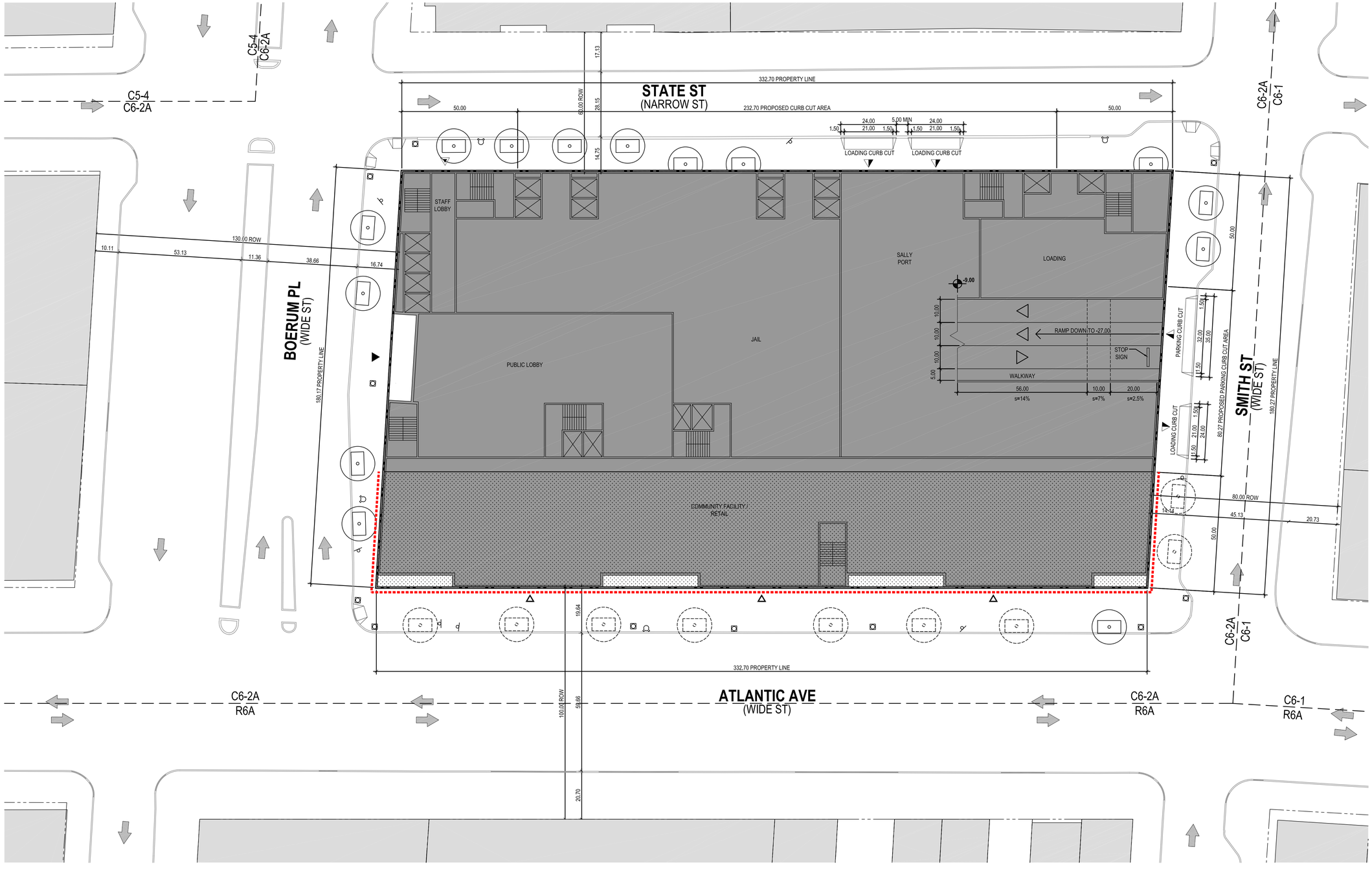
DRAWING TITLE:

# ZONING LOT SITE PLAN

SCALE: 1":20'

# Z-030

3/20/19




**LEGEND**

**GENERAL**

- EXISTING BUILDING TO REMAIN
- PROPOSED ILLUSTRATIVE BUILDING
- ZONING LOT LINE (ZLL)
- MAXIMUM BUILDING ENVELOPE
- ZONING DISTRICT EXTENTS
- **MAXIMUM BUILDING ENVELOPE ELEVATION (ENV)** / ILLUSTRATIVE BUILDING ELEVATION
- PROPOSED ILLUSTRATIVE BUILDING LINE

**SITE PLAN**

- PUBLIC ACCESS POINT. INCLUDES AN EXTERIOR SPACE WITH A DEPTH OF NO LESS THAN 10FT AND HEIGHT NO LESS THAN 20FT.
- VEHICULAR ACCESS POINT
- COMMUNITY FACILITY / RETAIL ACCESS POINT
- STAFF ACCESS POINT

- EXISTING POST
- EXISTING FIRE HYDRANT
- EXISTING SIGN
- DIRECTION OF TRAFFIC
- EXISTING TREE TO REMAIN
- PROPOSED NEW TREE

- **USE GROUPS 3, 4 AND 6A PURSUANT TO SECTION 74-832 OF ZR**
- **MANDATORY ACTIVE FRONTAGE. SEE NOTES**

GENERAL NOTES:

- APPLICANT'S STAMP AND SEAL CORRESPONDS TO THE INFORMATION REGARDING THE DEVELOPMENT SITE, ZONING LOT, AND RELATED CURB CUTS. INFORMATION REGARDING THE SURROUNDING PROPERTIES AND EXISTING STRUCTURES IS FOR ILLUSTRATIVE PURPOSES ONLY.
- BUILDING SHOWN WITHIN THE MAX BUILDING ENVELOPE IS SHOWN FOR ILLUSTRATIVE PURPOSE ONLY AND IS SUBJECT TO CHANGE.
- LANDSCAPE AND HARDSCAPE INFORMATION IS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND IT IS SUBJECT TO CHANGE
- ON ROOF OF THE JAIL BUILDING, TO HEIGHT OF EL 477.00 - PERMITTED AREA AND USES INCLUDE: ROOFTOP HORTICULTURE SPACE WITH SECURITY ENCLOSURE, PASSENGER AND SERVICE ELEVATOR STOPS, VESTIBULES AND LOBBIES, EGRESS STAIRS AND SUPPORT SPACES FOR 1,000SF FOR SUCH USES AS RESTROOMS, STORAGE, HOLDING CELLS, VESTIBULES AND LOBBIES.
- MAXIMUM BUILDING ENVELOPE SURROUNDING EXISTING BUILDING IS COINCIDENT WITH EXISTING BUILDING FACADE AND ROOF.
- CURB-CUTS ON THE PUBLIC STREET MUST BE A MINIMUM OF AT LEAST 50FT FROM ANY INTERSECTING STREET LINE. VARIANT CURB-CUT LOCATIONS SHALL BE APPROVED BY NYC DEPARTMENT OF BUILDINGS, AS PER ZR 36-53
- PEDESTRIAN ROUTES TO AND FROM GARAGE POINTS SHALL BE PROVIDED AND BE CLEARLY POSTED. THESE ROUTES SHALL HAVE WARNING DEVICES PLACED AT ALL POTENTIAL PEDESTRIAN / VEHICULAR CONFLICT POINTS. STOP SIGNS AND VISUAL AND AUDIBLE WARNING DEVICES SHALL BE PLACED AT ALL VEHICULAR EGRESS POINTS (AT SIDEWALKS).
- ACCESS POINTS SHOWN WITH TRIANGULAR SYMBOLS MUST BE LOCATED ON THE SAME BUILDING STREET FRONTAGE AS SHOWN, BUT MAY BE LOCATED ANYWHERE ON SUCH FRONTAGE.
- ACCESSIBILITY FOR THE DISABLED: GARAGES SHALL CONFORM TO LOCAL LAW 58 OF 1987 AND TO THE AMERICANS WITH DISABILITIES ACT OF 1991. INTERIOR DIVISIONS, USE AND OTHER DESIGNATIONS ARE ILLUSTRATIVE ONLY AND SUBJECT TO CHANGE
- COMMUNITY FACILITIES OR RETAIL USES IN UG 3, 4 &/OR 6A MUST OCCUPY THE AREA BEHIND ANY WALLS FACING MANDATORY ACTIVE FRONTAGES TO A DEPTH OF NO LESS THAN 30 FEET. THIS REQUIREMENT MUST BE MET FOR WALLS FACING NO LESS THAN 75% OF THE LENGTH OF EACH OF THE DESIGNATED FRONTAGES
- ACCESS POINTS WITH EXCEPTION TO VEHICULAR MAY WRAP CORNERS OF FRONTAGES

0' 5' 10' 20' 40' 80'

| SUBMISSIONS | DATE |
|---|---|
| CPC ULURP APPLICATION | 3/20/2019 |
| CPC SUBMISSION | 8/30/2019 |

| NO. | DATE | REVISION |
|---|---|---|

REGISTERED ARCHITECT
JOSEPH J. ALIOTTA
16319
STATE OF NEW YORK

SEAL

KEY PLAN


**PERKINS EASTMAN**
115 Fifth Avenue
New York, NY 10003
T. +1 212 353 7200
F. +1 212 353 7676

Owner:
**NYC DEPARTMENT OF CORRECTIONS**
75-20 ASTORIA BOULEVARD, SUITE 160
EAST ELMHURST, NY, 11370 T.+1 718.546.0806

Traffic:
**PHILIP HABIB & ASSOCIATES**
102 MADISON AVENUE, 11TH FLOOR
NEW YORK, NY, 10016 T. +1 212.929.5656


PROJECT TITLE:

# 275 ATLANTIC AVENUE

BOROUGH: BROOKLYN
BLOCK: 175
LOT: 1
ULURP #: 190339 ZSK
BROOKLYN, NY 11201

PROJECT No: 73441.00

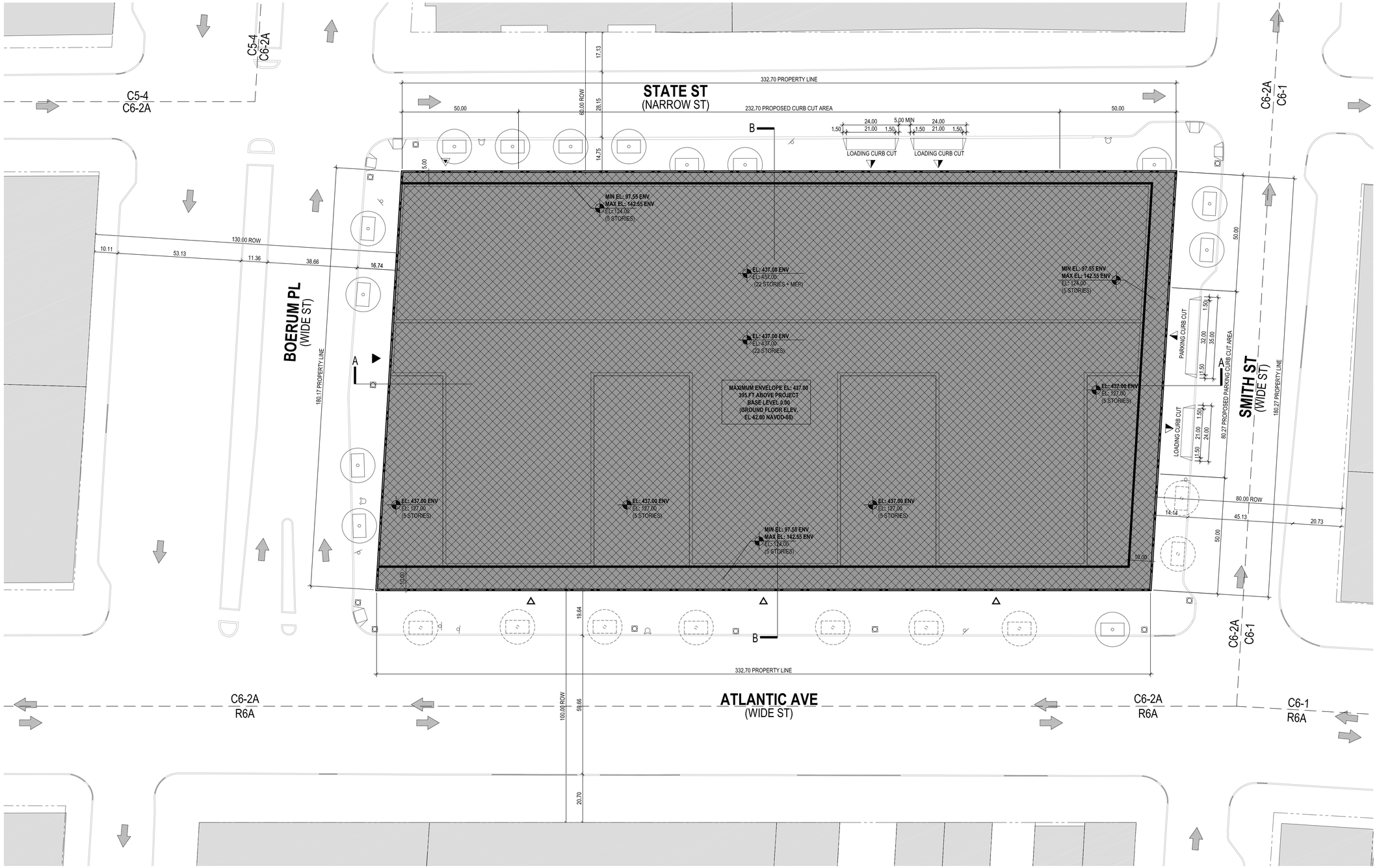
DRAWING TITLE:

## GROUND FLOOR PLAN

SCALE: 1":20'

# Z-040

3/20/19




**LEGEND**

**GENERAL**

- EXISTING BUILDING TO REMAIN
- PROPOSED ILLUSTRATIVE BUILDING
- ZONING LOT LINE (ZLL)
- MAXIMUM BUILDING ENVELOPE
- ZONING DISTRICT EXTENTS
- **MAXIMUM BUILDING ENVELOPE ELEVATION (ENV)** ILLUSTRATIVE BUILDING ELEVATION
- PROPOSED ILLUSTRATIVE BUILDING LINE

**SITE PLAN**

- PUBLIC ACCESS POINT. INCLUDES AN EXTERIOR SPACE WITH A DEPTH OF NO LESS THAN 10FT AND HEIGHT NO LESS THAN 20FT.
- VEHICULAR ACCESS POINT
- COMMUNITY FACILITY / RETAIL ACCESS POINT
- STAFF ACCESS POINT

- EXISTING POST
- EXISTING FIRE HYDRANT
- EXISTING SIGN
- DIRECTION OF TRAFFIC
- EXISTING TREE TO REMAIN
- PROPOSED NEW TREE

**HEIGHT AND SETBACK WAIVER. SPECIAL PERMIT REQUIRED PURSUANT TO SECTION 74-832.**

GENERAL NOTES:

- APPLICANT'S STAMP AND SEAL CORRESPONDS TO THE INFORMATION REGARDING THE DEVELOPMENT SITE, ZONING LOT, AND RELATED CURB CUTS. INFORMATION REGARDING THE SURROUNDING PROPERTIES AND EXISTING STRUCTURES IS FOR ILLUSTRATIVE PURPOSES ONLY.
- BUILDING SHOWN WITHIN THE MAX BUILDING ENVELOPE IS SHOWN FOR ILLUSTRATIVE PURPOSE ONLY AND IS SUBJECT TO CHANGE.
- LANDSCAPE AND HARDSCAPE INFORMATION IS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND IT IS SUBJECT TO CHANGE
- ON ROOF OF THE JAIL BUILDING, TO HEIGHT OF EL 477.00 - PERMITTED AREA AND USES INCLUDE: ROOFTOP HORTICULTURE SPACE WITH SECURITY ENCLOSURE, PASSENGER AND SERVICE ELEVATOR STOPS, VESTIBULES AND LOBBIES, EGRESS STAIRS AND SUPPORT SPACES FOR 1,000SF FOR SUCH USES AS RESTROOMS, STORAGE, HOLDING CELLS, VESTIBULES AND LOBBIES.
- MAXIMUM BUILDING ENVELOPE SURROUNDING EXISTING BUILDING IS COINCIDENT WITH EXISTING BUILDING FACADE AND ROOF.

N

0' 5' 10' 20' 40' 80'

| SUBMISSIONS | DATE |
|---|---|
| CPC ULURP APPLICATION | 3/20/2019 |
| CPC SUBMISSION | 8/30/2019 |

| NO. | DATE | REVISION |
|---|---|---|

REGISTERED ARCHITECT
JOSEPH J. ALIOTTA
16319
STATE OF NEW YORK

SEAL

KEY PLAN


PERKINS EASTMAN
115 Fifth Avenue
New York, NY 10003
T. +1 212 353 7200
F. +1 212 353 7676


Owner:
**NYC DEPARTMENT OF CORRECTIONS**
75-20 ASTORIA BOULEVARD, SUITE 160
EAST ELMHURST, NY, 11370 T.+1 718.546.0806

Traffic:
**PHILIP HABIB & ASSOCIATES**
102 MADISON AVENUE, 11TH FLOOR
NEW YORK, NY, 10016 T. +1 212.929.5656

PROJECT TITLE:

# 275 ATLANTIC AVENUE

BOROUGH: BROOKLYN
BLOCK: 175
LOT: 1
ULURP #: 190339 ZSK
BROOKLYN, NY 11201

PROJECT No: 73441.00

DRAWING TITLE:

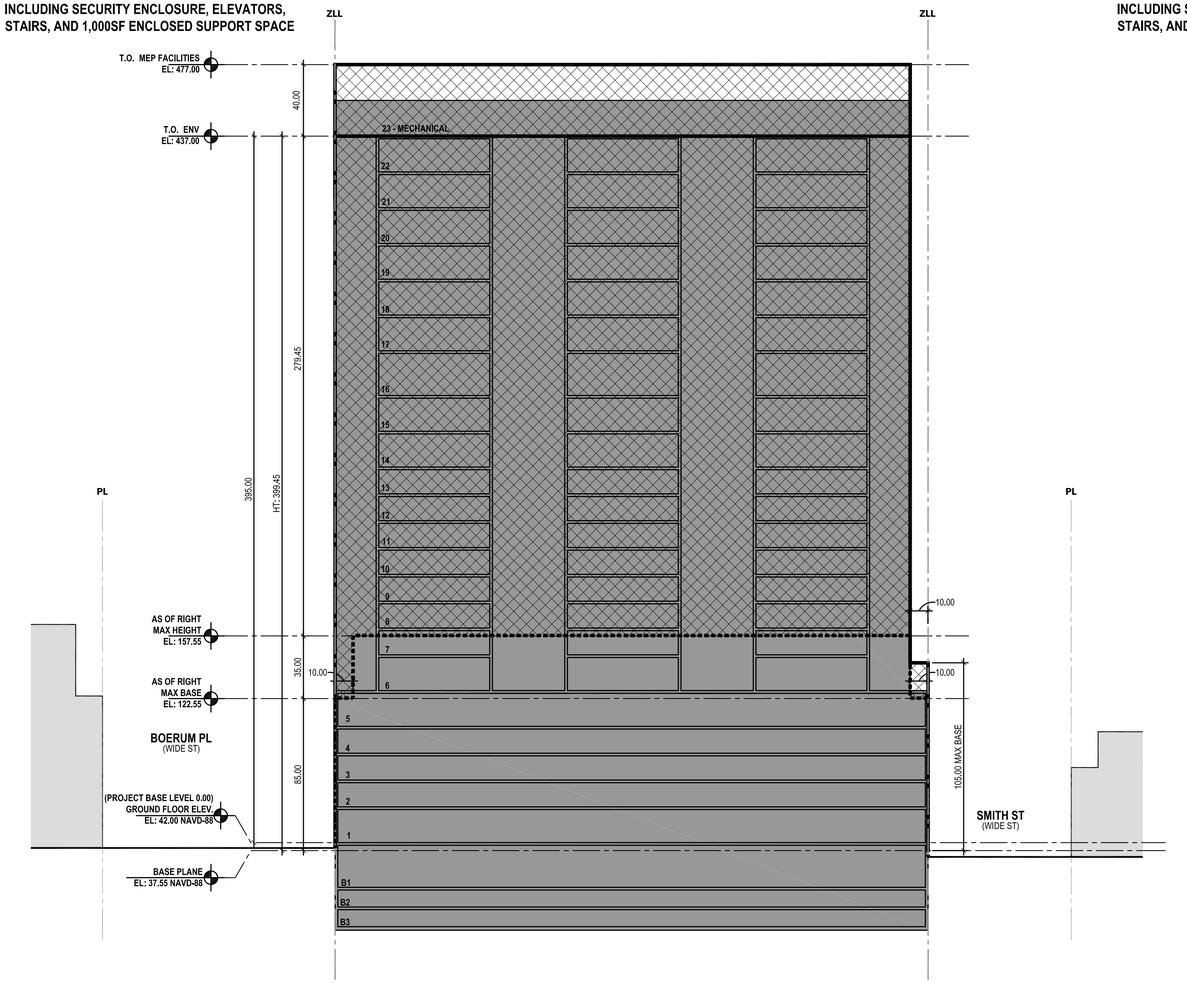
## WAIVER PLAN - ROOF PLAN

SCALE: 1":20'

# Z-050

3/20/19

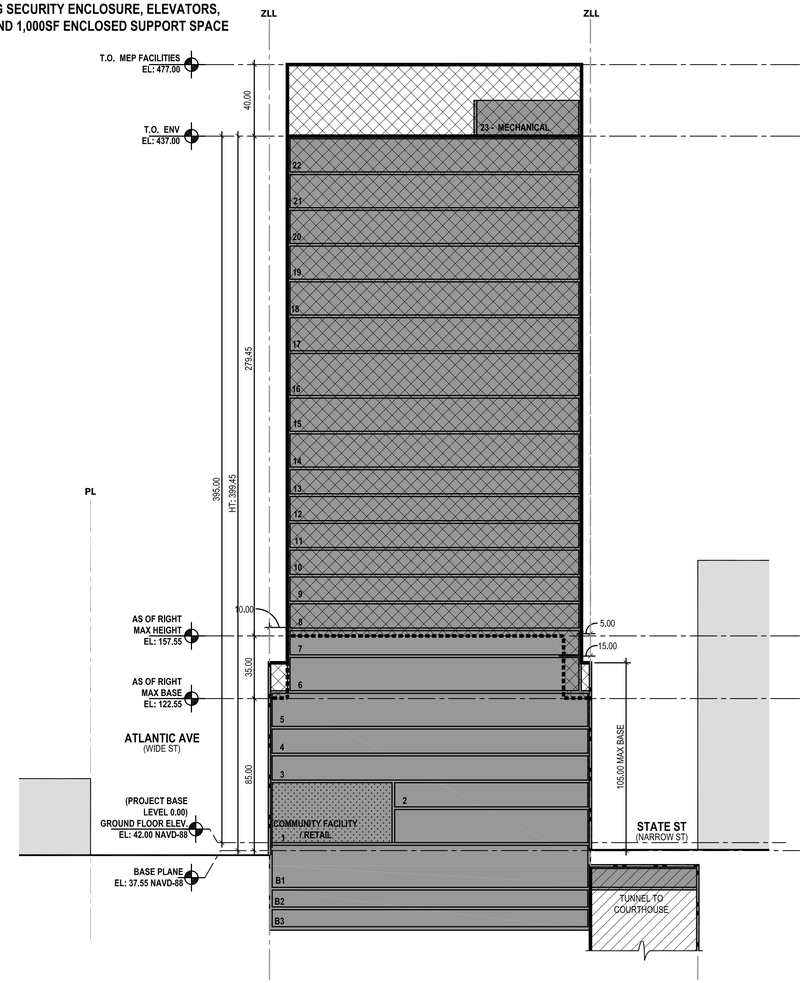
NOTE:
MEP FACILITIES ENVELOPE TO BE LIMITED TO MEP FACILITIES & ROOFTOP HORTICULTURE SPACE INCLUDING SECURITY ENCLOSURE, ELEVATORS, STAIRS, AND 1,000SF ENCLOSED SUPPORT SPACE




## 1 ZONING SECTION A

SCALE: 1" = 40'-0"

NOTE:
MEP FACILITIES ENVELOPE TO BE LIMITED TO MEP FACILITIES & ROOFTOP HORTICULTURE SPACE INCLUDING SECURITY ENCLOSURE, ELEVATORS, STAIRS, AND 1,000SF ENCLOSED SUPPORT SPACE




## 2 ZONING SECTION B

SCALE: 1" = 40'-0"

**LEGEND**

**GENERAL**

- EXISTING BUILDING TO REMAIN
- PROPOSED ILLUSTRATIVE BUILDING
- ZONING LOT LINE (ZLL)
- MAXIMUM BUILDING ENVELOPE
- AS OF RIGHT ZONING EXTENTS
- PROPOSED ILLUSTRATIVE BUILDING LINE
- **HEIGHT AND SETBACK WAIVER. SPECIAL PERMIT REQUIRED PURSUANT TO SECTION 74-832 OF ZR.**
- **USE GROUP 3, 4 AND/OR 6A PURSUANT TO SECTION 74-832 OF ZR**
- **DEMAPPING VOLUME.**

GENERAL NOTES:

- APPLICANT'S STAMP AND SEAL CORRESPONDS TO THE INFORMATION REGARDING THE DEVELOPMENT SITE, ZONING LOT, AND RELATED CURB CUTS. INFORMATION REGARDING THE SURROUNDING PROPERTIES AND EXISTING STRUCTURES IS FOR ILLUSTRATIVE PURPOSES ONLY.
- BUILDING SHOWN WITHIN THE MAX BUILDING ENVELOPE IS SHOWN FOR ILLUSTRATIVE PURPOSE ONLY AND IS SUBJECT TO CHANGE.
- LANDSCAPE AND HARDSCAPE INFORMATION IS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND IT IS SUBJECT TO CHANGE
- ON ROOF OF THE JAIL BUILDING, TO HEIGHT OF EL 477.00 - PERMITTED AREA AND USES INCLUDE: ROOFTOP HORTICULTURE SPACE WITH SECURITY ENCLOSURE, PASSENGER AND SERVICE ELEVATOR STOPS, VESTIBULES AND LOBBIES, EGRESS STAIRS AND SUPPORT SPACES FOR 1,000SF FOR SUCH USES AS RESTROOMS, STORAGE, HOLDING CELLS, VESTIBULES AND LOBBIES.
- MAXIMUM BUILDING ENVELOPE SURROUNDING EXISTING BUILDING IS COINCIDENT WITH EXISTING BUILDING FACADE AND ROOF.
- A SETBACK OF NO LESS THAN 5 FEET DEPTH ON STATE STREET AND NO LESS THAN 10FT DEPTH ON ATLANTIC AVENUE AND SMITH STREET IS REQUIRED AT A HEIGHT AT OR ABOVE 60 FEET AND AT OR BELOW 105 FEET.

0' 10' 20' 40' 80' 160'

| SUBMISSIONS | DATE |
|---|---|
| CPC ULURP APPLICATION | 3/20/2019 |
| CPC SUBMISSION | 8/30/2019 |

| NO. | DATE | REVISION |
|---|---|---|

REGISTERED ARCHITECT
JOSEPH J. ALIOTTA
16319
STATE OF NEW YORK

SEAL

KEY PLAN


PERKINS EASTMAN
115 Fifth Avenue
New York, NY 10003
T. +1 212 353 7200
F. +1 212 353 7676


Owner:
**NYC DEPARTMENT OF CORRECTIONS**
75-20 ASTORIA BOULEVARD, SUITE 160
EAST ELMHURST, NY, 11370 T.+1 718.546.0806

Traffic:
**PHILIP HABIB & ASSOCIATES**
102 MADISON AVENUE, 11TH FLOOR
NEW YORK, NY, 10016 T. +1 212.929.5656

PROJECT TITLE:

# 275 ATLANTIC AVENUE

BOROUGH: BROOKLYN
BLOCK: 175
LOT: 1
ULURP #: 190339 ZSK
BROOKLYN, NY 11201

PROJECT No: 73441.00

DRAWING TITLE:
SECTIONS

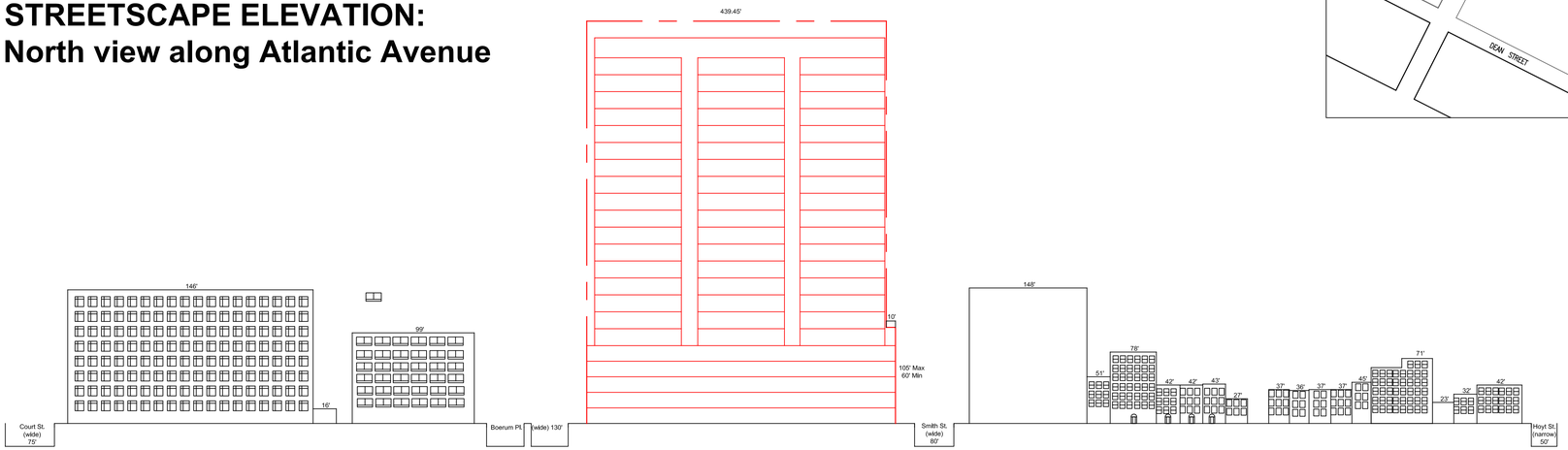
SCALE: 1":40'

# Z-060

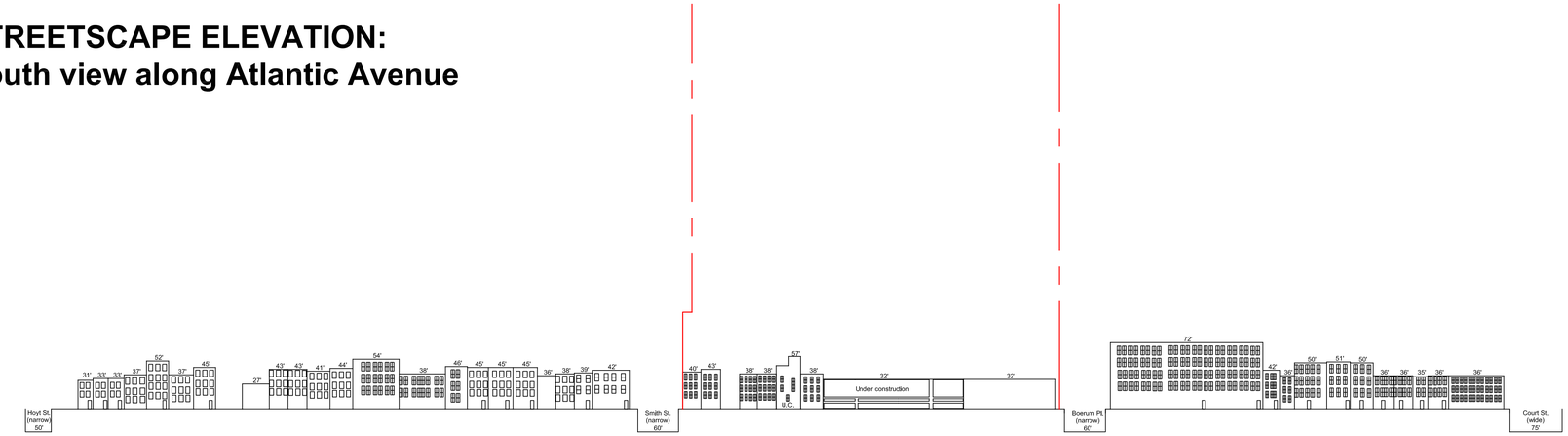
3/20/19

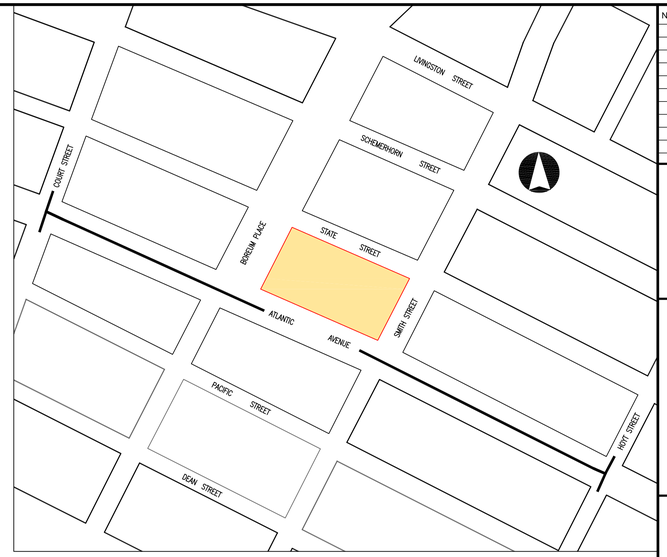
Neighborhood Character Diagram/
Streetscape Elevation

## STREETSCAPE ELEVATION:
## North view along Atlantic Avenue




## STREETSCAPE ELEVATION:
## South view along Atlantic Avenue




U.S. STANDARD SCALE:

0' 75' 150' 225' 300'

1" = 75'

| NO. | DATE | REVISION |
|---|---|---|
| 1 | 8/30/2019 | Revised application |

SEAL

**Legend**

- Development Site
- Proposed Building (Illustrative)
- Allowed Envelope


PERKINS EASTMAN
115 Fifth Avenue
New York, NY 10003
T. +1 212 353 7200
F. +1 212 353 7676


Owner:
**NYC DEPARTMENT OF CORRECTION**
75-20 ASTORIA BOULEVARD, SUITE 160
EAST ELMHURST, NY, 11370 T.+1 718.546.0806

Traffic:
**PHILIP HABIB & ASSOCIATES**
102 MADISON AVENUE, 11TH FLOOR
NEW YORK, NY, 10016 T. +1 212.929.5656

PROJECT TITLE:

# 275 Atlantic Ave

BOROUGH: Brooklyn
BLOCK: 175
LOT: 14
ULURP #: XXXXXXX
BROOKLYN, NY 11201

PROJECT No: 73441.00

DRAWING TITLE:
**BROOKLYN BOROUGH-BASED JAIL**
**Neighborhood Character Drawing**
**1 of 4**

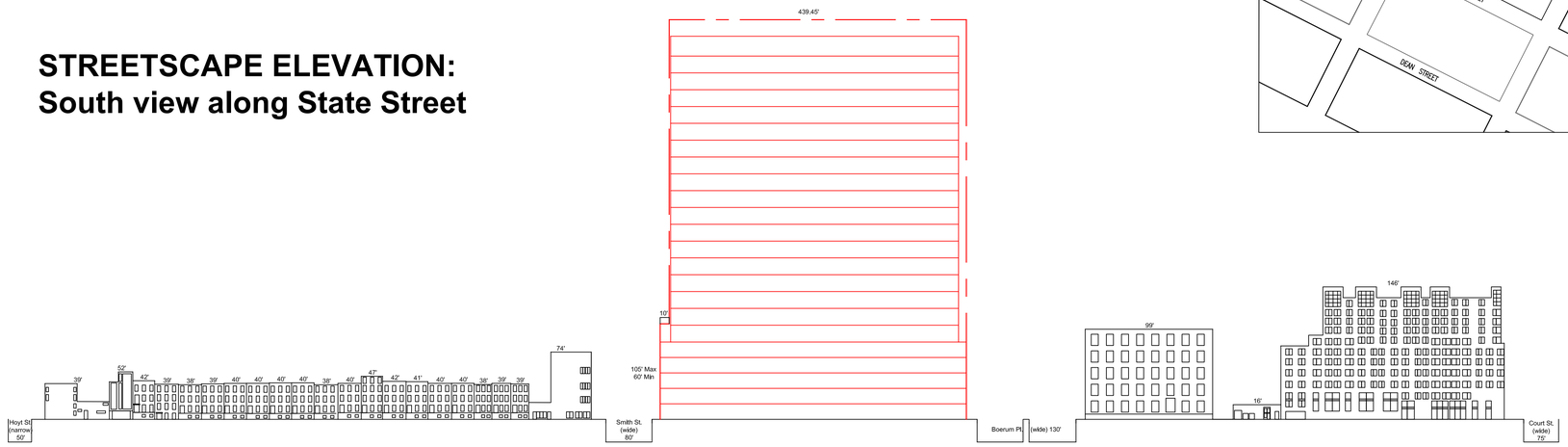
SCALE:

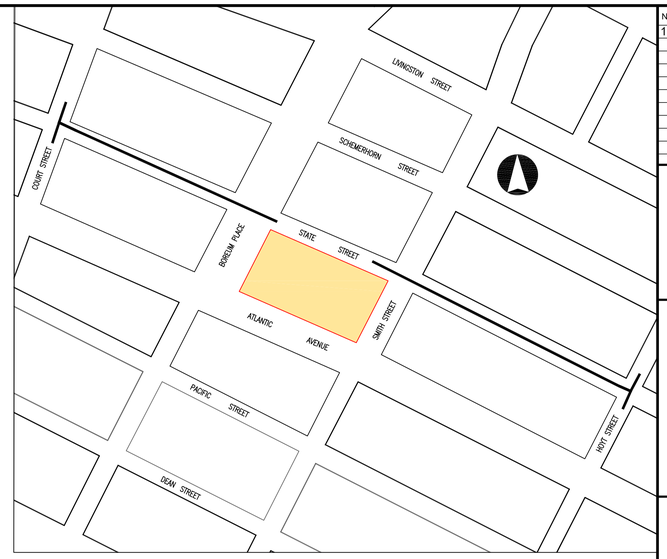
**N-010**

3/20/2019

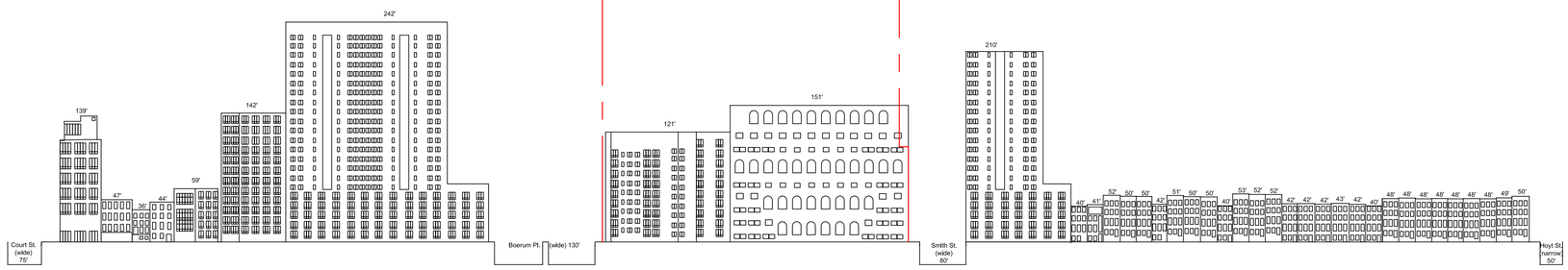
Neighborhood Character Diagram/
Streetscape Elevation

## STREETSCAPE ELEVATION:
## South view along State Street




## STREETSCAPE ELEVATION:
## North view along State Street




U.S. STANDARD SCALE:

0' 75' 150' 225' 300'

1" = 75'

| NO. | DATE | REVISION |
|---|---|---|
| 1 | 8/30/2019 | Revised application |

SEAL

**Legend**

- Development Site
- Proposed Building (Illustrative)
- Allowed Envelope


PERKINS EASTMAN
115 Fifth Avenue
New York, NY 10003
T. +1 212 353 7200
F. +1 212 353 7676


Owner:
**NYC DEPARTMENT OF CORRECTION**
75-20 ASTORIA BOULEVARD, SUITE 160
EAST ELMHURST, NY, 11370 T.+1 718.546.0806

Traffic:
**PHILIP HABIB & ASSOCIATES**
102 MADISON AVENUE, 11TH FLOOR
NEW YORK, NY, 10016 T. +1 212.929.5656

PROJECT TITLE:

# 275 Atlantic Ave

BOROUGH: Brooklyn
BLOCK: 175
LOT: 14
ULURP #: XXXXXXX
BROOKLYN, NY 11201

PROJECT No: 73441.00

DRAWING TITLE:
**BROOKLYN BOROUGH-BASED JAIL**
**Neighborhood Character Drawing**
**2 of 4**

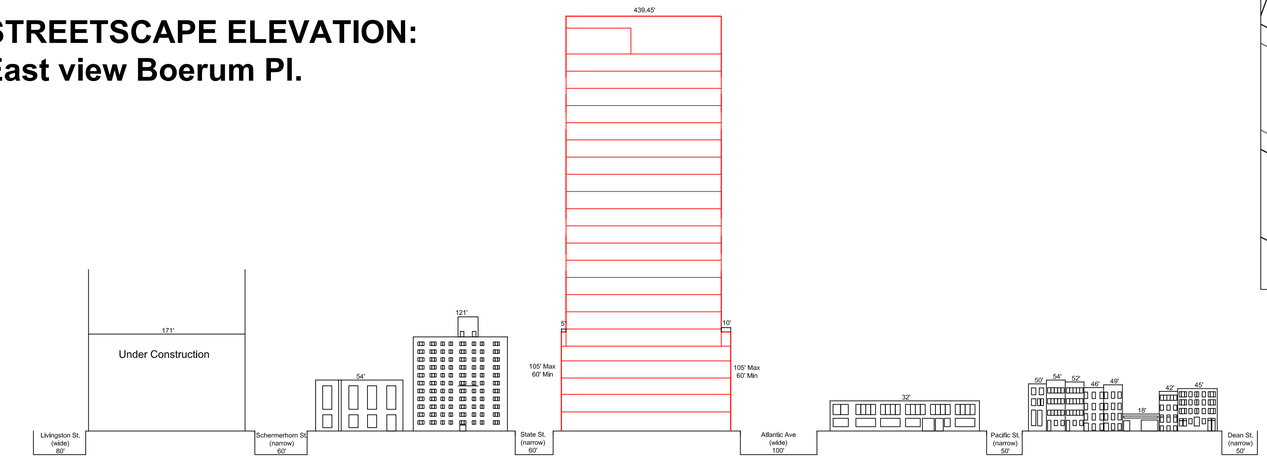
SCALE:

**N-020**

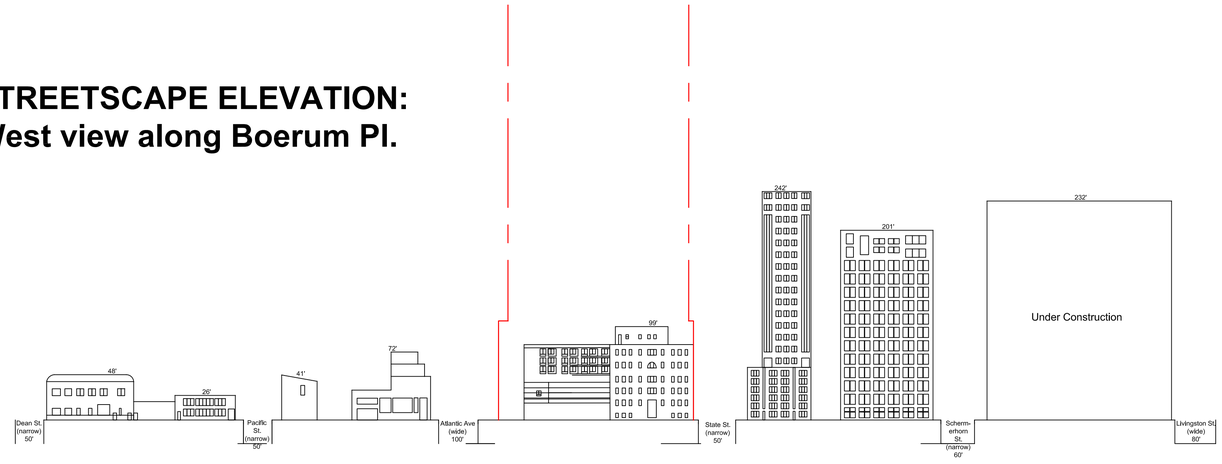
3/20/2019

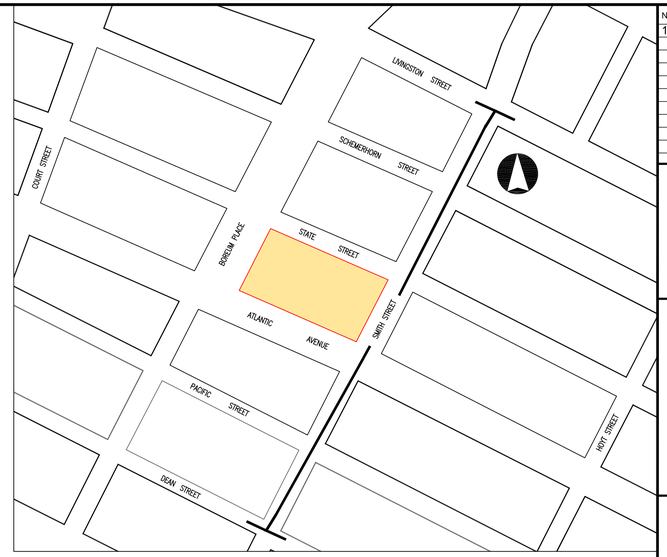
Neighborhood Character Diagram/
Streetscape Elevation

## STREETSCAPE ELEVATION:
## East view Boerum Pl.




## STREETSCAPE ELEVATION:
## West view along Boerum Pl.




U.S. STANDARD SCALE:

0' 75' 150' 225' 300'

1" = 75'

| NO. | DATE | REVISION |
|---|---|---|
| 1 | 8/30/2019 | Revised application |

SEAL

**Legend**

- Development Site
- Proposed Building (Illustrative)
- Allowed Envelope


PERKINS EASTMAN
115 Fifth Avenue
New York, NY 10003
T. +1 212 353 7200
F. +1 212 353 7676


Owner:
**NYC DEPARTMENT OF CORRECTION**
75-20 ASTORIA BOULEVARD, SUITE 160
EAST ELMHURST, NY, 11370 T.+1 718.546.0806

Traffic:
**PHILIP HABIB & ASSOCIATES**
102 MADISON AVENUE, 11TH FLOOR
NEW YORK, NY, 10016 T. +1 212.929.5656

PROJECT TITLE:

275 Atlantic Ave

BOROUGH: Brooklyn
BLOCK: 175
LOT: 14
ULURP #: XXXXXXX
BROOKLYN, NY 11201

PROJECT No: 73441.00

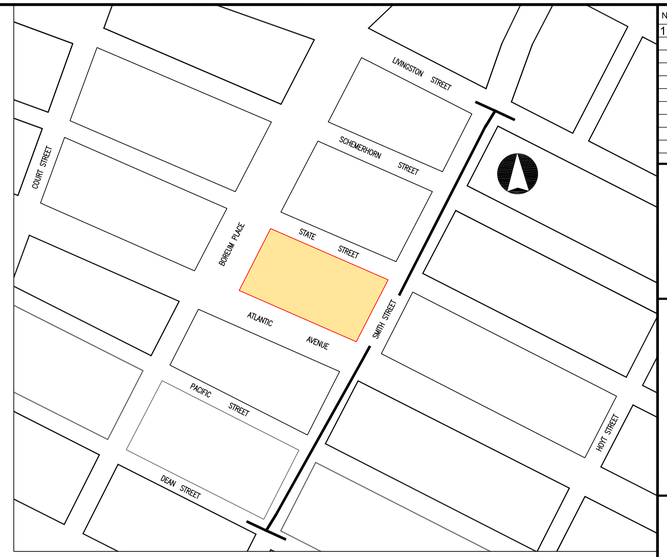
DRAWING TITLE:
**BROOKLYN BOROUGH-BASED JAIL**
**Neighborhood Character Drawing**
**3 of 4**

SCALE:

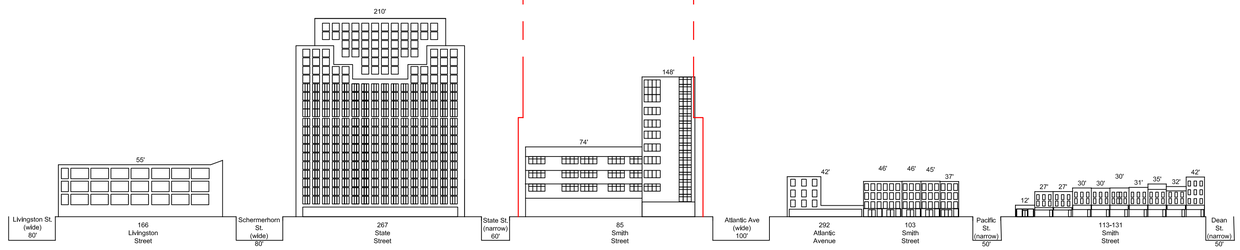
**N-030**

3/20/2019

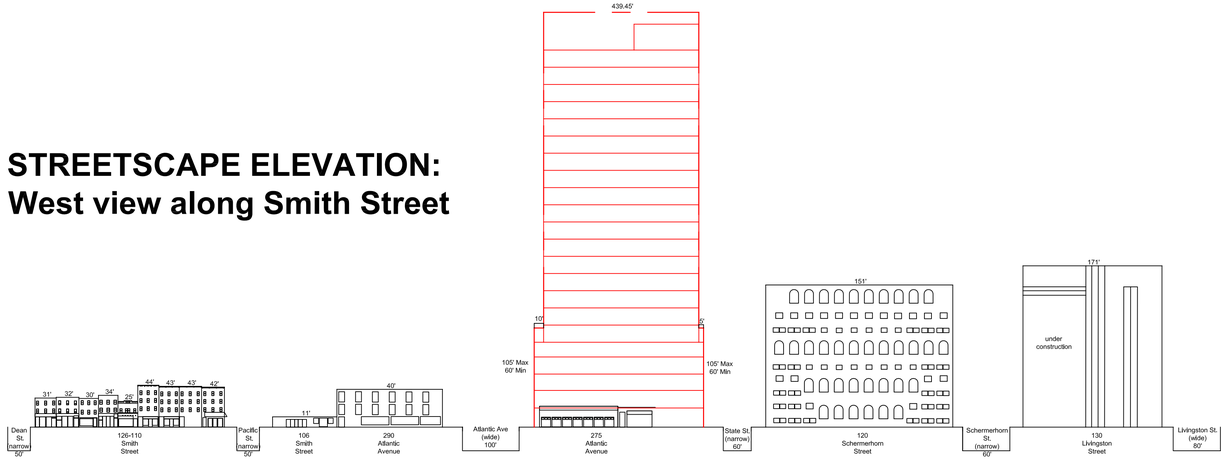
# Neighborhood Character Diagram/ Streetscape Elevation




## STREETSCAPE ELEVATION: East view along Smith Street




## STREETSCAPE ELEVATION: West view along Smith Street




U.S. STANDARD SCALE:

0' 75' 150' 225' 300'

1" = 75'

| NO. | DATE | REVISION |
|---|---|---|
| 1 | 8/30/2019 | Revised application |

SEAL

**Legend**

- Development Site
- Proposed Building (Illustrative)
- Allowed Envelope


PERKINS EASTMAN
115 Fifth Avenue
New York, NY 10003
T. +1 212 353 7200
F. +1 212 353 7676


Owner:
**NYC DEPARTMENT OF CORRECTION**
75-20 ASTORIA BOULEVARD, SUITE 160
EAST ELMHURST, NY, 11370 T.+1 718.546.0806

Traffic:
**PHILIP HABIB & ASSOCIATES**
102 MADISON AVENUE, 11TH FLOOR
NEW YORK, NY, 10016 T. +1 212.929.5656

PROJECT TITLE:

## 275 Atlantic Ave

BOROUGH: Brooklyn
BLOCK: 175
LOT: 14
ULURP #: XXXXXXX
BROOKLYN, NY 11201

PROJECT No: 73441.00

DRAWING TITLE:
**BROOKLYN BOROUGH-BASED JAIL**
**Neighborhood Character Drawing**
**4 of 4**

SCALE:

**N-040**

3/20/2019