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

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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)

New York City Department of Housing Preservation and Development (for disposition related actions)
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.")

320 Concord Avenue and 745 E. 141st Street
STREET ADDRESS

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

Block bound by E. 142nd St., Southern Blvd., Bruckner Blvd., E. 141st St., and Concord Ave.
DESCRIPTION OF PROPERTY BY BOUNDING STREETS OR CROSS STREETS

M1-3
EXISTING ZONING DISTRICT (INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY)

6c
ZONING SECTIONAL MAP NO(S).

Block 2574, Lot 1 | **Bronx** | **1**
TAX BLOCK AND LOT NUMBER | BOROUGH | COMM. DIST.

Port Morris Industrial Business Zone
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? **No**

Has Notice of Completion (NOC) for DEIS been issued? **No** If yes, attach copy.

If PDEIS has not been filed, has final scope been issued? **No** 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:

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

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

Howard J. Fiedler 3/12/19
SIGNATURE OF APPLICANT 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)

Dana Kaplan, Deputy Director
NAME AND TITLE OF CO-APPLICANT OR AUTHORIZED REPRESENTATIVE

SIGNATURE OF CO-APPLICANT 3/14/19 DATE

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

1 Centre Street, Room 1012 STREET ADDRESS | **New York** CITY | **NY** STATE | **10007** ZIP | **646 576 3518** TEL.NO. | FAX

Leila Bozorg, Deputy Commissioner of Neighborhood Strategies
NAME AND TITLE OF CO-APPLICANT OR AUTHORIZED REPRESENTATIVE

Leila Bozorg 3/18/19
SIGNATURE OF CO-APPLICANT DATE

New York City Department of Housing Preservation and Development
CO-APPLICANT'S COMPANY/AGENCY OR OTHER ORGANIZATION

100 Gold Street STREET ADDRESS | **New York** CITY | **NY** STATE | **10038** ZIP | **212 863 5000** 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
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
Citywide			
N 190334 ZRY	Zoning Text Amendment (Borough-based Jail System Special Permit)	-	-
190333 PSY	Public Facility-Site Selection (Borough-based Jail System)	-	-
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
190116 MMK	City Map Change (Demap State Street Volumes)	-	-
190339 ZSK	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) [Pending]	-	-
190342 ZSQ	Zoning Special Permit (Borough-Based Jail System)	-	-

New York City Department of City Planning
Land Use Review Application **Supplemental Form**

Property Disposition .....PD

APPLICATION NO.

1.

Type of disposition (Check appropriate box)

a. ☐ DIRECT **b.** ■ GENERAL

2.

Restrictions and conditions

a. ■ PURSUANT TO ZONING **b.** ☐ RESTRICTED (Describe restrictions below, including any restrictions on disposition, term, or use of property. If additional space is required, attach separate sheet, Site Data Sheet, or Fact Sheet, and note here.)

3.

For direct disposition only

Indicate intended recipient of direct disposition*

a. FROM: New York City Department of Housing Preservation and Development
City Agency

b. TO*: To be determined by agency
Sponsor/ developer/ purchaser/ lessee or local public development corporation

* If recipient has not been selected or disposition is not limited to particular recipient, indicate "To be determined by agency" in item 3.b.

UDAA/UDAAP .....HA

APPLICATION NO.

APPLICATION NO.

Requested action (Check applicable boxes and provide requested information)

■ DESIGNATION* (Also complete Site Data Sheet, Form H) ■ PROJECT*† ■ DISPOSITION (Also complete Form PD, above)

* FOR **DESIGNATIONS AND PROJECTS,** THE "DESCRIPTION OF PROPOSAL", ITEM #3 ON THE LR FORM, MUST CONTAIN INFORMATION SUPPORTING AN URBAN ACTION AREA DETERMINATION PURSUANT TO SECTIONS 693 AND 694 OF THE GENERAL MUNICIPAL LAW AND AN URBAN DEVELOPMENT ACTION AREA PROJECT PURSUANT TO SECTIONS 692 AND 694 OF THE GENERAL MUNICIPAL LAW.

† For **Projects**, provide a separate sheet (labeled UDAAP Project Summary) with information relative to:

a) Proposed Land Use
b) Proposed Public, Semi-public, Private or Community Facilities or Utilities
c) Proposed New Codes and Ordinances
d) Proposed Time Schedule for Effectuation

City Map Change . . . . . MM

APPLICATION NO

Proposed City Map Change
(Check appropriate boxes)

1. ESTABLISH NEW…….. ☐ STREET ☐ PARK ☐ PUBLIC PLACE ☐ GRADE
2. ELIMINATE EXISTING…… ☐ STREET ☐ PARK ☐ PUBLIC PLACE ☐ GRADE
3. CHANGE EXISTING STREET…….. ☐ WIDTH ☐ ALIGNMENT ☐ GRADE
4. EASEMENT
   Delineate New..... ☐ Remove Existing…… ☐ Modify Existing…….. ☐
5. RELATED ACQUISITION OR DISPOSITION OF PROPERTY ..... ☐

Zoning Map Change . . . . . ZM

APPLICATION NO

(If more than five changes are being requested, enter "see attached" below and list ALL PROPOSED ZONING CHANGES in the same format as below on a separate sheet titled "Proposed Zoning Map Changes")

Proposed Zoning Map Change(s)

		EXISTING	TO:	PROPOSED
CHANGE #1	FROM:	M1-3	TO:	M1-4/R7X (MX)
CHANGE #2	FROM:		TO:	
CHANGE #3	FROM:		TO:	
CHANGE #4	FROM:		TO:	
CHANGE #5	FROM:		TO:	

Zoning Text Amendment . . . . . ZR

APPLICATION NO.

If more than five sections are proposed to be amended, enter "see attached" below, and list ALL PROPOSED TEXT AMENDMENTS in the same format as below on a separate sheet titled "Proposed Zoning Text Amendments.")

Affected Zoning Resolution (ZR) Sections

ZR SECTION NUMBER	ZONING RESOLUTION SECTION TITLE
123-90	Special Mixed Use Districts Specified
Appendix F	Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas

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	42-10; 43-10
☐	☐	☐			43-40; 43-43
☐	☐	☐			43-45; 44-10
☐	☐	☐			44-20; 44-50
☐	☐	☐			

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.

New York City Department of City Planning
Land Use Review Application **Supplemental Form**

Site Data Sheet.....H

APPLICATION NO.

					EXISTING		NO. OF COMM./INST.FAC			NO. OF DWELLINGS		
Block No.	Lot No.	Address	UR Site No.	Owner	Buildings/Stories/Uses	Zoning	Occup.	Vacant	No. Empl.	Occup.	Vacant	PROPOSED USES/ RESTRICTIONS
2574	1 (part)	320 Concord Avenue	N/A	City	part of NYPD Tow Pound	M1-3	1	0	60 (est.)	0	0	Mixed-use (affordable housing, retail or com. fac.)

LR Item 3
Description of Proposal

Borough-Based Jails: Bronx Site
320 Concord Avenue and 745 E. 141st Street (Block 2574, Lot 1)
Bronx Community District 1
22 March 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 The Bronx (the "Proposed Jail") 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 borough-based jail system will include 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 2027. In addition, at the same time and in a related series of actions, the New York City Department of Housing Preservation and Development (HPD) is proposing a new mixed-use development on a site adjacent to the proposed jail in order to provide new affordable housing and neighborhood-oriented ground floor uses.

Proposed Jail

The proposed Bronx facility will be located at 745 E. 141st Street (Block 2574, part of Lot 1) in the Mott Haven neighborhood in Community District 1, on part of the City-owned block bound by E. 142nd Street, Southern Boulevard, Bruckner Boulevard, E. 141st Street, and Concord Avenue that is currently occupied by the NYPD's Bronx Tow Pound (referred to hereafter the "proposed jail site"). The proposed jail site is a 148,400-square-foot (sf) site and will exclude the western portion of the block within 100 feet of Concord Avenue.

The proposed action will create a new jail with 1,437 beds. The Bronx borough-based jail will have approximately 1,150,000 zoning square feet (zsf)[1] of above-grade space including housing for people in detention, support services space, court space, and retail and/or community facility space. It will also include accessory parking spaces in a below-grade garage. The maximum height of building volumes containing habitable space will be 243.91 feet to 253.47 feet above average curb level and rooftop mechanical bulkheads, parapets, and rooftop horticultural and related space will reach a maximum height of 283.91 feet to 293.47 feet above average curb level. There will be three levels below-grade.

To help facilitate the proposed Bronx borough-based jail, DOC and MOCJ are proposing a series of land use actions through the Uniform Land Use Review Procedure (ULURP). These include one Bronx-specific 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."

[1] "Zoning square feet" or "zsf" is synonymous with the term "floor area" as defined in the ZR.

Related to this, 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 is being certified concurrently with this Bronx-specific application. 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 Bronx site, this will be a new facility, replacing an existing facility located elsewhere in the borough. This proposal requires a Fair Share analysis which is provided as part of that application. DCAS is a co-applicant for this action.

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

Also, DOC and MOCJ are also concurrently seeking zoning special permit applications for the other proposed borough-based jails in Brooklyn, Manhattan, and Queens.

Proposed Mixed-use Development

The proposed mixed-use development will be located at 320 Concord Avenue (Block 2574, part of Lot 1), which is a 35,000-sf City-owned property. It is located west of the proposed Bronx jail, and will be a separate zoning and tax lot. This rectangular site will occupy the entire frontage along Concord Avenue and will have 100 feet of frontage on E. 141st and E. 142nd streets (hereafter referred to as the "mixed-use development site"). On the east it will be bound by the proposed jail site.

To help facilitate this development, DOC and MOCJ are proposing the following zoning-related land use actions:

* A zoning map amendment rezoning the mixed-use development site from M1-3 to M1-4/R7X;

* A zoning text amendment designating the mixed-use development site a special mixed-use district (MX) and a Mandatory Inclusionary Housing (MIH) area.

Additionally, HPD is proposing the following housing-related land use actions to implement the proposed mixed-use development, including:

* Designation of the mixed-use development site as an Urban Development Action Area (UDAA) and an Urban Development Action Area Project (UDAAP) Approval for the mixed-use development and the disposition of the mixed-use development site to facilitate a new mixed-use development.

The proposed mixed-use development will include up to approximately 235 affordable housing dwelling units (DUs), up to approximately 31,000 zsf of local retail and/or community facility space, and will have a maximum zoning height of 145 feet, as permitted provided the building has a qualifying ground floor use. Without a qualifying ground floor use, the maximum permitted zoning height will be 140 feet.

Collectively, the proposed jail site and the proposed mixed-use development site, which comprise all of Block 2574, Lot 1 and encompass an area of 183,400 sf, are hereafter referred to as the "proposed project area."

As part of the development of the proposed jail and proposed mixed-use development, Lot 1 will be subdivided into two tax lots, one for the jail site and one for the mixed-use development site.

2. Background

Historical Changes in the Criminal Justice System

In the last four 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 30 percent since Mayor de Blasio took office. Indeed, in the last four years, the City experienced the steepest four-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. 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, 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 December 2018, 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.
- **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[2] in April 2015, the number

[2] 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.

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.[3] 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.

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

[3] "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.

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 are expected to reduce the average daily jail population to approximately 7,000 people over the next three years, with the goal of achieving a total average population of 5,000 by 2027.[4] 18 months after the release of Smaller, Safer, Fairer, the City's jail population fell to below 8,000 for the first time in almost 40 years, a decrease of almost 15 percent that puts the City ahead of schedule in its efforts to reduce the population.

The Proposed Borough-Based Jail System

Under the borough-based jail proposal, each of the proposed facilities will provide approximately 1,437 beds to house people in detention. In total, the system will provide approximately 5,748 beds to accommodate an average daily population of 5,000 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 officer 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 would

[4] New York City Mayor's Office of Criminal Justice. *Smaller, Safer, Fairer: A Roadmap to Closing Rikers Island*. p. 11. Available: https://rikers.cityofnewyork.us/the-plan/.

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, 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 2027.

Project Area History and Past Land Use Actions

Lincoln Hospital (originally called the Colored Home and Hospital) was located on the site from 1898 to 1976. Formerly, the proposed project area consisted of two blocks, separated by Wales Avenue. Wales Avenue between E. 141st and E. 142nd streets was eliminated, discontinued and closed pursuant to a city map change (Application Nos. CP-2804 and CP-2805 and related Bronx Topographic Bureau maps dated November 17, 1942; adopted by the City Planning Commission February 24, 1943; adopted by the Board of Estimate May 11, 1944). The purpose of the demapping, according to the CPC report, was to consolidate the street area with the City-owned Lincoln Hospital, which was located immediately to the west. The Lincoln School of Nursing was located immediately to the east at that time.

In the 1961 Zoning Resolution, the proposed project area was zoned M1-1. This remained in effect until 1964, when the site was rezoned pursuant to an application by the Department of Public Works, when the underlying zoning was changed to M1-3 (Application No. CP 18268). This action was to facilitate the enlargement of Lincoln Hospital. This rezoning became effective April 9, 1964.

In 1981 the CPC approved an application by the Division of Real Property for disposition of the proposed project area (Application No. C 820154 PPX) February 3, 1982, with the recommendation that the disposition be made on the condition that the Division of Real Property use a Request for Proposals (RFP) as the basis for determining the best use of this parcel. However, the property remained in City ownership and has been used by NYPD for a Tow Pound since approximately 1993.

Past Land Use Actions in the 600-foot Radius Area

Besides the rezoning of the proposed project area in 1964, there have been other zoning map amendments in the 600-foot radius area. A separate rezoning, later in 1964, changed blocks surrounding the proposed project area from M1-1 to M1-2 and M1-3 districts (Application No. CP 18356). This application was approved by the CPC April 29, 1964 and became effective May 28, 1964. A 1987 rezoning (Application No. C 870651ZMX) changed the eastern half of the block bound by E. 142nd Street, Jackson Avenue, E. 141st Street, and Powers Avenue from M1-2 to R6, extending the R6 zoning that was already mapped on the western half of the block. This action, together with a related site selection approval (Application No. 870600PSX), facilitated a new transitional housing facility. These applications were approved by the CPC July 6, 1987 and the zoning map amendment became effective August 19, 1987. A 1996 rezoning (Application No. 940469ZMX) changed the eastern half of the block bounded by St. Mary's Avenue, Jackson Avenue, E. 142nd Street, and Powers Avenue from M1-2 to R6, extending the R6 zoning that was already mapped on the western half of the block and on the block to the south. This action, together with related urban renewal and disposition approvals (Application Nos. C 940466 HUX, C 940467 HUX, and C

940468 HDX), facilitated a Nehemiah Houses residential development. These applications were approved by the CPC September 26, 1996 and the zoning map amendment became effective November 26, 1996.

In addition, there have been several other past land use actions in the 600-foot radius area, including dispositions of City-owned properties.

3. Description of the Surrounding Area

Land Use

The defining characteristic of the surrounding area in terms of land use is the diagonal alignment of the Bruckner corridor, which is approximately 170 feet wide adjacent to the proposed project area and consists of Bruckner Boulevard at-grade and the elevated Bruckner Expressway (I-278) above it. With its alignment along a northeast-southwest axis, it is located both south and east of the proposed action area. Non-residential uses, including industrial and storage, predominate east of the Bruckner corridor and on properties immediately fronting onto it along the west. One to two blocks west of the Bruckner corridor the area transitions to an urban residential character. Within the industrial area to the east, there are railroad tracks used by freight and passenger trains following an alignment generally parallel to the expressway. Also, the abandoned Port Morris Branch train tracks extend through the surrounding area in an open cut to the north and east of the proposed project area, but given that surface streets bridge the cut and it is relatively narrow, it does not physically and visually separate the area in a manner comparable to the Bruckner corridor.

The two blocks immediately to the north of the proposed project area contain large footprint storage uses, such as the four-story Extra Space Storage facility, while the block between Wales Avenue and Southern Boulevard contains a medical office, vacant land, and a five-story mixed-use residential and commercial building along E. 142nd Street. The block immediately to the west of the proposed project area primarily contains small three-story rowhouses (legally nonconforming under the existing M1-3 zoning) along Concord Avenue, with vehicular storage for East Coast Petroleum along the corner of Jackson Avenue and E. 142nd Street. The block immediately to the south of the proposed project area primarily contains large footprint single-story vehicular storage uses for moving companies such as Noah's Ark Moving and Storage. The block immediately to the east of the project site contains an eight-story Extra Space Storage facility as well as the Union Crossing site, where an existing warehouse building was recently converted to office and retail use. The block immediately to the northeast of the proposed project area contains a car repair facility along with a large footprint Consolidated Edison (ConEd) utility station.

Beyond the blocks immediately adjoining the proposed project area, the surrounding area to the north of the proposed project area contains light industrial uses, including storage facilities and warehouses. Toward the northern edge of the study area, along E. 147th street, there are public institution (school) and residential uses. A utility easement bisects this northern area from approximately St. Mary's Park southeast to Southern Boulevard. The easement is vegetated and contains utility lines, which connect to the ConEd facility mentioned above.

The surrounding area to the west of the proposed project area contains residential uses in the form of large footprint six-story multifamily apartment buildings, some with ground-floor retail uses. Interspersed throughout these larger footprint residential uses, the study area contains newer construction attached three-story rowhouses. These rowhouses are concentrated along Jackson Avenue and E. 142nd Street, and E. 140th Street.

The surrounding area to the south of the proposed project area contains the Bruckner Expressway, along with additional large footprint light industrial uses. These uses primarily include vehicular storage, auto repair uses, and building supply warehouses.

The surrounding area to the east of the proposed project area contains portions of the Bruckner Expressway, a ConEd facility as noted above, and a variety of supply uses including fabric, lighting, and lumber. Fairway Market PDC, a food distribution facility is located to the far east of the study area on a particularly large parcel of land.

Notable uses found throughout the surrounding area include St. Mary's Park, which is located along the northwestern edge of the study area, and is the primary open space resource. A three-story, 98-unit transitional housing facility is located on the corner of Powers Avenue and E. 141st street. Heketi Community Charter School, at 403 Concord Avenue, is located at the northwestern edge of the 600-foot radius area and there are additional schools located outside but in the vicinity of the area to the north and west.

Parcels containing vacant land and parking facilities are dispersed throughout the surrounding area.

Zoning

The surrounding 600-foot radius area includes the following zoning districts: M1-2, M1-3, M3-1, R6, and R7-1.

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

M1-2 zoning districts are located to the north, northwest, west, southwest, and to the south of the proposed project area. M1-2 districts are manufacturing districts that permit a maximum FAR of 2.0. Parking is required at a rate of one space per 300 sf for general retail or service uses and other parking requirements apply to other permitted uses.

An M1-3 zoning district immediately surrounds the project area to the north, northeast, and south. It is also mapped on the proposed project area. This district permits a maximum FAR of 5.0. M1-3 districts are manufacturing districts characterized by one- to two-story light industrial uses, such as repair ships, wholesale service, and storage facilities. Parking is required at a rate of one space per 300 sf for general retail or services and other parking requirements apply to other permitted uses. For jails (referred as prisons in the Zoning Resolution), parking is required at a rate of one space per 10 beds. Bulk in M1-3 zoning districts are governed by height and setback sky exposure plane regulations or alternatively by tower regulations.

An M3-1 zoning district is located to the east of the proposed project area in the area east and south of the Bruckner corridor. M3-1 districts are also manufacturing districts, but generate more intensive industrial uses associated with higher levels of noise, traffic, or pollutants. Typical uses include power plants and fuel supply depots. A maximum FAR of 2.0 is permitted, and similar to the M1-2 and M1-3 districts, parking is required at a rate of one space per 300 sf for general retail or service uses and other parking requirements apply to other permitted uses.

An R6 district is located along the western edge of the 600-foot radius area, specifically west of Jackson Avenue. R6 districts are medium-density residential districts where standard height factor regulations

apply, producing tall buildings set back from the street (FARs ranging from 0.78 to 2.43), or developers can follow optional *Quality Housing* regulations, producing high lot coverage buildings within set height limits (FAR up to 3.6). Parking is required for 70 percent of total dwelling units, although this R6 district is located in the transit zone, in which affordable housing developments are not required to provide parking.

An R7-1 district located at the northwestern edge of the 600-foot radius area, specifically at northeast corner of St. Mary's Street and Jackson Avenue. Similar to R6 districts, R7-1 districts permit medium-density residential uses, although at higher permitted densities. Buildings in R7-1 districts may follow standard height factor (FARs ranging from 0.87 to 3.44) or optional *Quality Housing* regulations, producing high lot coverage buildings within set height limits (FAR ranging from 3.44 – 4.60). Parking is required for 60 percent of total dwelling units, but as noted above the transit zone parking regulations are applicable to affordable housing developments.

Other Designations

The proposed project area is located on the western edge of the Port Morris Industrial Business Zone (IBZ). IBZs are supported by tax credits for relocating within them, zone-specific planning efforts, and direct business assistance from Industrial Providers of New York City Business Solutions Industrial and Transportation.

The 600-foot radius area includes a site that is designated as part of Mott Haven East Urban Renewal Area and as such is subject to an Urban Renewal Plan that remains in effect until 2033. The designated property, identified in the plan as Site 7, was rezoned to R6 in 1987 and as noted above was subsequently redeveloped with a Nehemiah Homes residential project.

Street System

The street system in the vicinity of the proposed project area is an irregular grid with variable spacing and alignments between streets. In addition, Bruckner Boulevard and Bruckner Expressway above it cuts through the local street system along a diagonal alignment, roughly southwest to northeast, relative to other streets in the area. The streets bounding the proposed project area vary in terms of their functions and operating characteristics. E. 141st Street is a two-way, eastbound and westbound, local street extending across the street grid in Mott Haven with termini located at Locust Avenue to the east, and Third Avenue to the west. E. 142nd Street is a one-way westbound, five-block long local street with termini located at Southern Boulevard to the east, and Powers Avenue to the west. Concord Avenue is a southbound local street with termini located at E. 141st Street to the south, and E. 152nd Street to the north. Southern Boulevard, co-named La 65 de Infanteria Boulevard, is a two-way minor arterial northbound and southbound street with termini located at Bruckner Boulevard to the south, and Bronx Park East to the north (where it turns into Allerton Avenue). Bruckner Boulevard is a principal arterial eastbound and westbound street with termini located at Third Avenue to the southwest, and Westchester Avenue to the northeast (where it merges into the Bronx and Pelham Parkway and departs from Bruckner Expressway). The roadway primarily runs below the elevated Bruckner Expressway and is a designated truck route. Bruckner Expressway is a limited-access highway that is designated as part of the Interstate Highway System. Wales Avenue, a two-way northbound and southbound local street, is made discontinuous by the proposed project area. It has termini at Bruckner Boulevard and E. 152nd Street; the short segment south of E. 141st Street is one-way southbound.

Public Transportation

Within a quarter-mile radius, the proposed project area is accessible via two subway stations served by the 6 subway line. These include the Cypress Avenue station and the East 143rd Street – St. Mary's Street station. In addition to subways, there are two MTA public bus routes (Bx17 and Bx33) with stops within or near a quarter-mile radius of the proposed project area.

4. Description of the Proposed Project Area

As noted above, the proposed project area is a City-owned, 183,400-sf full-block site (Block 2574, Lot 1) bound by E. 142nd Street on the north, Southern Boulevard and Bruckner Boulevard on the east, E. 141st Street on the south, and Concord Avenue on the west. Addresses associated with the site include 320 Concord Avenue and 745 E. 141st Street. It is irregular-shaped, resembling a rectangle on three sides (north, south, and west) with one side (east) having a partly curved perimeter. The block's approximate street frontage dimensions include 350 feet on Concord Avenue, 424 feet on E. 142nd Street, 340 feet on E. 141st Street, and 377 feet on Southern/Bruckner Boulevards (the two rights-of-way merge adjacent to the site).

It is entirely occupied by the NYPD Bronx Tow Pound, which is a vehicle storage use. The site contains a small office trailer structure, storage sheds, and space for vehicle storage. It is surrounded by a fence and trees and is elevated above the grade of the surrounding streetscape. Vehicle entry/exits are located on E. 141st Street. According to City records, it has a 0.0 built FAR. It is zoned M1-3. The site has two existing curb cuts on E. 141st Street, including one at the location of the former roadbed of Wales Avenue and another approximately 20 feet east of Concord Avenue. Both of the site's E. 141st Street curb cuts provide two-way access to the Tow Pound. On E. 142nd Street, there is not a curb constructed in the former roadbed of Wales Avenue, but it is not used as a curb cut as there is fencing along the site. There are no curb cuts on Concord Avenue, Southern Boulevard, and Bruckner Boulevard. In addition, the curb is in deteriorated condition along portions of the site's frontages.

As part of the development of the proposed jail and proposed mixed-use development, Lot 1 will be subdivided into two tax lots, one for the jail site and one for the mixed-use development site.

5. Description of the Proposed Development

Proposed Jail

The proposed action will create a new jail with 1,437 beds. It will have a total of approximately 1,150,000 zsf of above-grade space, including approximately 1,100,000 zsf of housing for people in detention, and support services space, approximately 10,000 zsf of court and court related space, and up to approximately 40,000 zsf of storefront retail and/or community facility space, along with approximately 575 secure accessory parking spaces located below-grade. The parking garage will operate as a self-park facility accessed via a ramp from E. 141st Street with two inbound lanes and one outbound and a gate system located on the ramp and it will be limited to DOC employees and other authorized individuals. There will be three below-grade levels housing parking spaces and other accessory uses.

Based on a preliminary illustrative design, the building footprint will cover the jail site, as such the building will provide streetwalls along all street frontages. The preliminary illustrative design includes a three-story building base "podium" with setbacks above it of various depths and an overall building height of approximately 245 feet. However, to provide flexibility in final design, this application is seeking a

proposed maximum permitted building envelope that will extend vertically above the average curb level of each street frontage of the proposed development site to heights ranging from 243.91 feet to 253.47 feet for the roof of habitable space and from 283.91 feet to 293.47 feet for rooftop mechanical bulkheads, parapets, and rooftop horticultural and related space. The varying heights of the maximum permitted building envelope are due to the slightly sloped character of the site's topography and reflect a flat (horizontal plane) maximum height. This maximum permitted building envelope will cover the entire site, excluding a 30-foot wide enclosed driveway corridor at the western edge of the site where the building envelope will be limited to a height of 23 feet. The western, 23-foot tall proposed envelope will ensure that the proposed facility will comply with rear yard/rear yard equivalent requirements and that a structure enclosing the driveway corridor can be provided to a maximum height of 23 feet.

There will be a visitors' entrance for the jail on E. 142nd Street near Southern Boulevard, a public entrance for the court space on E. 141st Street near Bruckner Boulevard, and an entrance for the retail and/or community facility uses on E. 141st Street. 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 20 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. The 575-space accessory parking garage will operate as a self-park facility accessed via a two-way ramp from E. 141st 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 E. 141st Street spanning from a point on the west offset 100 feet from the intersection of E. 141st Street and Concord Avenue to a point on the east offset 230 feet from the intersection of E. 141st Street and Concord Avenue. There will be a 21-foot wide (24-foot wide with splays) curb cut for the entry to the one-way northbound private driveway at the western edge of the site that will provide access to loading berths and to the sallyport (a secured, controlled entryway for the transport of people in detention). There also will be one 21-foot wide (24-foot wide) curb cut on E. 142nd Street providing an exit for the private driveway. These curb cuts for the private driveway will be located 1.5 to 6 feet east of the western side lot line. There will be no curb cuts on the site's eastern frontages along Southern and Bruckner boulevards.

Along with the other borough-based jails, this facility will replace the existing Vernon C. Bain Center detention facility located on the Hunts Point waterfront. The Vernon C. Bain Center will be closed at a time to be determined, as a result of the completion of the Bronx Borough Based Jail. Any reuse of Vernon C. Bain Center would be subject to a separate process that would be determined at that time.

Proposed Mixed-Use Development

Under the proposed M1-4/R7X (MIH) zoning, the proposed mixed-use development will be permitted a maximum FAR of 6.0. As the mixed-use site is 35,000 sf, the proposed building will be permitted 210,000 sf of floor area. It is projected that the new building will include approximately 179,000 zsf of residential floor area and up to approximately 31,000 zsf of ground floor retail and/or community facility floor area. The residential space will include up to approximately 235 affordable housing DUs. The range of affordability and distribution of DU sizes have not yet been determined. Accessory parking will not be provided, as allowed under the transit zone regulations.

As required by the proposed zoning, the development will have a streetwall with a height ranging from 60 to 105 feet and a maximum zoning height of up to 145 feet, provided a qualifying ground floor use is provided. Without a qualifying ground floor use, the maximum permitted height will be 140 feet.

Jurisdiction for the City-owned site will be assigned to HPD and it will be disposed to a future developer through a Request for Proposals (RFP) process.

Tow Pound Relocation

With the implementation of the proposed actions, the NYPD Tow Pound, which serves The Bronx, will be relocated to a new site. The new location will be identified at a later date and the proposal will be subject to applicable land use and environmental review procedures. The need for the relocation of the NYPD Tow Pound at this site in the Bronx was identified in the Citywide Statement of Needs for Fiscal Years 2020-2021 (p. 37).

6. Actions Necessary to Facilitate the Project

In order to help facilitate the siting of the proposed 1,437-bed Bronx borough-based jail on the proposed development site, this application seeks the following city approvals:

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

    * Use: ZR 42-10, et seq. do not permit Use Group 3 and certain Use Group 4 community facility uses. A modification of use regulations is requested to allow any Use Group 3 and 4 uses up to occupy, in combination with Use Group 6a commercial uses, up to a maximum of 40,000 zsf. This modification is necessary to accommodate a wider range of community facility uses than is permitted as-of-right in order to include uses considered consistent with the project's aim to provide neighborhood supportive uses that will be compatible with the surrounding area.
    * Floor Area Ratio (FAR): ZR 43-10, et seq. permit a maximum commercial FAR of 5.0 and maximum overall FAR of 6.5. A modification of maximum commercial and maximum total FAR is requested to allow a total FAR of 7.75, of which up to 0.27 FAR may be Use Group 3, 4, or 6a and all other space, up to 7.48 FAR, must be Use Group 6d, court house, or 8d, prisons. As the proposed Bronx borough-based jail site will be a 148,400-sf zoning lot, under existing zoning the maximum permitted commercial floor area is 742,000 zsf and the maximum total floor area is 964,600 zsf. With the proposed modification, the maximum permitted floor area for Use Group 6d and 8d will be 1,110,000 zsf, the maximum permitted floor area for Use Group 3, 4, or 6a will be 40,000 zsf, and the maximum permitted total floor area will be 1,150,000 zsf. This modification is necessary to accommodate the proposed jail space program, accommodate proposals for ample support spaces, provide space for proposed parole violation court, provide pedestrian-oriented ground floor retail and/or community facility uses in character with the area, and achieve the objectives of providing a modern, humane, and safe detention facility.
    * Height and Setback: ZR 43-40, et seq. and ZR 43-43, et seq., permit a maximum base height of 85, require a setback from the base of at least 20 feet from narrow streets and 15 feet from wide streets, and govern building volumes above the base and setback by sky exposure plane regulations. Tower regulations permit a tower with 40 percent lot coverage, with setbacks of 10 to 40 feet on wide streets and 15

to 50 feet on narrow streets, and maximum footprint between minimum and maximum setback of 1,600 sf on wide streets and 1,875 sf on narrow streets. A modification of height, setback, sky exposure plane, and tower 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 limits of the sky exposure plane and tower regulations. Specifically, the building will be allowed a maximum base and building height above the average curb level of each street frontage, ranging from 243.91 feet to 253.47 feet, for areas containing habitable space and a maximum base and building height above the average curb level of each street frontage, ranging from 283.91 feet to 293.47 feet, for rooftop mechanical bulkheads, parapets, and rooftop horticultural and related spaces. This building envelope will apply to an area measuring approximately 137,900 sf, encompassing all of the jail site excluding the westernmost 30-foot wide section of the site to be occupied by a private driveway covering an area of approximately 10,500 sf, which will have a 23-foot tall maximum building envelope. 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 44-10, 44-20, et seq., permits a maximum accessory parking facility of up to 150 spaces if a single entry/exit is provided. A modification of parking regulations is requested to allow a 575-space accessory parking garage entered via two-way ramp with curb cut on E. 141st 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 44-50, et seq., require three loading berths for the proposed project, pursuant to the following requirement applicable to the 1,100,000 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 development to provide two loading berths. The secure loading berths will be located on an internal portion of the jail site and accessed from a private driveway located along the site's western edge. That driveway will operate one-way northbound, with a curb cut for inbound vehicles on E. 141st Street and a curb cut for outbound vehicles on E. 142nd Street. Each of the curb cuts will be 21 feet wide (24 feet wide including splays) and will be located 1.5 to 6 feet east of the western side lot line. This modification is necessary to allow the jail to provide two loading berths, which the applicants believe will be sufficient to accommodate its needs, based on a scheduling plan for deliveries, and will not result in conflicts with pedestrian and vehicle traffic on E. 141st Street in the vicinity of the driveway entry as the 350-foot long driveway will provide sufficient space for any queuing vehicles such as trucks or buses, which the applicants believe will be minimal.

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

- Site Selection, To approve the siting of proposed borough-based jail system facilities, including the proposed project area as the location for The Bronx 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.

The proposed mixed-use project to be developed by HPD requires other city approvals, which include:

- Designation of an Urban Development Action Area, Urban Development Action Area Project Approval, and Disposition: The proposed project area consists of land that tends to impair or arrest the sound development of the surrounding community, with or without tangible physical blight. Incentives are needed in order to induce the correction of these substandard, insanitary, and blighting conditions. The project activities would protect and promote health and safety and would promote sound growth and development. The proposed project area is therefore eligible to be an Urban Development Action Area and the proposed mixed-use development is therefore eligible to be an Urban Development Action Area Project pursuant to Article 16 of the General Municipal Law. HPD is the applicant for this action.

- Zoning Map Amendment: To facilitate development of the mixed-use development site, rezoning it on Zoning Map 6c from an M1-3 light manufacturing district to an M1-4/R7X mixed-use district will allow residential, commercial, and light industrial uses as-of-right at permitted densities that could facilitate a new mixed-use development with residential units above ground floor retail and/or community facility uses. A special mixed-use district (see zoning text amendment below) is proposed for this location as the intended future use of the site is predominantly residential, however it is located in an area with a concentration of light industrial uses and existing M1-3 zoning to remain on the rest of the block to the east and on the immediately neighboring blocks to the north and south. Therefore, a special mixed-use district is appropriate in order that light industrial uses which can meet the strict performance standards for the proposed district will be permitted as such uses are compatible with existing area land uses and zoning. R7X is proposed for the residential component of this mixed-used district as it will result in residential density at a level compatible with existing residential uses in the area. This zoning district will permit a higher FAR than nearby R6 and R7-1 districts and the built density of most surrounding residential buildings; however, unlike other residential districts in the surrounding area this site will be subject to the Mandatory Inclusionary Housing (MIH) provisions, ensuring the creation of affordable housing on the site consistent with City policies to increase the supply of affordable housing. Furthermore, given the site's proximity to the subway and plans for a 100 percent affordable development for this City-owned site, it is an appropriate location for medium residential density. Bulk will be regulated by contextual zoning regulations, to ensure a built form similar to existing streetwall buildings such as those on the facing block front on the west side of Concord Avenue. This is also consistent with City policies in which contextual districts are generally mapped in rezonings of areas with an existing context of high lot coverage buildings. The proposed rezoning area consists of the western portion of the proposed project area block, extending 100 feet east from Concord Avenue; only this portion of the block is included as the remainder of the block will be occupied by the proposed jail which will not include any residential uses.

- Zoning Text Amendment: Amending Zoning Resolution Appendix F, "Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas," to designate the mixed-use development site as a Mandatory Inclusionary Housing (MIH) area, consistent with City policies to apply MIH to residential upzonings and amending Zoning Resolution Section 123-90, "Special Mixed Use Districts Specified," to designate the mixed-use development site a special mixed use district (MX-18), as indicated on the zoning map.

7. Conclusion

Borough-Based Jail

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 facilitated 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, independent of the Proposed Project the City is implementing strategies to reduce the average daily jail population to 7,000 persons over the next three years, with the ultimate goal to reduce the total number of people in custody to 5,000. 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.

Mixed-Use Development

The redevelopment of the NYPD Bronx Tow Pound property presents an opportunity to use the western portion of the block, to a depth of 100 feet, as a site for a new mixed-use development with affordable housing and neighborhood-oriented ground floor commercial and/or community facility uses that will complement ongoing community development initiatives. This portion of the block is not required for the proposed Bronx borough-based jail and is an appropriate location for such a compatible use given its proximity to existing residential uses in the Mott Haven neighborhood.

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:

03-22-2018 C 180121 ZMX

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.

MAP KEY

3b	3d	4b
6a	**6c**	7a
6b	6d	7b

N

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ZONING MAP **6c**

Proposed Project Area

600 0 600 1200 1800 FEET

600-Foot Radius

C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5

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.

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.

NYC Finance

NYC Digital Tax Map

Effective Date : 02-21-2017 16:16:54
End Date : Current

Bronx Block: 2574

Legend

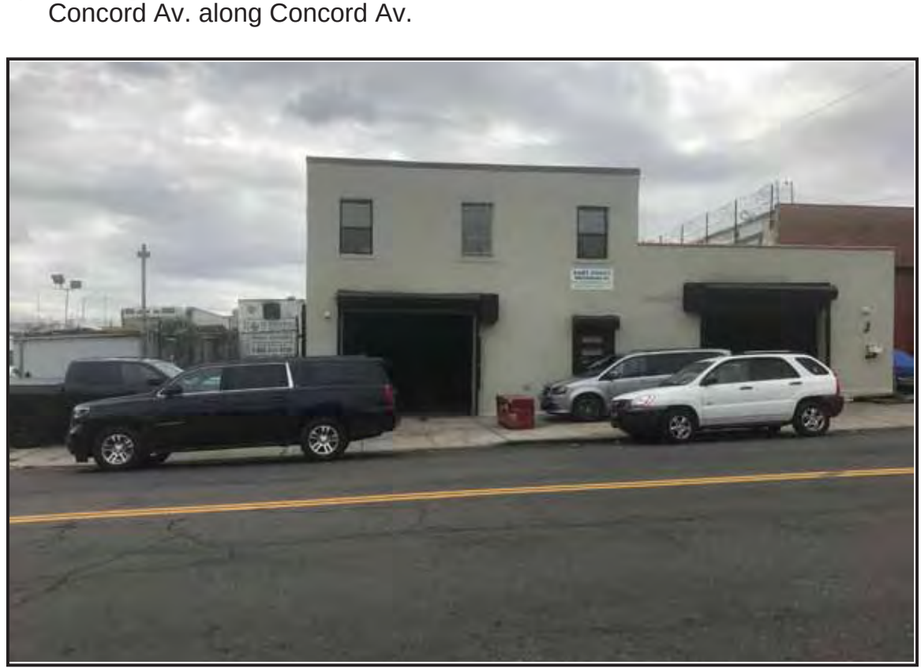
- Streets
- Miscellaneous Text
- Possession Hooks
- Boundary Lines
- Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Jail Development Site
- Mixed-Use Development Site
- Zoning District Boundaries
- M1-3 Exisiting Zoning District
- Special Zoning District Boundaries
- M1-4/R7X (MX) Proposed Zoning District
- Rezoning Area



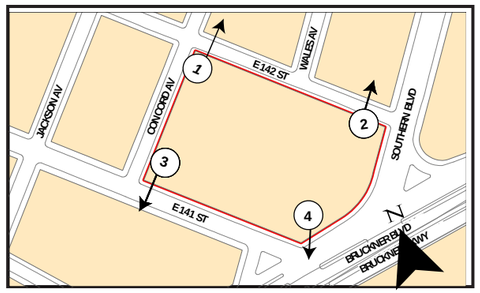
Feet
0 10 20 40 60 80



1) Looking north from the southeast corner of the 142nd St. & Concord Av. along Concord Av.



3) Looking from the northeast corner of E 141st St. & Concord Av. south across E 141st St.



Photos taken on 9/20/18



2) Looking north from the southwest corner of E 142nd St. & Southern Blvd. along Southern Blvd.



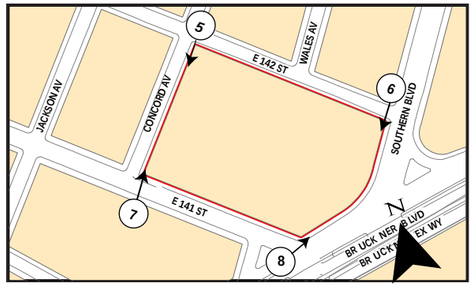
4)Looking from the northwest corner of Bruckner Blvd. & E 141st St. south along Bruckner Blvd.



5) Looking south across E 142nd St. from the northeast corner of E142nd St. & Concord Av. along Concord Av.



7) Looking north across E 141st St. from the southeast corner of E 141st St. & Concord Av. along Concord Av.



Photos taken on 9/20/18



6) Looking south across E 142nd St. from the northwest corner of E 142nd St. & Southern Blvd. along Southern Blvd.

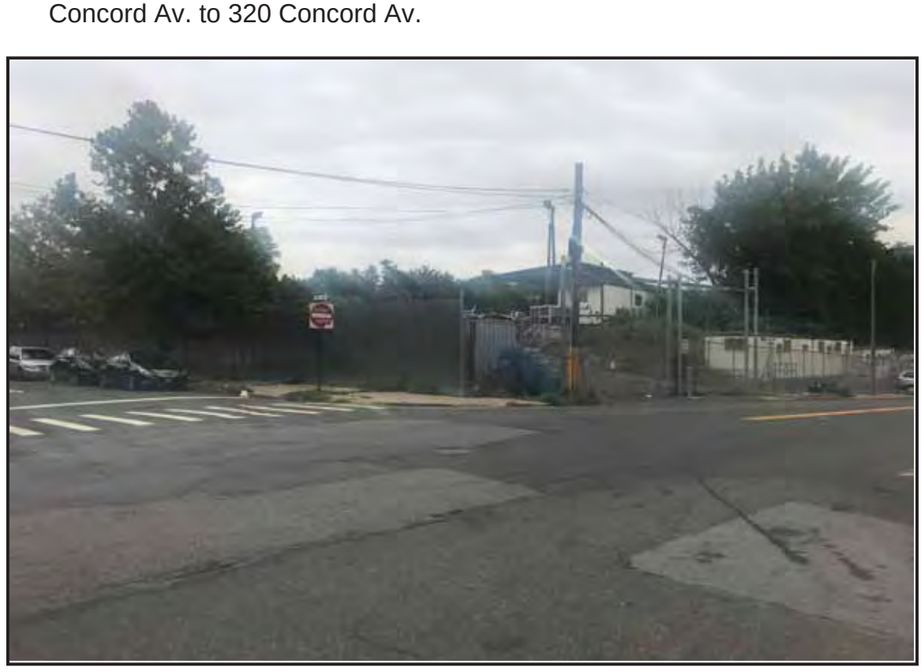


8) Looking northeast from the southwest corner of E 141st St. & Bruckner Blvd. along Bruckner Blvd.

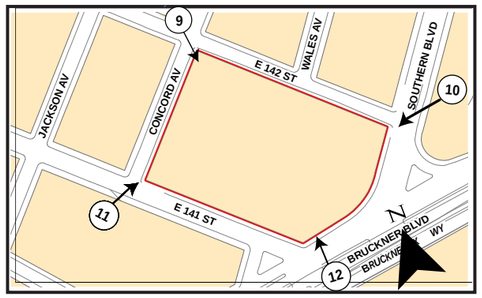
Figure 3b



9) Looking southeast from the northwest corner of E 142nd St. & Concord Av. to 320 Concord Av.



11) Looking northeast from the southwest corner of E 141nd St. & Concord Av. to 320 Concord Ave.



Photos taken on 9/20/18



10) Looking southwest from the northeast corner of E 142nd St. & Southern Blvd. to 320 Concord Av.



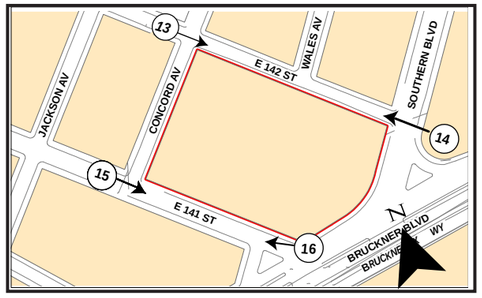
12) Looking northwest from the northeast corner of E 141st St. & Buckner Blvd. to 320 Concord Av.



13) Looking east from the southwest corner of E 142nd St. & Concord Av. along E 142nd St.



15) Looking east from the northwest corner of E 141st St. & Concord Av. along E 141st St.



Photos taken on 9/20/18



14) Looking west from the "T" intersection of E142nd St. & Southern Blvd. along E 142 St.



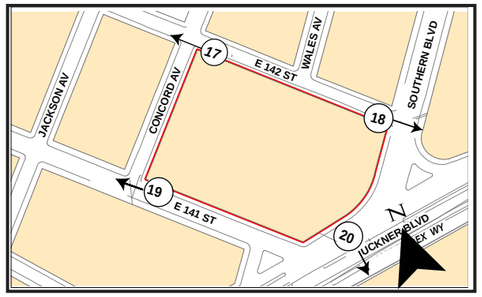
16) Looking west from the northwest corner of E 141st St. & Bruckner Blvd. along E 141st St.



17) Looking west from the southeast corner of E 142nd St. and Concord Av. along E 142nd



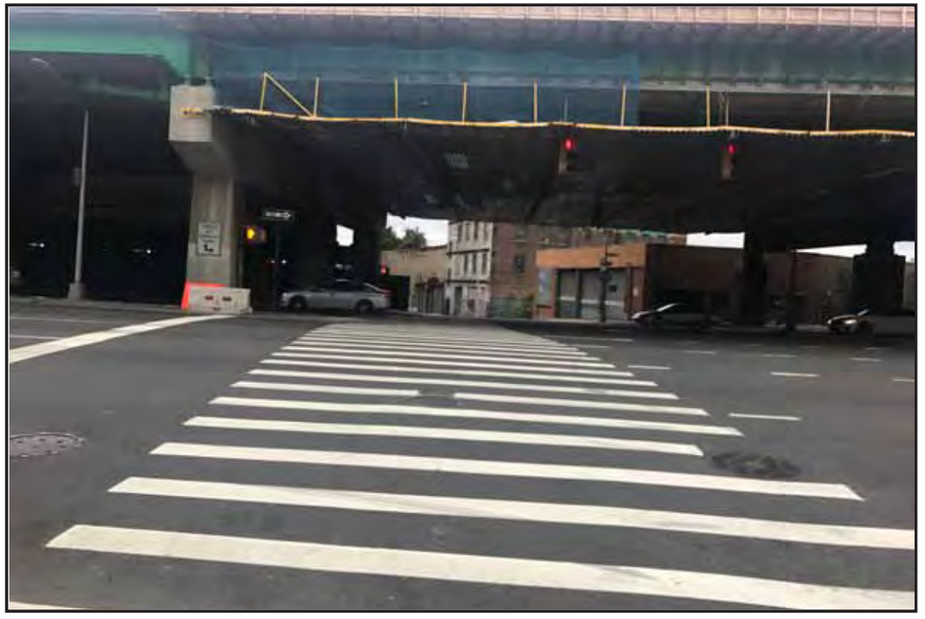
18) Looking east from the southwest corner of E 142nd St. and Southern Blvd. towards Southern Blvd.



Photos taken on 9/20/18



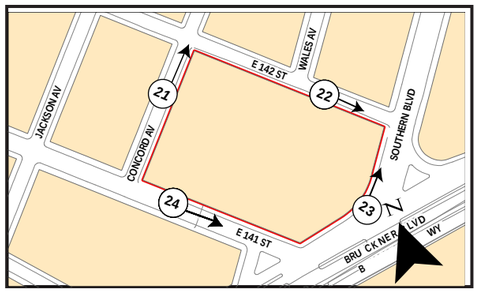
19) Looking west from the northeast corner of E 141st St. and Concord Av. along E 141st St.



20) Looking east from the the northwest corner of E 141st St. and Bruckner Blvd. towards Bruckner Blvd and the overpass.



21) Looking north from the east side of Concord Av. to E 142nd St.



Photos taken on 9/20/18



22) Looking east from the south side of E 142nd St to Southern Blvd.



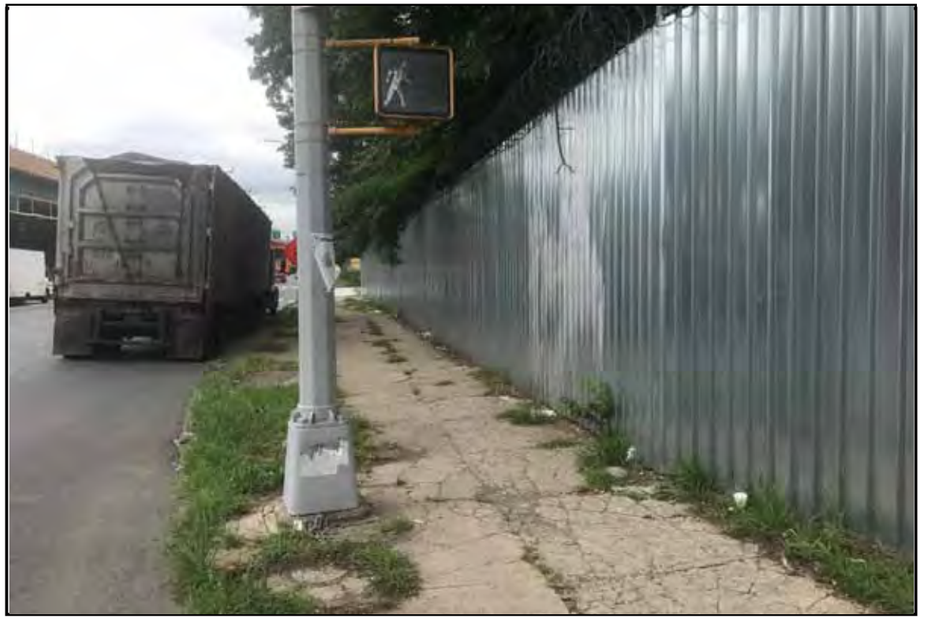
23) Looking north from the west side of Southern Blvd. where Southern Blvd merges with Bruckner Blvd.



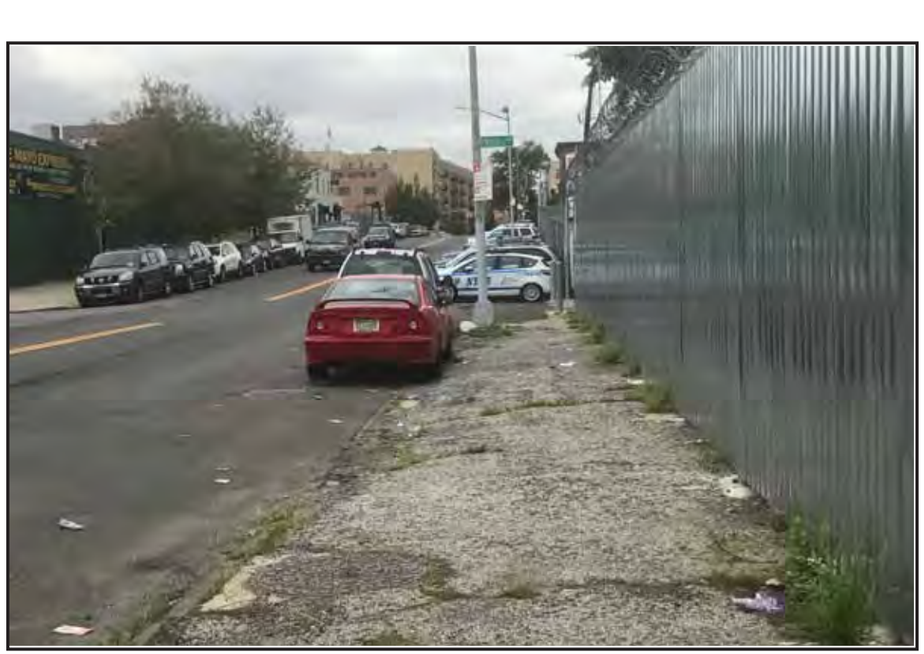
24) Looking east from the north side E 141st St. towards Bruckner Blvd. and Bruckner Expressway.



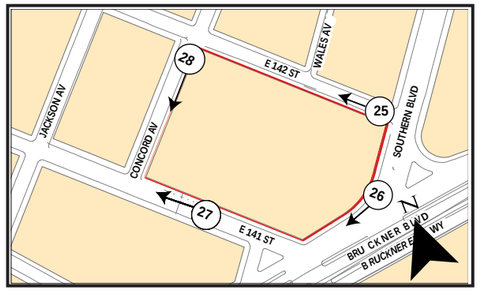
25)Looking west from the south side of E 142nd St. to Concord Av.



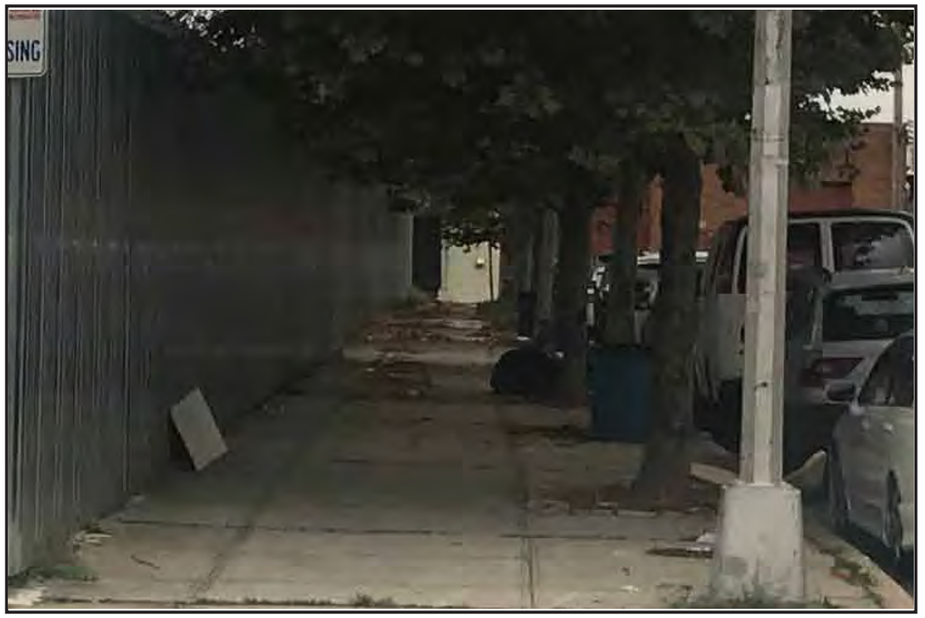
26) Looking southeast from the west side of Bruckner Blvd. to E 141st St.



27) Looking west from the north side of E 141st St. to Concord Av.



Photos taken on 9/20/18



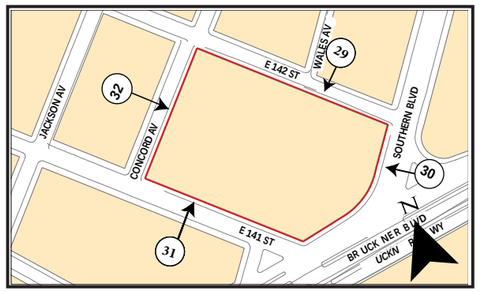
28) Looking south from the east side Concord Av. to E 141st St.



29) Looking south from the "T" intersection of Wales Av. and E 142nd St. to 320 Concord Av.



30) Looking west from Southern Blvd. to 320 Concord Av.



Photos taken on 9/20/18



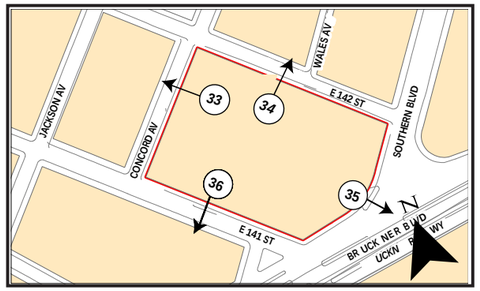
31) Looking north from E 141st St. to 320 Concord Av.



32) Looking west from Concord Av. to 320 Concord Av.



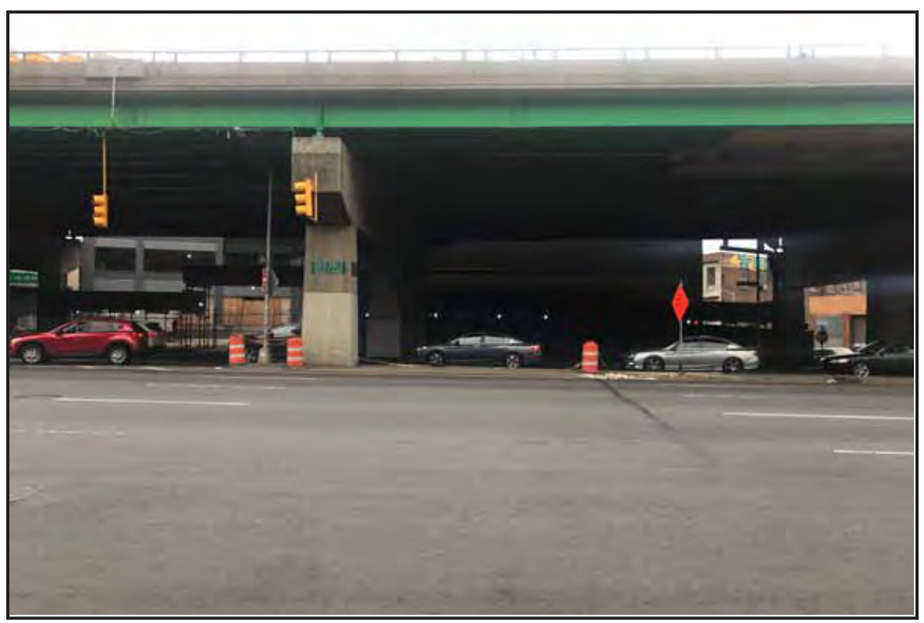
33) Looking west from the east side of Concord Av.



Photos taken on 9/20/18



34) Looking north from the south side of E 142nd St. to the intersection of Wales Ave and E 142nd St.



35) Looking east from the west side Bruckner Blvd. to the Bruckner Expressway



36) Looking south from the north side of 141st St. .

Borough Based Jails: Bronx Site
Block 2574, Lot 1
Area Map

Legend

- Jail Development Site
- Mixed-Use Development Site
- 600-Foot Radius
- Special Zoning District Boundaries
- Rezoning Area M1-4/R7X (MX)

Subway Lines / Stops

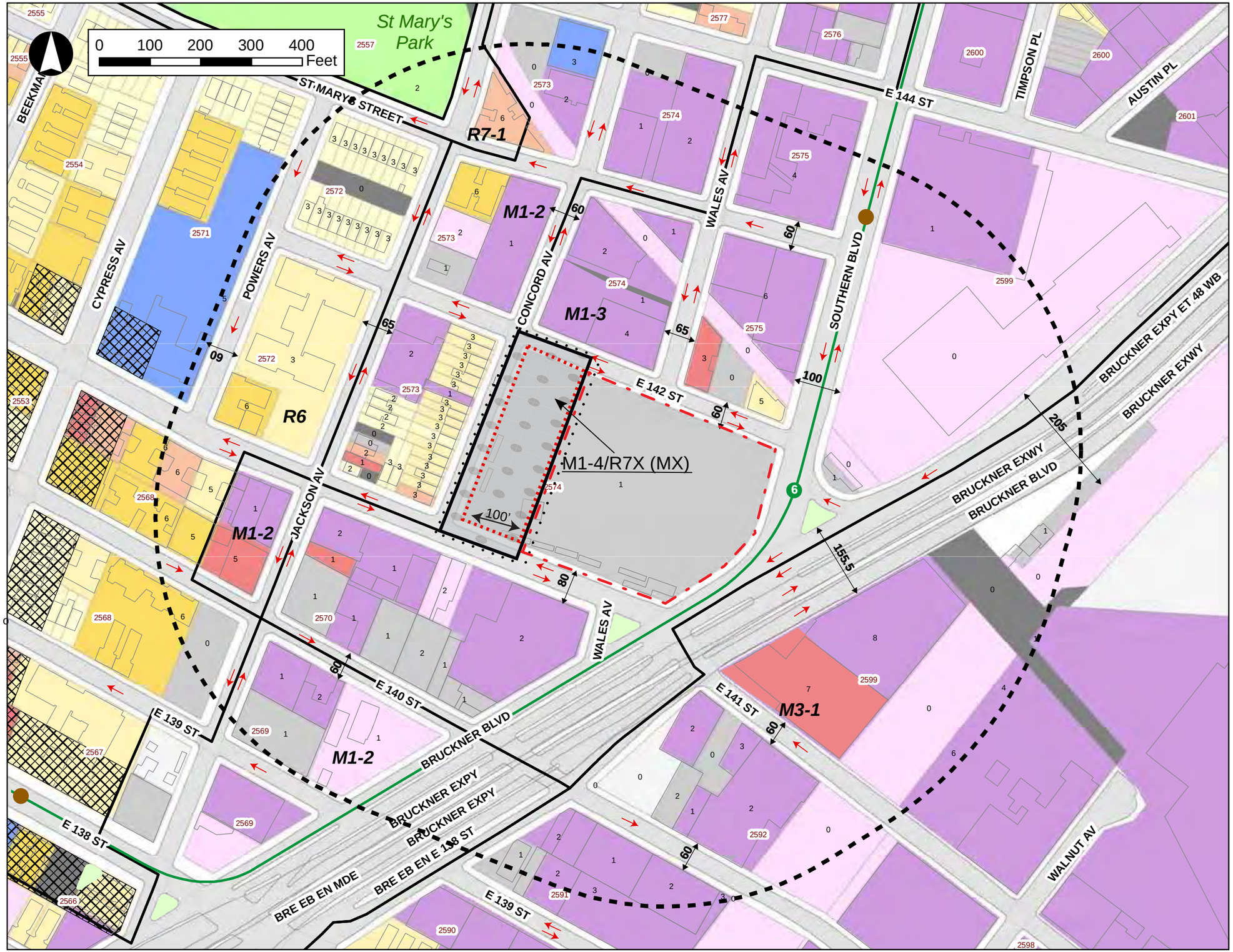
Existing Commercial Overlays

- C1-4

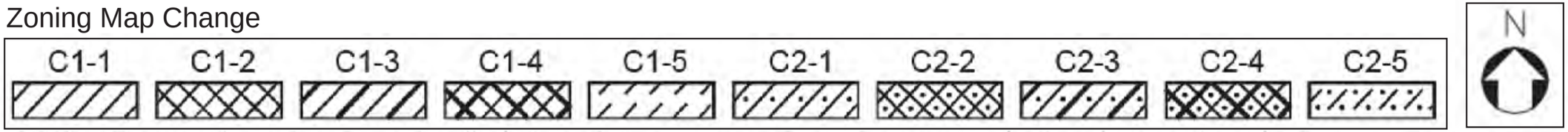
Existing Zoning Districts

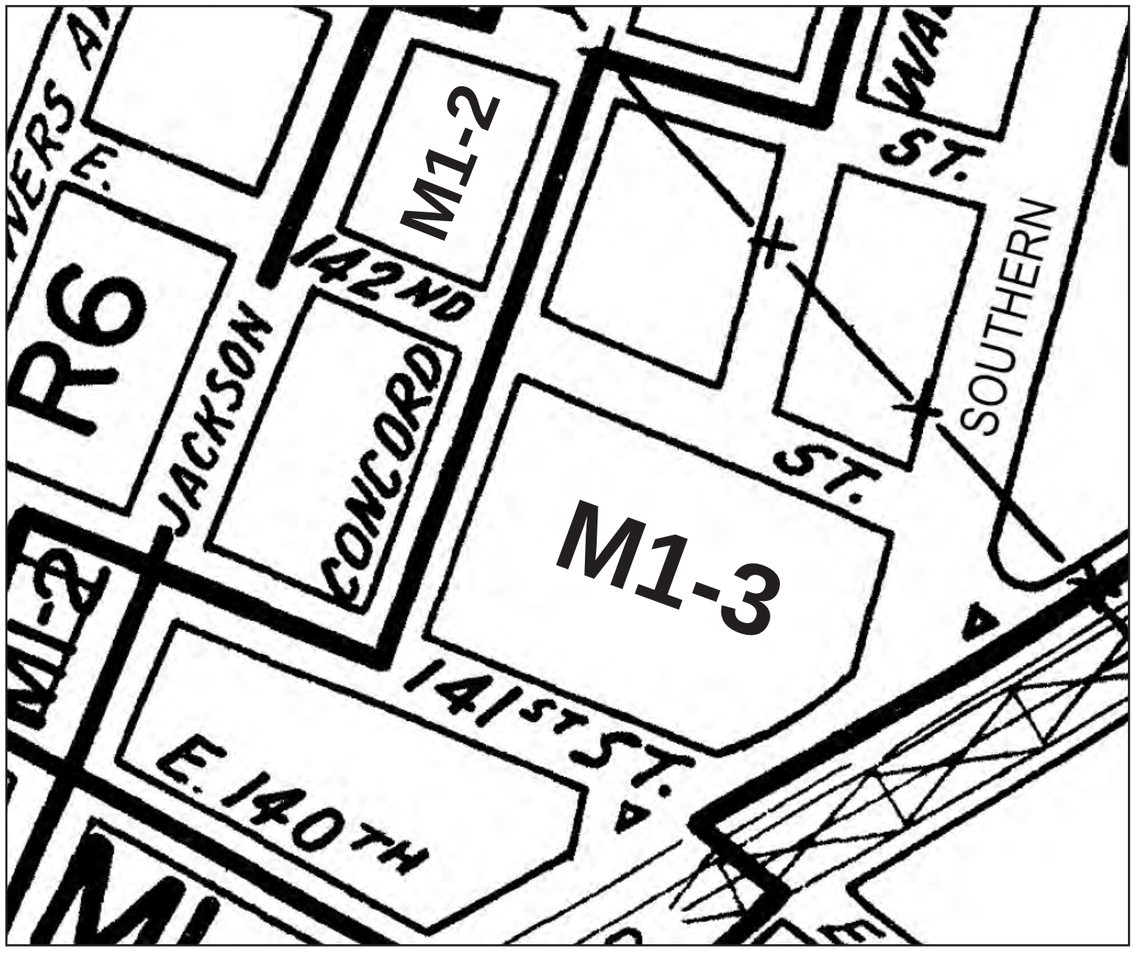
- *M1-3*
- 2574 Tax Blocks
- 0 Number of Floors
- 60 Street Width
- One & Two Family Buildings
- Multi-Family Walk-Up Buildings
- Multi-Family Elevator Buildings
- Mixed Residential & Commercial Buildings
- Commercial & Office Buildings
- Industrial & Manufacturing
- Transportation & Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land



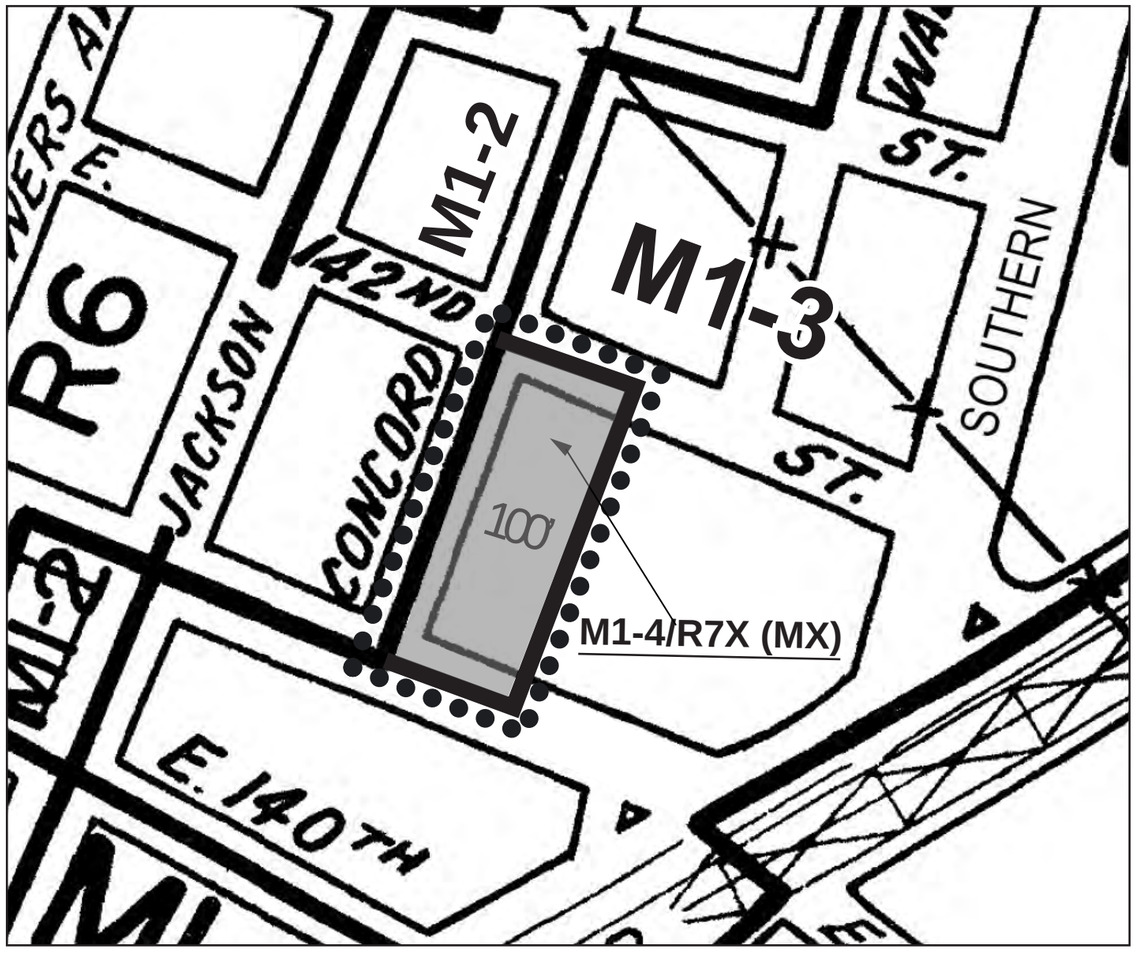


Zoning Map Change





Current Zoning Map



Proposed Zoning Map-Area being rezoned is outlined with dotted lines.

Changing a M1-3 district to a M1-4/R7X district

Special Purpose Districts are shaded grey

		Permitted/Required			
		Existing Zoning		Proposed Zoning	
		ZR #	M1-3	ZR #	M1-4/R7X (MX-18)
Permitted Uses		42-10	UG 4-14, 16 & 17*	42-10	UG 1-14, 16 & 17*
FAR					
Commercial		43-12	5	123-61-->43-12	2
Community Facility		43-122	6.5	123-62-->24-11	5
Manufacturing		43-12	5	123-61-->43-12	2
Residential	Height Factor	not applicable		not applicable	
	Mandatory Inclusionary Housing			123-63-->23-154	6
LOT COVERAGE					
Maximum Lot Coverage	Standard	not applicable		not applicable	
	Quality Housing	not applicable		123-63-->23-153	70% (100% corner)[1]
	Community Facility	not applicable		not applicable	
YARDS					
Minimum Front Yard		not applicable		not applicable	
Side Yards Required		43-25	none	123-651 123-652	none
Minimum Side Yard Width		43-25	0 or 8 ft	123-651 123-652	0 or 8 ft
Minimum Rear Yard		43-26	20 ft	23-47 43-26	20 ft (30 ft for residential)
HEIGHT & SETBACK					
Base Height	Standard	43-43	85 ft/6 stories	123-662(b)	QH/MIH regs apply
	Mandatory Inclusionary Housing *(QGF in parens)*	not applicable		123-662(b)-->23-664	Min: 60 ft | Max: 105 ft
Maximum Building Height	Standard (commercial & CF)	43-43, 43-44	SKY EXPOSURE PLANE	123-662(b)	QH/MIH regs apply
	Mandatory Inclusionary Housing *(QGF in parens)*	not applicable		123-662(b)-->23-664	140 ft/14 stories (*145 ft/14 stories*)
Setbacks from Wide Streets		43-43, 43-44	15 ft (or 10 ft at grade)	123-662(b)-->23-662	10 ft
Setbacks from Narrow Streets		43-43, 43-44	20 ft (or 15 ft at grade)	123-662(b)-->23-662	15 ft
PARKING					
Commercial		44-20	Depends on Use	123-71-->44-20	Depends on Use
Community Facility				123-72-->25-31	Depends on Use
Manufacturing				123-71-->44-20	Depends on Use
Residential		not applicable		123-72-->25-23	50% of residences
LOADING					
Commercial		44-52	Depends on Use	123-71-->44-52	Depends on Use
Community Facility				123-72-->25-72	Depends on Use
Manufacturing				123-71-->44-52	Depends on Use

*Certain uses within these use groups are not allowed as-of-right. See 42-10 & 123-20.
1. Lot coverage applicable to zoning lots with only residential use.

320 CONCORD AVENUE TEXT AMENDMENT
March 8th, 2019

Matter underlined is new, to be added;
Matter ~~struck out~~ is to be deleted;
Matter within # # is defined in Section 12-10;
*** indicates where unchanged text appears in the Zoning Resolution.

ARTICLE XII
SPECIAL PURPOSE DISTRICTS

* * *

Chapter 3
Special Mixed Use District

* * *

123-63
Maximum Floor Area Ratio and Lot Coverage Requirements for Zoning Lots Containing Only Residential Buildings in R6, R7, R8 and R9 Districts

Where the designated #Residence District# is an R6, R7, R8 or R9 District, the minimum required #open space ratio# and maximum #floor area ratio# provisions of Section 23-151 (Basic regulations for R6 through R9 Districts) shall not apply. In lieu thereof, all #residential buildings#, regardless of whether they are required to be #developed# or #enlarged# pursuant to the Quality Housing Program, shall comply with the maximum #floor area ratio# and #lot coverage# requirements set forth for the designated district in Sections 23-153 (For Quality Housing buildings) or 23-155 (Affordable independent residences for seniors), as applicable.

* * *

However, in #Inclusionary Housing designated areas# and #Mandatory Inclusionary Housing areas#, as listed in the table in this Section, the maximum permitted #floor area ratio# shall be as set forth in Section 23-154 (Inclusionary Housing). The locations of such districts are specified in APPENDIX F of this Resolution.

#Special Mixed Use District#	Designated #Residence District#
* * *	
MX 16 - Community Districts 5 and 16, Brooklyn	R6A R7A R7D R8A
MX 18 - Community District 1, The Bronx	R7X

* * *

123-90
SPECIAL MIXED USE DISTRICTS SPECIFIED

The #Special Mixed Use District# is mapped in the following areas:

* * *

#Special Mixed Use District# - 17: (3/22/18)
Hunts Point, the Bronx

The #Special Mixed Use District# - 17 is established in Hunts Point in The Bronx as indicated on the #zoning maps#.

#Special Mixed Use District# - 18: (date of adoption)
Mott Haven, the Bronx

The #Special Mixed Use District# - 18 is established in Mott Haven in The Bronx as indicated on the #zoning maps#.

* * *

APPENDIX F
Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas

* * *

THE BRONX

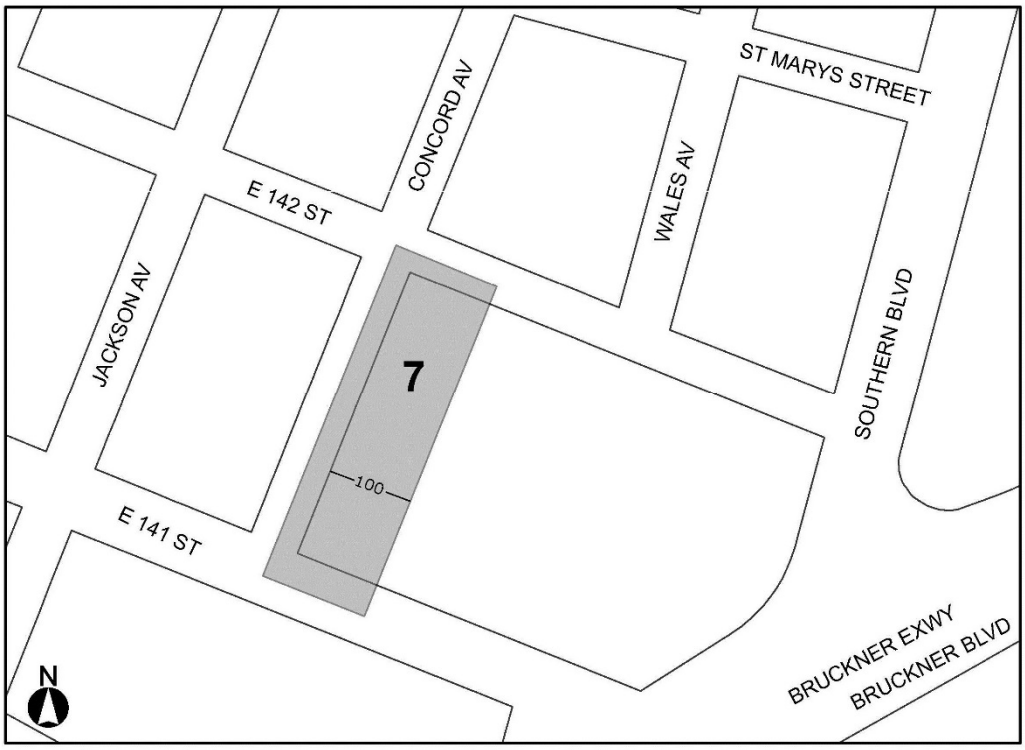
The Bronx Community District 1

* * *

Map 6 - (date of adoption)

[PROPOSED MAP]

Map 6 - (x/x/19)



Mandatory Inclusionary Housing Program Area *see Section 23-154(d)(3)*

Area **7** - x/x/19 MIH Program Option 1 or 2

Portion of Community District Community District 1, The Bronx

* * *

Statement of Conditions and Findings
ZR § 74-832 Special Permit
Borough-Based Jails: Bronx Site
745 E. 141st Street (Block 2574, part of Lot 1)
Bronx Community District 1
22 March 2019

***74-832,* <u>Borough-based jail system</u>**

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 detention facility in The Bronx (the "Proposed Jail") 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 be occupied primarily by prison space (Use Group 8d) and will be operated by DOC.

The proposed Bronx facility will be located at 745 E. 141st Street (Block 2574, part of Lot 1) in Mott Haven in Bronx Community District 1. It is a 148,400-square-foot (sf) site on part of the City-owned block bound by E. 142nd Street, Southern Boulevard, Bruckner Boulevard, E. 141st Street, and Concord Avenue that is currently occupied by the NYPD's Bronx Tow Pound (hereafter the "proposed jail site"). The proposed jail property will exclude the western portion of the block within 100 feet of Concord Avenue. The western portion of the block is subject to related proposed actions to facilitate a new mixed-use development with affordable housing and neighborhood-oriented ground floor uses.

The proposed Bronx borough-based jail will have a total of approximately 1,150,000 zoning square feet (zsf), including approximately 1,100,000 zsf of housing for people in detention and of support services space, 10,000 zsf of court and court related space, and up to approximately 40,000 zsf of storefront retail and/or community facility space, and 575 secure accessory parking spaces. It will have a maximum height, including rooftop mechanical bulkheads, parapets, and horticultural and related space, of 293.47 feet and three below-grade levels.

(I) Modifications

The Commission may modify

(1) Applicable regulations governing #use#;

ZR 42-10, et seq. do not permit Use Group 3 and certain Use Group 4 community facility uses. A modification of use regulations is requested to allow any Use Group 3 and 4 uses up to occupy, in combination with Use Group 6a commercial uses, up to a maximum of 40,000 zsf.

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

ZR 43-10, et seq. permit a maximum commercial FAR of 5.0 and maximum overall FAR of 6.5. A modification of maximum commercial and maximum total FAR is requested to allow a total FAR of 7.75, of which up to 0.27 FAR may be Use Group 3, 4, or 6a and all other space, up to 7.48 FAR, must be Use Group 6d or 8d. As the proposed Bronx borough-based jail site will be a 148,400-sf zoning lot, under existing zoning the maximum permitted commercial floor area is 742,000 zsf and the maximum total floor area is 964,600 zsf. With the proposed modification, the maximum permitted floor area for Use Group 6d and 8d will be 1,110,000 zsf, the maximum permitted floor area for Use Group 3, 4, or 6a will be 40,000 zsf, and the maximum permitted total floor area will be 1,150,000 zsf.

ZR 43-40, et seq. and ZR 43-45, et seq., permit a maximum base height of 85 feet, require a setback from the base of at least 20 feet from narrow streets and 15 feet from wide streets, and govern building volumes above the base and setback by sky exposure plane regulations. Tower regulations permit a tower with 40 percent lot coverage, with setbacks of 10 to 40 feet on wide streets and 15 to 50 feet on narrow streets, and maximum footprint between minimum and maximum setback of 1,600 sf on wide streets and 1,875 sf on narrow streets. A modification of height, setback, sky exposure plane, and tower 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 limits of the sky exposure plane and tower regulations. Specifically, the building will be allowed a maximum base and building height above the average curb level of each street frontage, ranging from 243.91 feet to 253.47 feet, for areas containing habitable space and a maximum base and building height above the average curb level of each street frontage, ranging from 283.91 feet to 293.47 feet, for rooftop mechanical bulkheads, parapets, and rooftop horticultural and related spaces. This building envelope will apply to an area measuring approximately 137,900 sf, encompassing all of the jail site excluding the westernmost 30-foot wide section of the site to be occupied by a private driveway, which will have a 23-foot tall maximum height. 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 44-10, 44-20, et seq., permits a maximum accessory parking facility of up to 150 spaces if a single entry/exit is provided. A modification of parking regulations is requested to allow a 575-space accessory parking garage entered via two-way ramp with curb cut on E. 141st 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 44-50, et seq., require three loading berths for the proposed project, pursuant to the following requirement applicable to the 1,100,000 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 development to provide two loading berths. The secure loading berths will be located on an internal portion of the jail site and accessed from a private driveway located along the site's western edge. That driveway will operate one-way northbound, with a curb cut for inbound vehicles on E. 141st Street and a curb cut for outbound vehicles on E. 142nd Street. Each of the curb cuts will be 21 feet wide (24 feet wide including splays) and will be located 1.5 to 6 feet east of the western side lot line.

(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 use requirements to permit any uses in Use Groups 3 and 4 in combination with Use Group 6a commercial uses to occupy up to 40,000 zsf will accommodate a wider range of community facility uses than is permitted as-of-right in order to include uses considered consistent with the project's aim to provide neighborhood supportive uses that will be 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 visitors' entrance for the jail on E. 142nd Street near Southern Boulevard, a public entrance for the court space on E. 141st Street near Bruckner Boulevard, and an entrance for the retail and/or community facility uses on E. 141st Street. 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 20 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. These pedestrian access points will orient the site and its pedestrian activity toward subway station entrances for the E. 143rd Street-St. Mary's Street subway station, which is located one block north of the site along Southern Boulevard. Curb cuts for the accessory parking garage, sallyport, and loading berths will be located midblock on E. 141st and E. 142nd streets. 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 be closest to the subway station stairs, while the retail/community facility and court access will also be along the E. 141st Street side of the Proposed Project, reinforcing this corridor as an important pedestrian corridor for these institutional and local retail/community facility activities. The curb cuts will be further west on the east-west streets, removed from the primary pedestrian corridors and heavier vehicular flows on the eastern side of the proposed jail site. The curb cuts also will be separated from the lobby for the planned apartment building on Concord Avenue at the western end of the block and existing residences on the west side of Concord Avenue. The proposed building will provide a more active and pedestrian-friendly environment than the existing conditions, which consist of a parking lot bordered primarily by a tall metal fence and limited sidewalks. 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 Groups 6a (Court houses) and 8d (Prisons) and up to 40,000 sf of local retail and community facility uses. 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.

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 1,437 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 1,437-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 required by the sky exposure plane or the small floorplates required by as-of-right tower regulations. Combined with an overall program of 1,437 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 conclusion, a building complying with the applicable height and setback sky exposure plane or tower regulations applicable to the proposed project area under the site's M1-3 zoning, would 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 jail site occupies most of a superblock located in the eastern edge of Mott Haven, in an area that is a transitional zone with predominantly industrial uses to the north, east and south and predominantly residential uses to the west. The industrial uses consist of many large sites, with mid-rise, large footprint buildings and open lots, such as the eight-story, approximately 121-foot-tall and 289-foot-wide storage warehouse at 330 Bruckner Boulevard, located east of the proposed project area. To the west, the predominantly residential neighborhood has a finer grain and lower-rise character, consisting of low and mid-rise buildings on small and medium-size lots. The buildings neighboring the proposed project area are separated from the proposed project area by public streets, including the 80-foot wide E. 141st Street, 60-foot wide E. 142nd Street, 100-foot wide Southern Boulevard, and approximately 170-foot wide Bruckner Boulevard/Expressway right-of-way which includes an approximately 40-foot tall steel and concrete elevated highway viaduct. Although the Proposed Project will be taller than the immediately surrounding buildings, its effects on light and air in the surrounding area will be ameliorated to some degree by its location along the wide Bruckner industrial corridor, which has a coarse-grained urbanistic character. In addition, bulk and height on the block will be stepped down from east to west, from the jail's maximum 293.47-foot tall envelope (inclusive of all rooftop mechanical bulkheads, parapets, and horticultural and related space) above its approximately 137,900-sf base, to the planned apartment building on the adjoining property to the west which will be up to 145 feet tall and have a maximum footprint of 24,500 sf. The two

new buildings will each provide 30-foot wide rear yards or rear yard equivalents (a standard zoning requirement is not being modified by the proposed special permit), ensuring that above a height of 23 feet the buildings will be separated by 60 feet providing a volume of space for light and air. Likewise, an existing apartment building on E. 142nd Street across the street from the proposed jail building will have at least 60 feet of separation (the mapped width of the street) from the jail's building volume. As such, the proposed bulk modifications will have minimal adverse effects on access to light and air by buildings and open spaces in the surrounding area and will relate harmoniously to nearby development.

(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 575 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 fully address the 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 NYPD Tow Pound employees utilize on-street parking spaces which could be used for other purposes if the Proposed Project is constructed with the 575-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 midblock area of E. 141st 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. Therefore, conflicts between vehicles using the garage and pedestrians will be minimized. In summary, the requested modification to allow a 575-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 docks for the jail will be accessed via curb cuts on for inbound vehicles on E. 141st Street and for outbound vehicles on E. 142nd Street. These loading docks 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 E. 141st and E. 142nd Streets. Furthermore, the loading area, located within the 350-foot long sallyport area, will provide sufficient space for any 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.

UDAAP Project Summary

Block	**Lot**	**Address**
2574	1 (part)	320 Concord Avenue, The Bronx

1.	LAND USE	Residential, commercial and/or community facility
2.	PROPOSED FACILITIES	None
3.	PROPOSED CODES/ORDINANCES	None
4.	PROPOSED TIME SCHEDULE	Approximately 24 months from closing to the completion of project.

745 E 141st STREET

BRONX, NY

BOROUGH-BASED JAILS

Owner:
NYC DEPARTMENT OF CORRECTIONS
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
V-102.00	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
D-020	ILLUSTRATIVE HPD ZONING ANALYSIS
D-021	ILLUSTRATIVE HPD ZONING ANALYSIS
D-030	ILLUSTRATIVE HPD PLANS
D-060	ILLUSTRATIVE HPD SECTIONS
N-010	NEIGHBORHOOD CHARACTER DRAWINGS 1
N-020	NEIGHBORHOOD CHARACTER DRAWINGS 2

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:

745 E 141 STREET

BOROUGH: BRONX
BLOCK: 2574
LOT: 1
ULURP #: 190335 ZSX
BRONX, NY 10454

PROJECT No: 73441.00

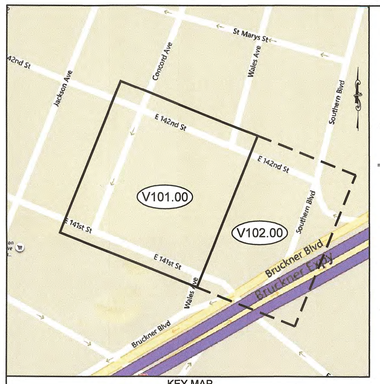
DRAWING TITLE:

COVER SHEET & DRAWING LIST

SCALE:

G-001

3/20/2019



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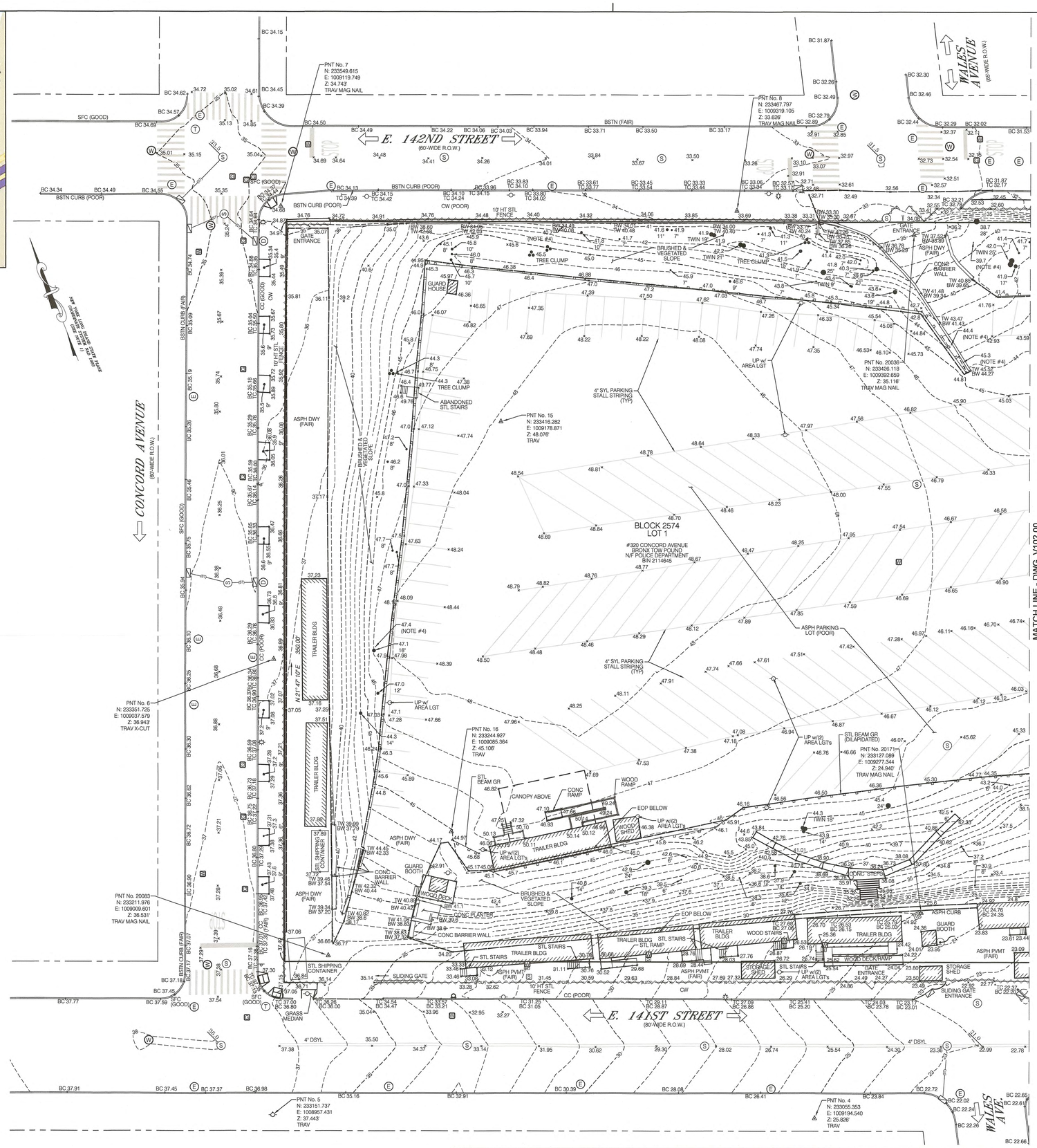

GRAPHIC SCALE
20' 0 10' 20' 40' 80'

FEATURE ABBREVIATIONS

ASPH	ASPHALT	MAS	MASONRY
BC	BOTTOM OF CURB	MISC.	MISCELLANEOUS
BIN	BUILDING IDENTIFICATION NUMBER	OH	OVERHEAD
BLDG	BUILDING	PVMT	PAVEMENT
BLK	BLOCK	REF	REFERENCE
BOT	BOTTOM	R.O.W.	RIGHT-OF-WAY
BRK	BRICK		
BSTN	BLUESTONE	SFC	STEEL-FACED CURB
BW	BOTTOM OF WALL	STL	STEEL
CC	CONCRETE CURB	STN	STONE
CONC	CONCRETE	SWL	SOLID WHITE LINE
		SYL	SOLID YELLOW LINE
DSYL	DOUBLE SOLID YELLOW LINE		
DWG	DRAWING	TC	TOP OF CURB
DWY	DRIVEWAY	(TM)	TAX MAP
		TRAV	TRAVERSE
EOP	EDGE OF PAVEMENT	TYP	TYPICAL
GR	GUIDE RAIL	UP	UTILITY POLE
GRT	GRATE		
HT	HEIGHT		
LGT	LIGHT		

LINETYPE LEGEND

- GUIDE RAIL
- VERTICAL CURB
- DEPRESSED OR FLUSH CURB
- EDGE OF PAVEMENT
- FENCE
- 8' HIGH CHAIN LINK FENCE (8' CLF)
- BARBED AND/OR RAZOR WIRE
- PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY LINE
- 45 MAJOR GRADING CONTOUR LINE
- 44 MINOR GRADING CONTOUR LINE

SITE SYMBOL LEGEND

- (MH) - UNKNOWN MANHOLE
- (D) - STORM DRAIN MANHOLE
- (E) - ELECTRIC MANHOLE
- (S) - SEWER MANHOLE
- (W)(W) - WATER MANHOLE
- (T) - TELEPHONE MANHOLE
- (G) - GAS VALVE
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- - TREE (W/ DBH)
- - TWIN TREES
- - VEGETATED CLUMP
- - MONITORING WELL
- - SIGN (DUAL & SINGLE)
- - FLAGPOLE
- - BOLLARD
- - TRAFFIC INDICATOR
- 322.8 - LEGAL GRADE

NOTES

1. VERTICAL DATUM - NAVD 1988 AND HORIZONTAL DATUM - NY LONG ISLAND STATE PLANE COORDINATE SYSTEM 1983 ; BASED ON TWO -2 HOUR STATIC GPS OBSERVATIONS BY MATRIX NEW WORLD ON 04/02/2018 AND 04/03/208, WITH REFERENCE TO NATIONAL GEODETIC SURVEY MONUMENTS: CORS STATION "NJI2, NYBP, NYBR, NJTP, LAMT".
2. THE EXISTING CONDITIONS SHOWN HEREON ARE BASED ON A FIELD SURVEY PERFORMED BY MATRIX NEW WORLD WITH CONVENTIONAL LAND SURVEY METHODS.
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.
4. TREE SIZED LESS THAN 6 INCHES IN DIAMETER.

REFERENCES

1. BOUNDARY INFORMATION SHOWN HEREON IS DETERMINED FROM:
   A. A BRONX BOROUGH MONUMENT MAP ENTITLED "RECORD MAP, SECTION 2", AMENDED AND CORRECTED TO AUGUST 13TH ,1951.
   B. A BRONX BOROUGH GRADE MAP ENTITLED "SECTION 2", AMENDED AND CORRECTED TO DECEMBER 19TH ,1947.
2. LEGAL GRADE INFORMATION SHOWN HEREON PER MAP REFERENCE No. 1B ABOVE.

No.	DESCRIPTION	DATE:	BY:	APR:
	REVISIONS			
2	REV. TITLE BLOCK CLIENT ENTRIES PER CLIENT; ADD REV. 0	08/24/18	DHD	RSM
1	MISC. CORRECTIONS; ADD DWGS. V103.00 & V104.00	07/02/18	DHD	RSM
0	INITIAL SURVEY ISSUANCE	05/22/18	DHD	RSM

MATRIXNEWORLD
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.matrixnewworld.com
STATE OF NEW YORK CERTIFICATE OF AUTHORIZATION No. 17-082661

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

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

SEAL
R. STEPHEN MONCRIEF, JR., P.L.S.
NEW YORK PROFESSIONAL LAND SURVEYOR LIC. No. 049819
STATE OF NEW YORK
R. STEPHEN MONCRIEF
LICENSED LAND SURVEYOR
DATE: 07/02/2018

BLOCK 2574
LOT 1

PROJECT TITLE
MASTER PLAN FOR A BOROUGH BASED NYC JAIL SYSTEM
320 CONCORD AVENUE
BOROUGH OF BRONX, COUNTY OF BRONX, CITY AND STATE OF NEW YORK

DRAWING TITLE
TOPOGRAPHIC SURVEY

DESIGNED BY	DRAWN BY	CHECKED BY
M. BENOSMANE	C. FAHEY / J. BADILLO	R. S. MONCRIEF

B-SCAN	SCALE	DRAWING NO.	CONTRACT NO.
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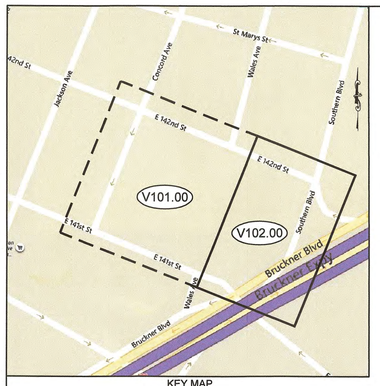
	DATE 06/28/2018		SHEET No. 1 OF 4 SHEETS



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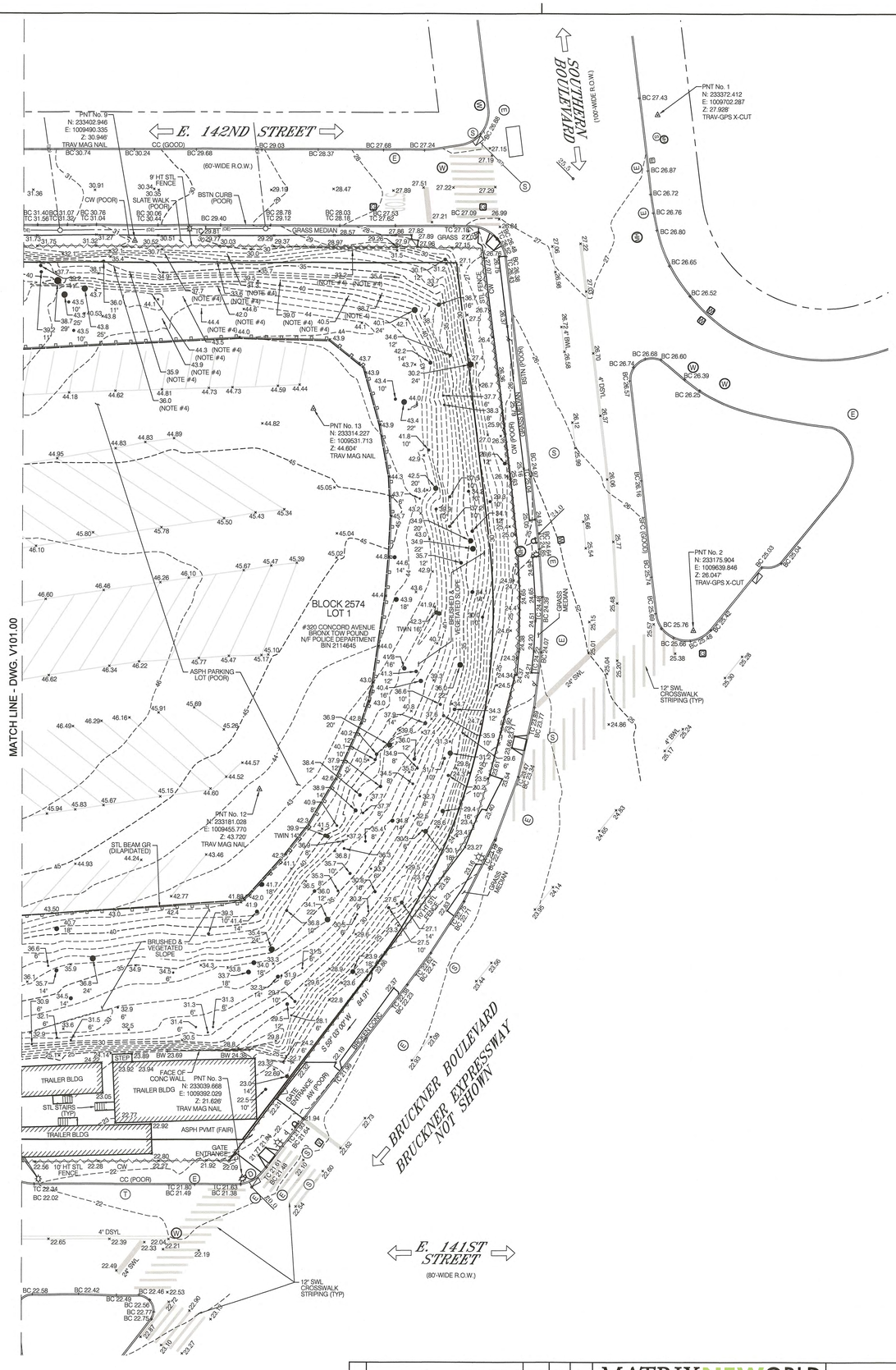

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- VEGETATED CLUMP
- MONITORING WELL
- SIGN (DUAL & SINGLE)
- FLAGPOLE
- BOLLARD
- TRAFFIC INDICATOR
- 20.16 - LEGAL GRADE

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No.	DESCRIPTION	DATE:	BY:	APR:
	REVISIONS			
2	REV. TITLE BLOCK CLIENT ENTRIES PER CLIENT; ADD REV. 0	08/24/18	DHD	RSM
1	MISC. CORRECTIONS; ADD DWGS. V103.00 & V104.00	07/02/18	DHD	RSM
0	INITIAL SURVEY ISSUANCE	05/22/18	DHD	RSM

MATRIXNEWORLD
Engineering Progress
Matrix New World Engineering, Land Surveying and Landscape Architecture, P.C.
26 Columbia Turnpike
Florham Park, New Jersey 07932
WBE / DBE / SBE
Tel: 973-240-1800
Fax: 973-240-1818
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
STATE OF NEW YORK
R. STEPHEN MONCRIEF
049819
LICENSED LAND SURVEYOR

DATE: 07/02/2018
BLOCK 2574
LOT 1

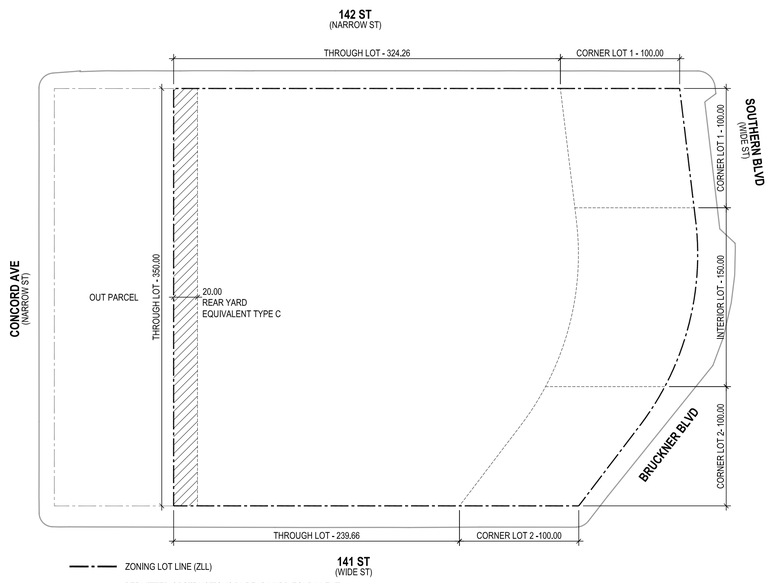
The City of New York
Department of Correction
75-20 Astoria Blvd., Suite 160
East Elmhurst, NY 11370

PROJECT TITLE
MASTER PLAN FOR A BOROUGH BASED NYC JAIL SYSTEM
320 CONCORD AVENUE
BOROUGH OF BRONX, COUNTY OF BRONX, CITY AND STATE OF NEW YORK

DRAWING TITLE
TOPOGRAPHIC SURVEY

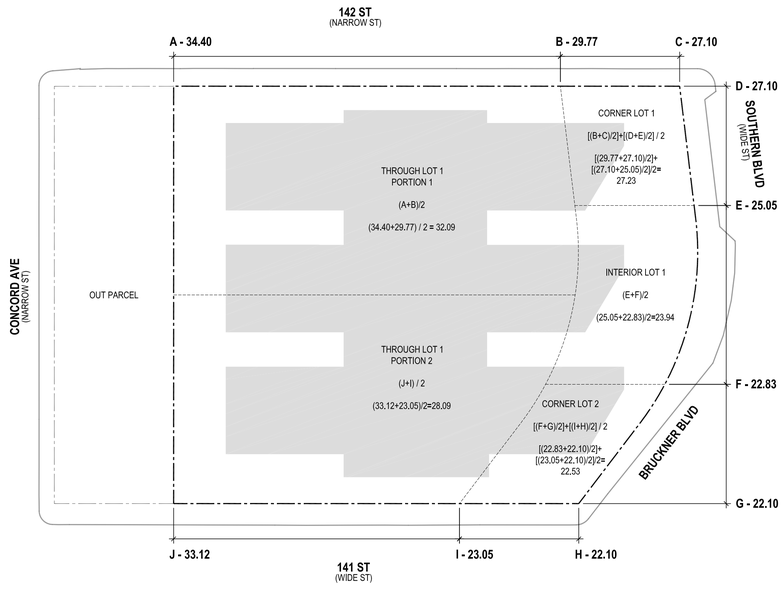
DESIGNED BY	DRAWN BY	CHECKED BY
M. BENOSMANE	C. FAHEY / J. BADILLO	R. S. MONCRIEF

B-SCAN	SCALE	DRAWING NO.	CONTRACT NO.
	1"=20'	V102.00	73440.00
	DATE 06/28/2018		SHEET No. 2 OF 4 SHEETS



1 YARD DIAGRAM

SCALE: 1" = 60'



2 AVERAGE CURB ELEVATION

SCALE: 1" = 60'

BOROUGH-BASED JAILS - BRONX

ZONING CHART	20-Mar-19
Borough	Bronx
Block/ Lot	2574 / p/o Lot 1
Address	745 East 141 Street
Lot Area	148,400
Zoning Map No.	6c
Zoning District	M1-3
Community District	1

PROPOSED PROGRAM (ABOVE GROUND GSF)

Number of Beds	1,437 Beds
Jail Housing	870,000
Jail Support	350,000
Courthouse	10,000
Community Facility	27,000
Retail	13,000
TOTAL GSF	1,270,000
Parking Accessory	575 Spaces

ZR Reference	Item / Description	Required / Permitted	Proposed	Comments
	USE			
	USE GROUP			
42-10	Use Groups	UG 4-13, 16, 17	6A Retail, 8D Prisons, 6D Courthouse, UG6A Retail, UG3 & UG4 Community Facility	Special Permit Required Pursuant to ZR 74-832
	BULK			
	FLOOR AREA RATIO			
43-10	Manufacturing	5.00	0.00	
	Commercial	5.00	7.57	Special Permit Required Pursuant to ZR 74-832
	Community Facility	6.50	0.18	
	Total all Uses if CF	6.50	7.75	Special Permit Required Pursuant to ZR 74-832
	FLOOR AREA			
43-10	Manufacturing	742,000	0	
	Retail*		13,000	
	Jail**		1,100,000	
	Courthouse		10,000	
	Total Commercial	742,000	1,123,000	Special Permit Required Pursuant to ZR 74-832
	Community Facility*	964,600	27,000	
	Total all Uses	964,600	1,150,000	Special Permit Required Pursuant to ZR 74-832

*The floor area up to a total of 40,000sf 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

**Approximately 10% mechanical deductions assumed on Jail use.

	YARDS			
43-20	Rear - Corner	None Required		
43-20	Rear Yard Equivalent - Through Lot	Type A = 40ft Type B = 20ft + 20ft Type C = 20ft	Type C - 20' Rear Yard Equivalent along side lot line	
43-28	Rear - Interior Lot	20'		
	HEIGHT & SETBACK			
43-40	Max Streetwall	142nd Street = 85'	248.77' (+ 40' Mechanical)	Special Permit Required Pursuant to ZR 74-832
		Southern Blvd and Bruckner Blvd =	253.47' (+ 40' Mechanical)	Special Permit Required Pursuant to ZR 74-832
		141st Street = 85'	253.47' (+ 40' Mechanical)	Special Permit Required Pursuant to ZR 74-832
43-43	Setback at Max Base	142nd Street = 20'	0'	Special Permit Required Pursuant to ZR 74-832
		Southern Blvd and Bruckner Blvd =	0'	Special Permit Required Pursuant to ZR 74-832
		141st Street = 20'	0'	Special Permit Required Pursuant to ZR 74-832
	Sky Exposure Plane	142nd Street = 2.7 / 1	Penetrates Sky Exposure Plane	Special Permit Required Pursuant to ZR 74-832
		Southern Blvd and Bruckner Blvd =	Penetrates Sky Exposure Plane	Special Permit Required Pursuant to ZR 74-832
		141st Street = 2.7 / 1	Penetrates Sky Exposure Plane	Special Permit Required Pursuant to ZR 74-832
	PARKING			
44-10, 44-20	Prisons PRC-H	1 /10 beds = 144	144	
	Court Houses PRC-C	1 /600 sf = 17	17	
	Community Facility			
	Total all Uses	225 Permitted	575	Special Permit Required Pursuant to ZR 74-832
	LOADING			
44-50	Prisons PRC-H	None for first 10K, 1 for next 290K, 1 for each add 300K 1,100,000 sf = 3 berths	2 Berths	Special Permit Required Pursuant to ZR 74-832
	Court Houses PRC-C	None for first 100K, 1 for next 200K, 1 for each add 300K 100,00 sf = 0 berths	0 Berths	
	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 = 1	-	
	Community Facility	1 per 10,000 sf = 1	-	
	Total Enclosed	2 = (exempt 3 or less)	-	
	Enclosed Accessory Parking Area	1 per 10 cars 575 cars = 58 bicycles	58 bicycle spaces	
	STREET TREES			
33-03 26-41	Required Trees	142nd St = 424.26' / 25 = 17 trees	14 trees	6 Remaining required trees to be provided off-site or paid into fund pursuant to ZR Section 26-40
		Southern Blvd and Bruckner Blvd = 378.85' / 25 = 16 trees	15 trees	
		141st St = 339.66' / 25 = 14 trees	12 trees	
		Total = 47 trees	41 trees	

3 ZONING CHART

SCALE:

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:

745 E 141 STREET

BOROUGH: BRONX
BLOCK: 2574
LOT: 1
ULURP #: 190335 ZSX
BRONX, NY 10454

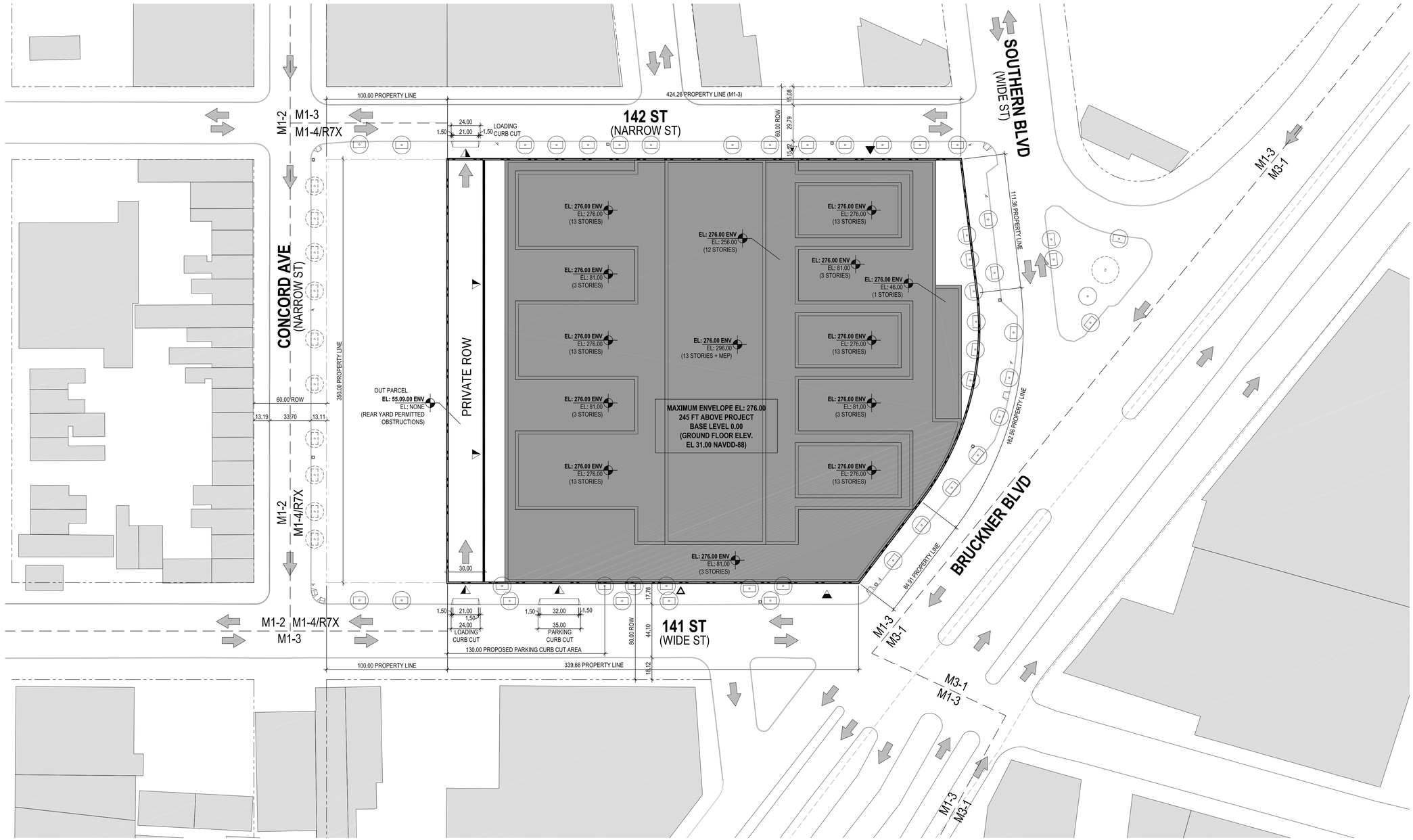
PROJECT No: 73441.00

DRAWING TITLE:
ZONING ANALYSIS

SCALE:

Z-020

3/20/2019



LEGEND

GENERAL

- EXISTING BUILDING TO REMAIN
- PROPOSED BUILDING
- ZONING LOT LINE (ZLL)
- PROPOSED ZONING ENVELOPE
- ZONING DISTRICT EXTENTS
- ZONING ENVELOPE HEIGHT ABOVE BASE PLANE (ENV)
  PROPOSED ILLUSTRATIVE BUILDING HEIGHT

SITE PLAN

- PUBLIC ACCESS POINT
- VEHICULAR ACCESS POINT
- COMMUNITY FACILITY / RETAIL ACCESS POINT
- STAFF ACCESS POINT
- COURT 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 ZONING 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 316.00 - 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.

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

NO. DATE REVISION

REGISTERED ARCHITECT
JOSEPH J. ALIOTTA
16319
STATE OF NEW YORK

SEAL

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

PROJECT TITLE:

745 E 141 STREET

BOROUGH: BRONX
BLOCK: 2574
LOT: 1
ULURP #: 190335 ZSX

BRONX, NY 10454

PROJECT No: 73441.00

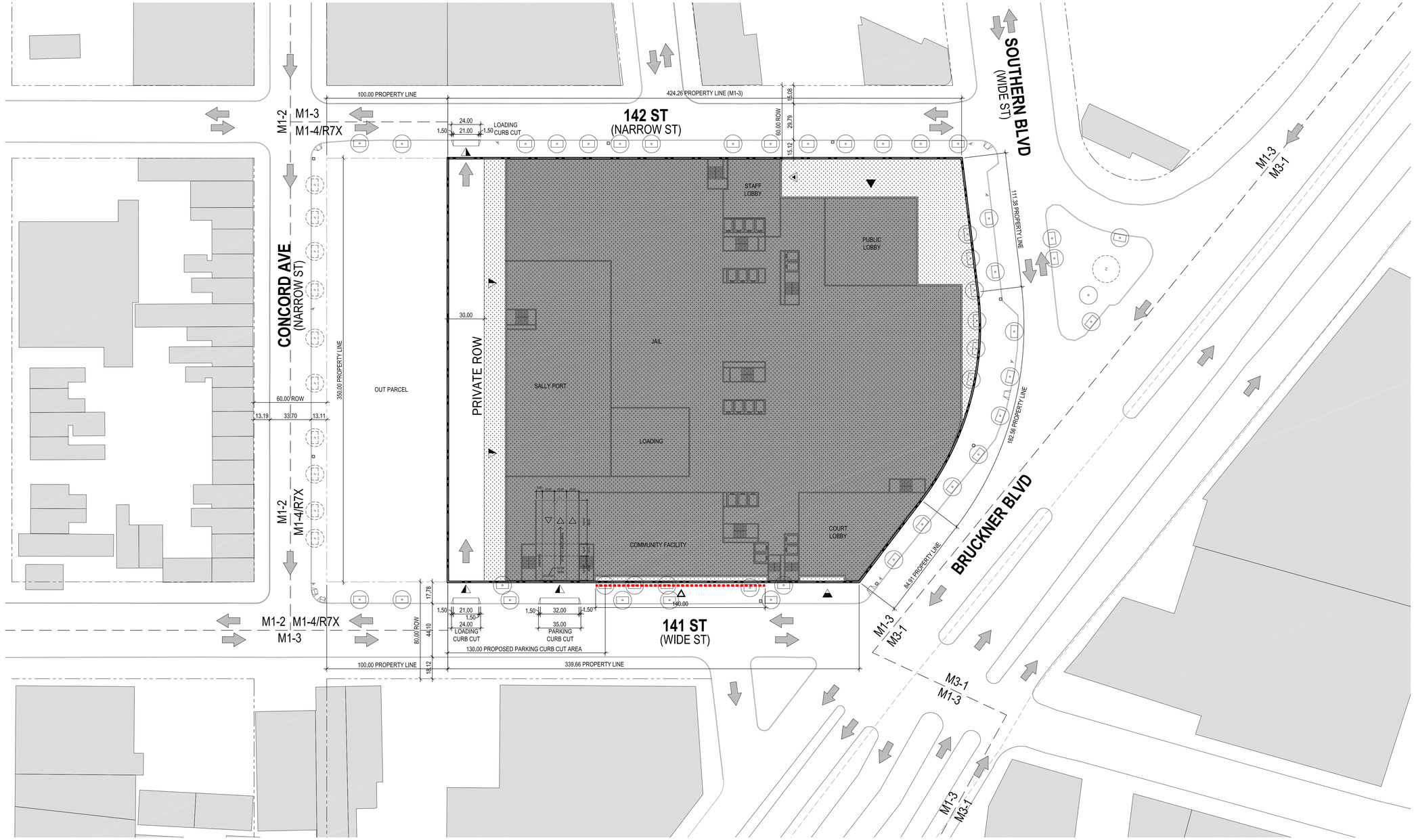
DRAWING TITLE:

ZONING LOT SITE PLAN

SCALE:

Z-030

3/26/2019



LEGEND

GENERAL

- EXISTING BUILDING TO REMAIN
- PROPOSED BUILDING
- ZONING LOT LINE (ZLL)
- PROPOSED ZONING ENVELOPE
- ZONING DISTRICT EXTENTS
- **ZONING ENVELOPE HEIGHT ABOVE BASE PLANE (ENV)**
  PROPOSED ILLUSTRATIVE BUILDING HEIGHT

SITE PLAN

- **PUBLIC ACCESS POINT**
- **VEHICULAR ACCESS POINT**
- **COMMUNITY FACILITY / RETAIL ACCESS POINT**
- **STAFF ACCESS POINT**
- **COURT ACCESS POINT**
- **EXISTING POST**
- **EXISTING FIRE HYDRANT**
- **EXISTING SIGN**
- **DIRECTION OF TRAFFIC**
- **EXISTING TREE TO REMAIN**
- **PROPOSED NEW TREE**
- **MANDATORY COMMUNITY FACILITY / RETAIL FRONTAGE. SEE NOTES**
- **AREA UNDER USE WAIVER FOR USE GROUPS 3 AND 4. PURSUANT TO SECTION 74-832 OF ZR**

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 ZONING 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
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- 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).
- ENTRANCES AND EXITS 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 & 6A MUST OCCUPY THE AREA BEHIND ANY WALLS FACING MANDATORY COMMUNITY FACILITY / RETAIL FRONTAGES TO A DEPTH OF NO LESS THAN 20 FEET. THIS REQUIREMENT MUST BE MET FOR WALLS FACING NO LESS THAN 75% OF THE LENGTH OF EACH OF THE DESIGNATED FRONTAGES

N

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

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
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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:

745 E 141 STREET

BOROUGH: BRONX
BLOCK: 2574
LOT: 1
ULURP #: 190335 ZSX

BRONX, NY 10454

PROJECT No: 73441.00

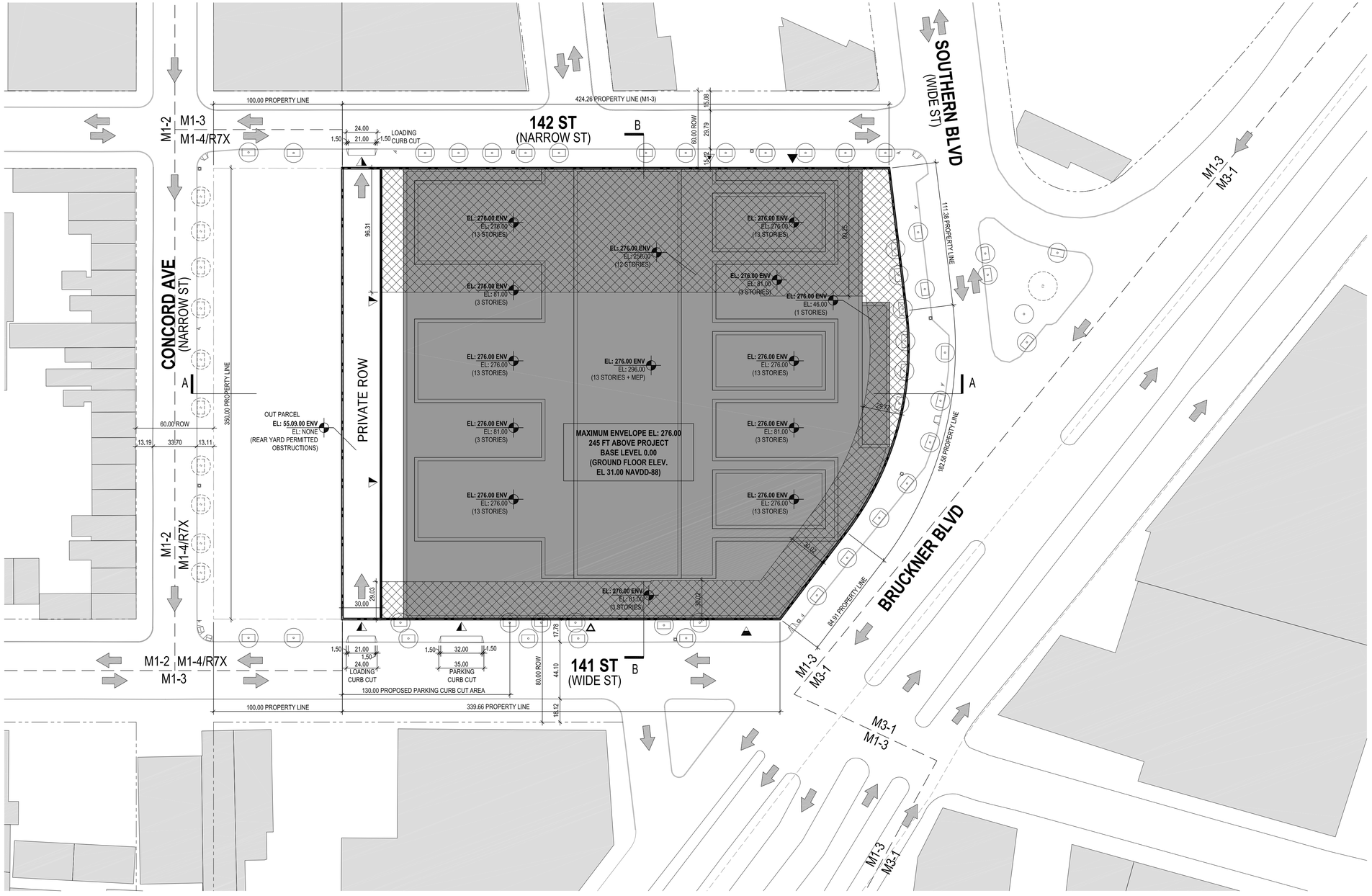
DRAWING TITLE:

GROUND FLOOR PLAN

SCALE:

Z-040

3/26/2019



SITE PLAN

- PUBLIC ACCESS POINT
- VEHICULAR ACCESS POINT
- COMMUNITY FACILITY / RETAIL ACCESS POINT
- STAFF ACCESS POINT
- COURT ACCESS POINT

VE BASE PLANE (ENV)
ING HEIGHT

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

ZONING WAIVER

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.
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N

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

NO.	DATE	REVISION

REGISTERED ARCHITECT
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NEW YORK, NY, 10016 T. +1 212.929.5656

PROJECT TITLE:

745 E 141 STREET

BOROUGH: BRONX
BLOCK: 2574
LOT: 1
ULURP #: 190335 ZSX
BRONX, NY 10454

PROJECT No: 73441.00

DRAWING TITLE:

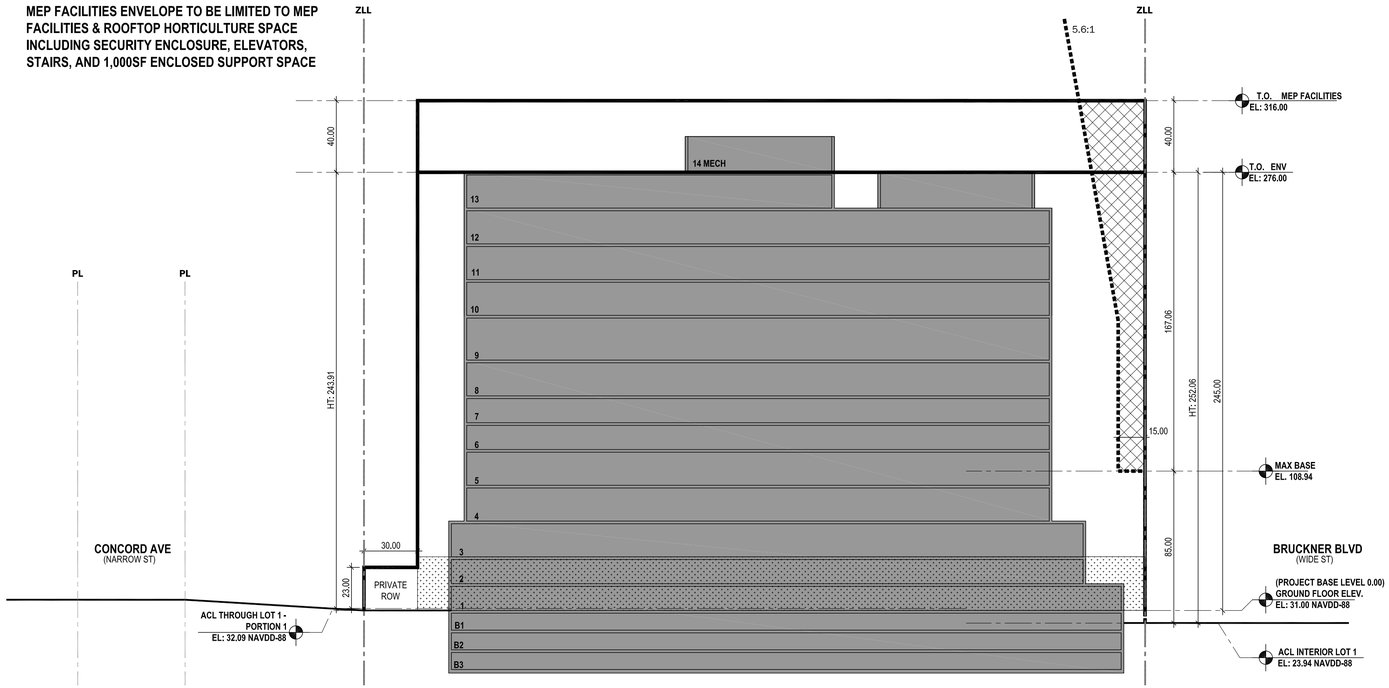
WAIVER PLAN - ROOF PLAN

SCALE:

Z-050

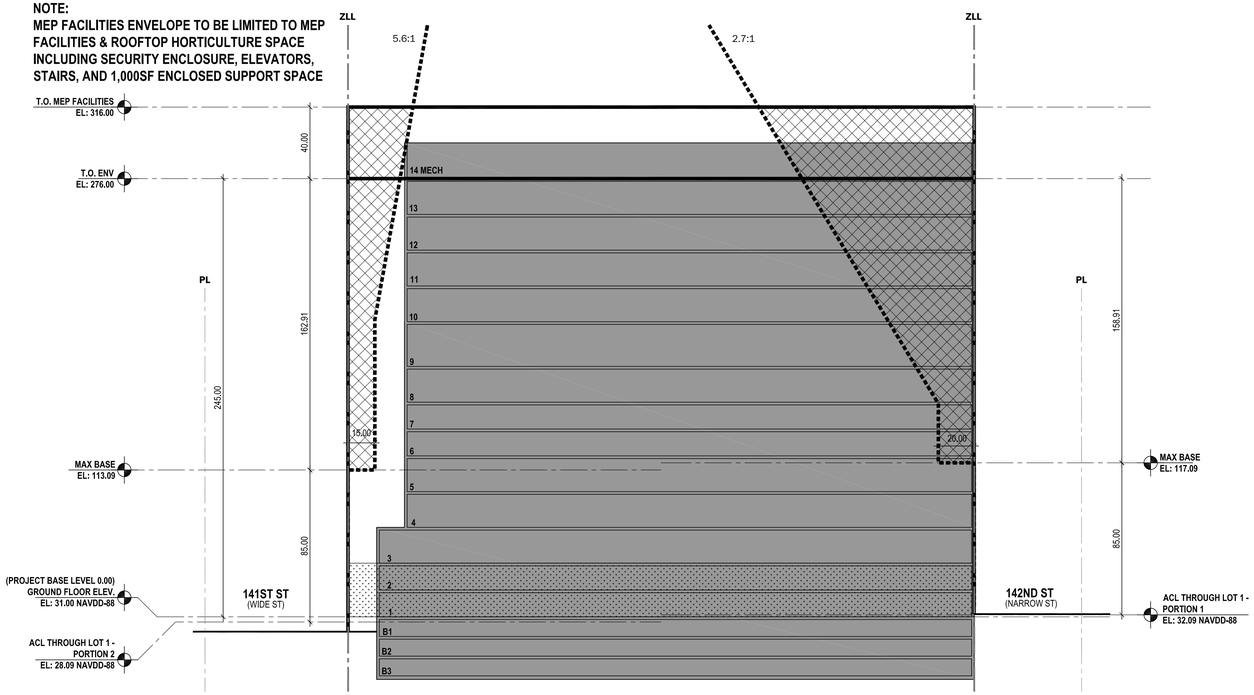
3/26/2019

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 SECTION A-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 SECTION B-B
SCALE: 1" = 40'-0"

LEGEND

GENERAL

- EXISTING BUILDING TO REMAIN
- PROPOSED BUILDING
- ZONING LOT LINE (ZLL)
- PROPOSED ZONING ENVELOPE
- AS OF RIGHT ZONING EXTENTS
- HEIGHT AND SETBACK WAIVER. SPECIAL PERMIT REQUIRED PURSUANT TO SECTION 74-832.
- AREA UNDER USE WAIVER FOR USE GROUPS 3 AND 4. PURSUANT TO SECTION 74-832 OF ZR

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

NO. DATE REVISION

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Owner:
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Traffic:
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NEW YORK, NY, 10016 T. +1 212.929.5656

PROJECT TITLE:

745 E 141 STREET

BOROUGH: BRONX
BLOCK: 2574
LOT: 1
ULURP #: 190335 ZSX
BRONX, NY 10454

PROJECT No: 73441.00

DRAWING TITLE:
SECTIONS

SCALE:

Z-060

3/26/2019

20-Mar-19

HPD SITE DISPOSITION — BRONX - 320 CONCORD AVENUE
M1-4 / R7X / MIH

SITE DATA			PROPOSED PROGRAM	
Address	320 Concord Ave		Residential	179,000
Borough	BRONX		Community Facility	15,500
Tax Block / Lot	2574 / 2		Retail	15,500
Community District	1		TOTAL FA	210,000
Existing Zoning District	M1-3			
Proposed Zoning District	M1-4 / R7X / MIH		Dwelling Units	235 Units
Zoning Map	6c		Parking	None
Lot Area	35,000	SF		
Lot Types	Corner and Interior Lot portions			
Narrow Streets	Concord Avenue, E 142 Street			
Wide Streets	E 141 Street			

ZR Reference	Item / Description	Required / Permitted	Proposed	Comments	
			Proposed New	Compliance	Notes
	USE GROUP				
22-10, 42-10	Use Groups	UG 1-14, 16, 17	UG 2 Residential UG 3 Community Fac UG 6A Retail	Complies Complies Complies	
	FLOOR AREA RATIO				
23-154(d)(2)(iii)	Residential	6.00	5.11	Complies	
23-10	Community Facility	5.00	0.44	Complies	
43-10	Commercial	2.00	0.44	Complies	
	Manufacturing	2.00	0.00	Complies	
	Total All Uses	6.00	6.00	Complies	
	FLOOR AREA				
43-10	Residential	210,000	179,000	Complies	
43-10	Community Facility*	175,000	15,500	Complies	
	Commercial*	70,000	15,500	Complies	
	Manufacturing	70,000	0	Complies	
	Total All Uses	210,000	210,000	Complies	
	*The floor area up to a total of 31,000sf for the project, may be occupied by any permitted Community Facility and/or Retail use				
	LOT COVER				
23-154	Residential	70% Interior, 100% Corner	70% Interior, 85% Corner	Complies	
	DENSITY				
23-22	Max Density = Permitted R ZFA / 680	179,000 / 761 = 235 Dwelling Units 100% Income Restricted	235 Dwelling Units 235 Income Restricted	Complies	
	YARDS				
23-44(b)(5)(ii) & 43-???	Permitted Obstructions in Rear Yards	1 Story up to 23' for non resid or parking		Complies	
23-541, 43-20	Side Yard	None Required but min 8' if provided		Complies	
23-541, 43-20	Corner	None Required		Complies	
23-47, 43-28	Interior Lot	30' Rear Yard		Complies	
	HEIGHT & SETBACK				
23-654, 23-664 Table 1	Min / Max Streetwall	Min 60' / Max 105'	60'	Complies	
23-662(c)(1), 23-662(c)(2)	Setback at Max Base	10' Wide, 15' Narrow	10' Wide, 15' Narrow	Complies	
23-662(c)(1), 23-662(c)(2)	Setback Reduction	Reduce 1' for every 1' setback at grade up to maximum 8'		Complies	
23-664 Table 1	Max Bldg Height	145'	105'	Complies	
23-664 Table 1	Max No Stories	14 Stories	10 Stories	Complies	
	STREETWALL LOCATION				
	Where bounded by more than 1 street, requirements apply along 1 street only	Three Streets , applies along 1 streetline	60'	Complies	
	Location of Streetwall	70% streetwall within 8' of streetline	10' Wide, 15' Narrow	Complies	
	PARKING				
25-251, 36-33	Income Restricted Dwelling Units	100% Affordable = None Required	None Provided	Complies	
36-21	Commercial	None Required in M1-4 District	None Provided	Complies	
	Total Parking	Total Required = None	None Provided	Complies	
	Curb Cuts				
25-63, 36-53	Location	Not less than 50' from intersection.			
		8' from side lot line			
25-631, 36-532	Curb Cut size	Maximum 22' wide including splays	-	Complies	
	Off-Street Loading				
25-70	Residential	None Required	-	Complies	
36-62	Community Facility	By Use	-	Complies	
36-62	Commercial	None Required first 25,0000 sf	-	Complies	
	Enclosed Bicycle Parking Spaces				
25-80, 36-71	Residential	1 per 2 units = 235 / 2 = 118	118 bicycle spaces	Complies	
25-80, 36-71	Community Facility	1 per 10,000 sf = 1 spaces	2 bicycle spaces	Complies	
36-71	Commercial	1 per 10,000 sf = 1 space	2 bicycle spaces	Complies	
36-71	Accessory Parking	Bike Parking provided per above, or 1 per 10 accessory off street parking provided in group parking facility, whichever is greater.	122 bicycle spaces	Complies	
26-40, 33-03	**TREE PLANTING**				
26-41, 26-42	Required Planting Strips and Trees	Planting strips along entire curb and 1 tree per every 25 feet of frontage 550 / 25' per tree = 22 trees required	3' wide planting strips along entire curb, and 22 trees provided subject to DPR determination of feasability, or contribution to tree fund.	Complies	

NO. DATE REVISION

REGISTERED ARCHITECT
JOSEPH J. ALIOTTA
16319
STATE OF NEW YORK

SEAL

KEY PLAN

PERKINS EASTMAN
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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:

745 E 141 STREET

BOROUGH: BRONX
BLOCK: 2574
LOT: 1
ULURP #: 190335 ZSX
BRONX, NY 10454

PROJECT No: 73441.00

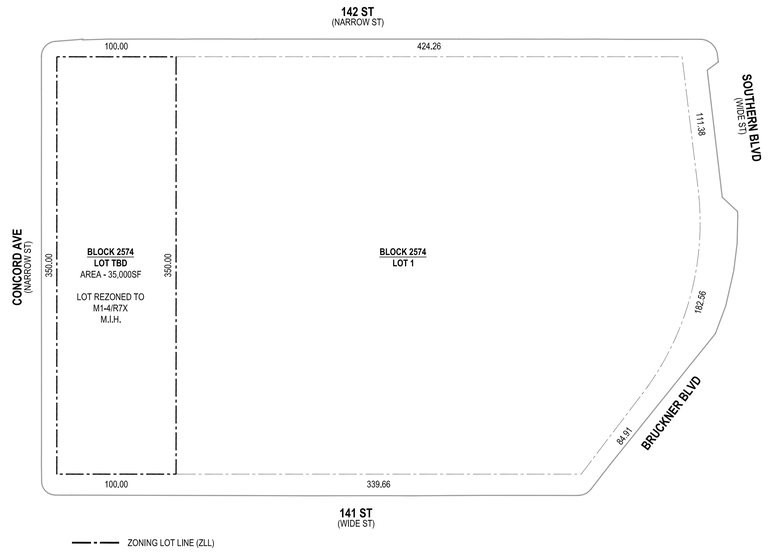
DRAWING TITLE:

ILLUSTRATIVE HPD ZONING ANALYSIS

SCALE:

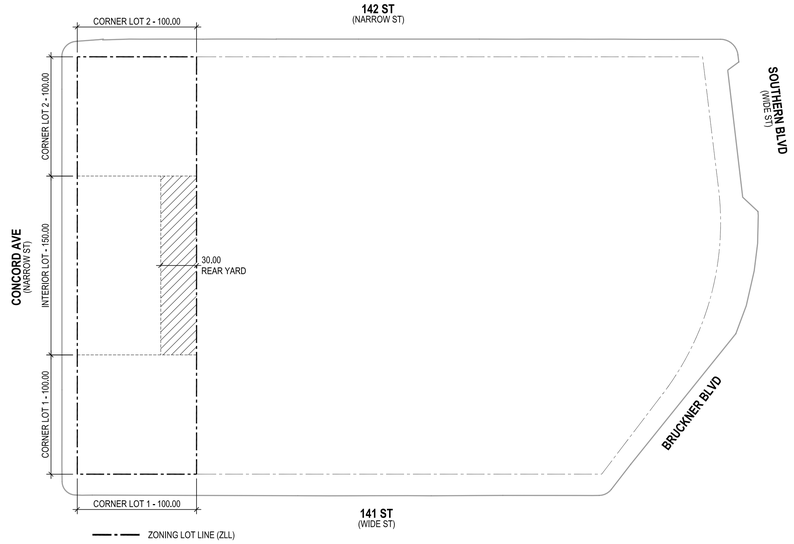
D-020

3/20/2019



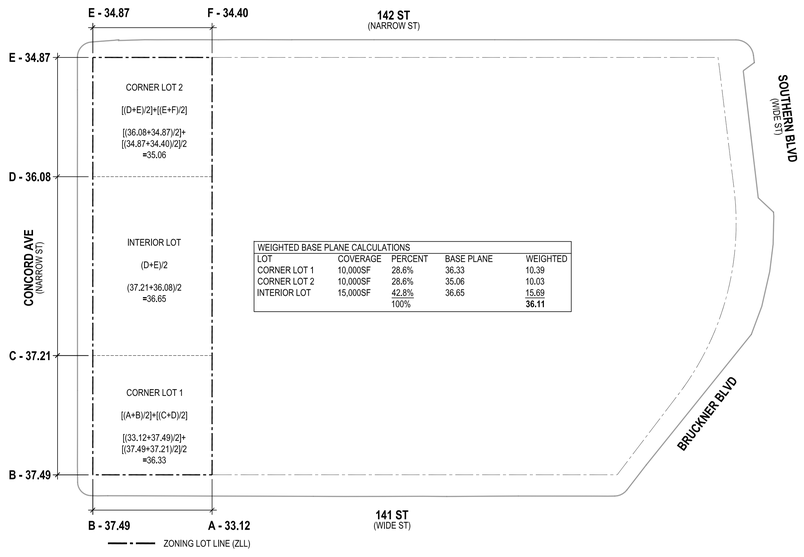
1 LOT DIAGRAM

SCALE: 1" = 60'



2 YARD DIAGRAM

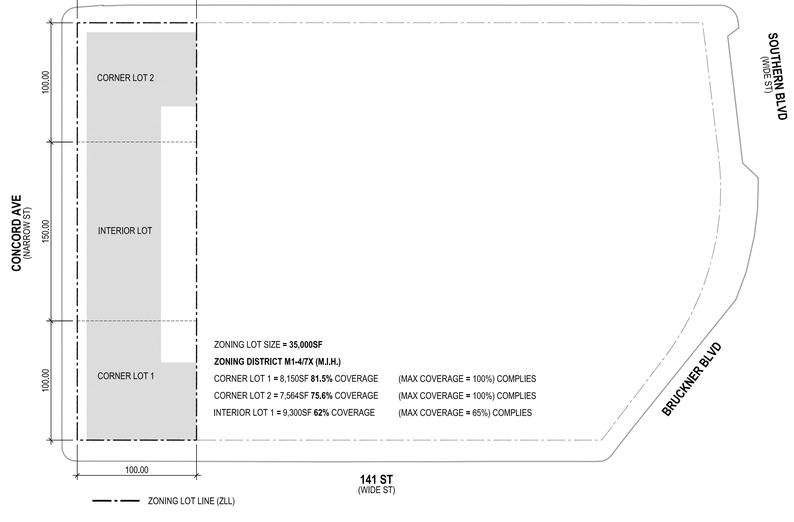
SCALE: 1" = 60'



WEIGHTED BASE PLANE CALCULATIONS				
LOT	COVERAGE	PERCENT	BASE PLANE	WEIGHTED
CORNER LOT 1	10,000SF	28.6%	36.33	10.39
CORNER LOT 2	10,000SF	28.6%	35.06	10.03
INTERIOR LOT	15,000SF	42.8%	36.65	15.69
		100%		**36.11**

4 BASE PLANE DIAGRAM

SCALE: 1" = 60'



3 LOT COVERAGE DIAGRAM - RESIDENTIAL

SCALE: 1" = 60'

NO.	DATE	REVISION



SEAL

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Traffic:
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NEW YORK, NY, 10016 T. +1 212.929.5656

PROJECT TITLE:

745 E 141 STREET

BOROUGH: BRONX
BLOCK: 2574
LOT: 1
ULURP #: 190335 ZSX
BRONX, NY 10454

PROJECT No: 73441.00

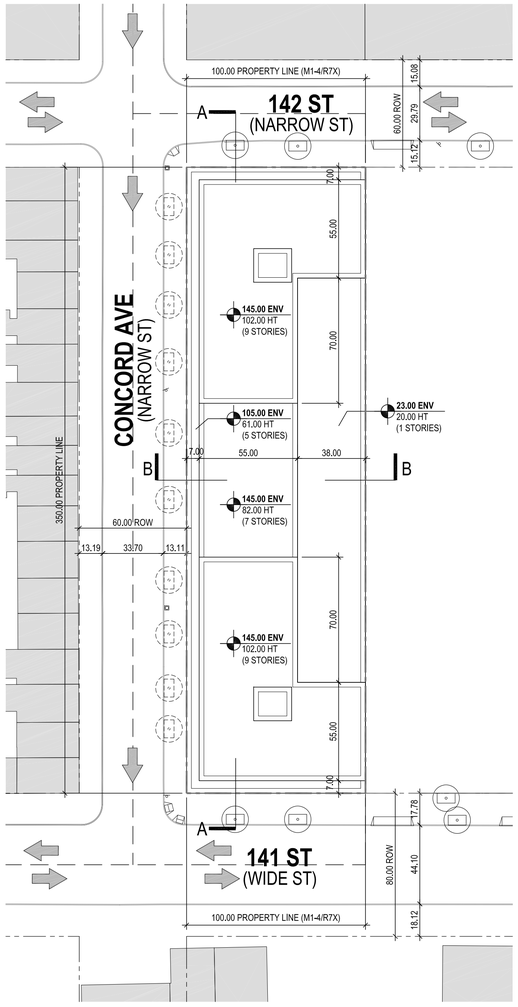
DRAWING TITLE:

ILLUSTRATIVE HPD ZONING ANALYSIS

SCALE:

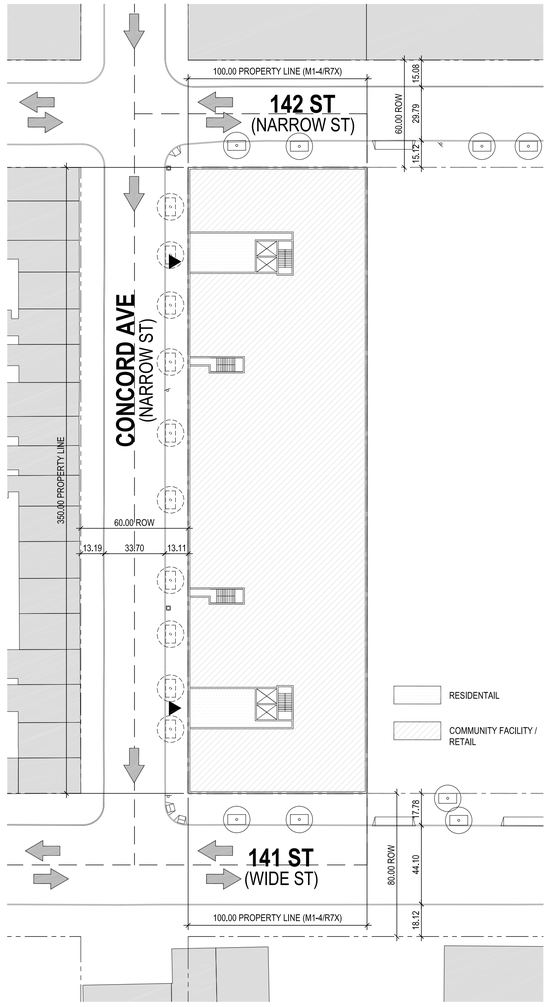
D-021

3/20/2019



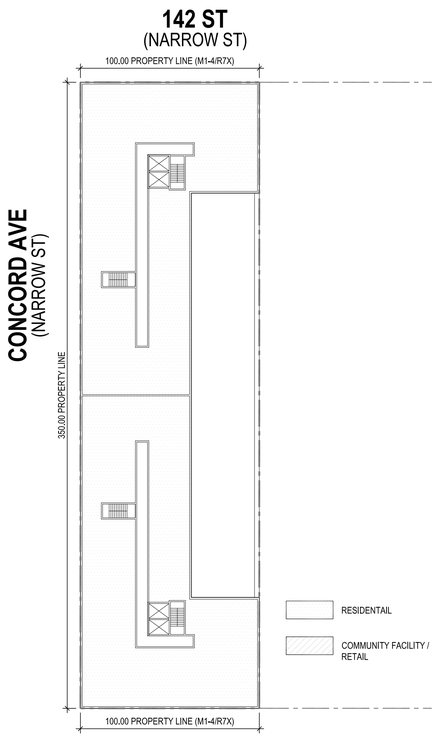
1 SITE PLAN

SCALE: 1" = 40'-0"



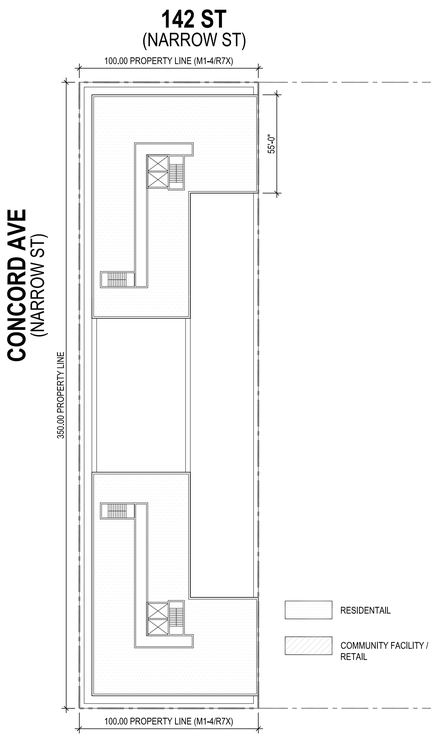
2 GROUND FLOOR PLAN

SCALE: 1" = 40'-0"



3 TYPICAL FLOOR PLAN

SCALE: 1" = 40'-0"



4 TYPICAL UPPER FLOOR PLAN

SCALE: 1" = 40'-0"

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 ZONING 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

N

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

NO.	DATE	REVISION

REGISTERED ARCHITECT
JOSEPH J. ALIOTTA
16319
STATE OF NEW YORK

SEAL

KEY PLAN

PERKINS EASTMAN
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Owner:
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75-20 ASTORIA BOULEVARD, SUITE 160
EAST ELMHURST, NY, 11370 T.+1 718.546.0806

Traffic:
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NEW YORK, NY, 10016 T. +1 212.929.5656

PROJECT TITLE:

745 E 141 STREET

BOROUGH: BRONX
BLOCK: 2574
LOT: 1
ULURP #: 190335 ZSX
BRONX, NY 10454

PROJECT No: 73441.00

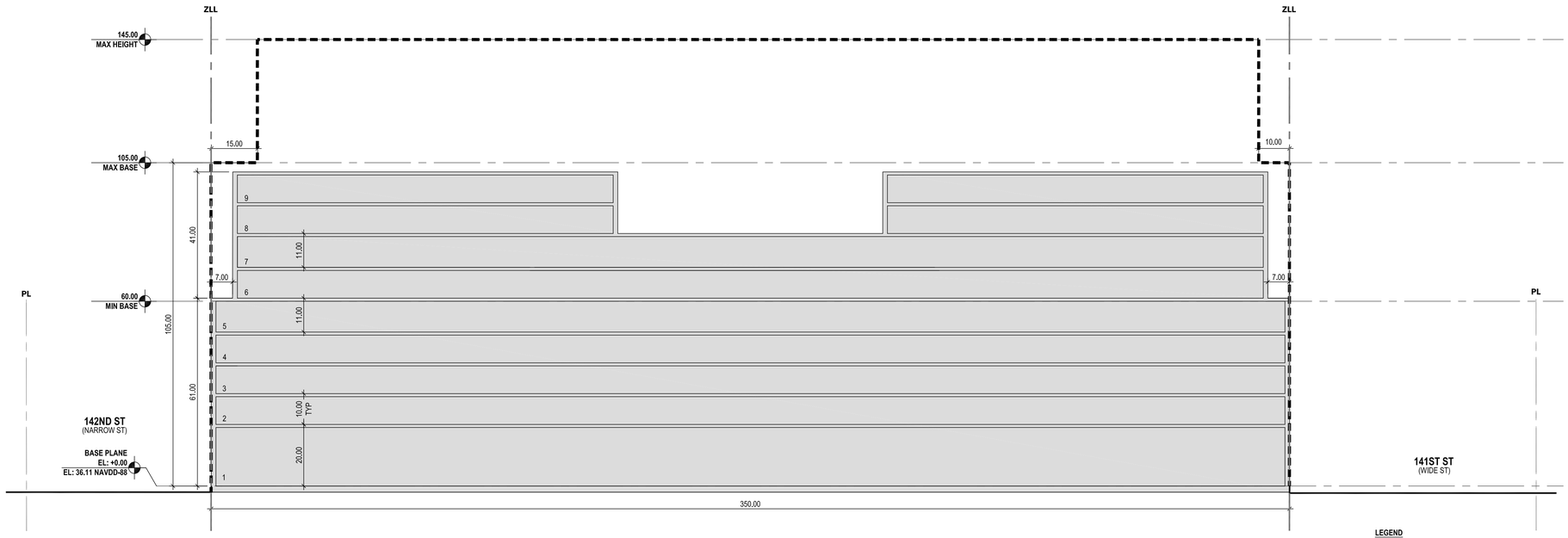
DRAWING TITLE:

ILLUSTRATIVE HPD PLANS

SCALE:

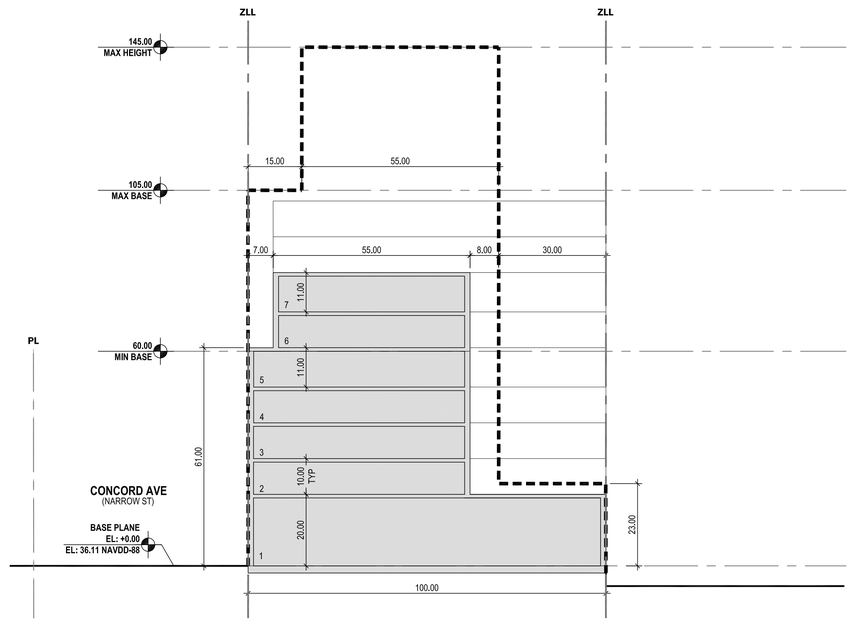
D-030

3/20/2019



1 SECTION A-A

SCALE: 1" = 40'-0"



2 SECTION B-B

SCALE: 1" = 40'-0"

LEGEND

- PROPOSED BUILDING
- ZONING LOT LINE (ZLL)
- ZONING HEIGHT AND SETBACKS

GENERAL NOTES:

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

NO. DATE REVISION

REGISTERED ARCHITECT
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STATE OF NEW YORK

SEAL

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Traffic:
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PROJECT TITLE:

745 E 141 STREET

BOROUGH: BRONX
BLOCK: 2574
LOT: 1
ULURP #: 190335 ZSX
BRONX, NY 10454

PROJECT No: 73441.00

DRAWING TITLE:

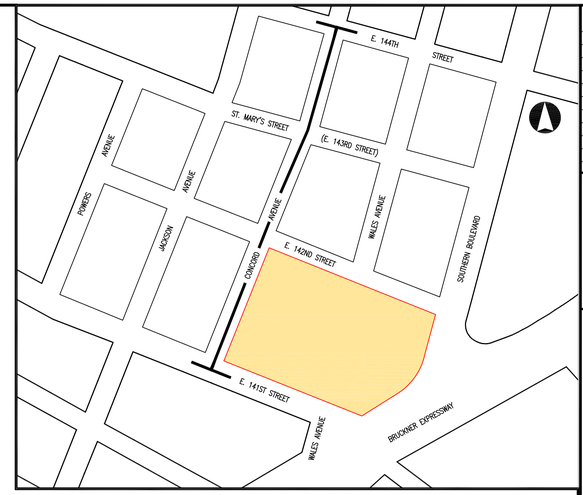
ILLUSTRATIVE HPD SECTIONS

SCALE:

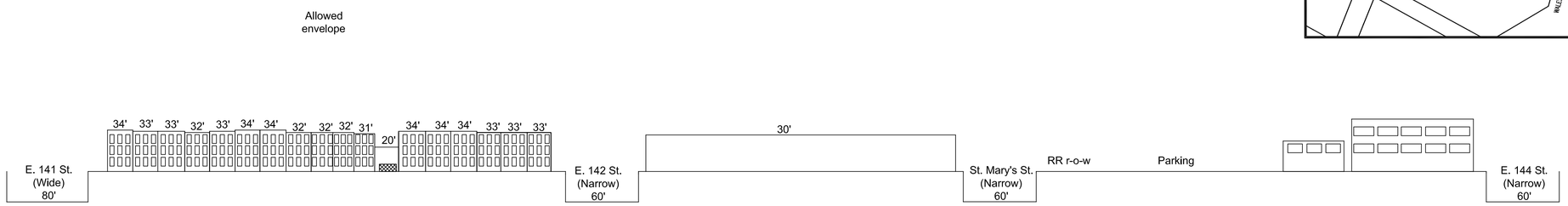
D-060

3/20/2019

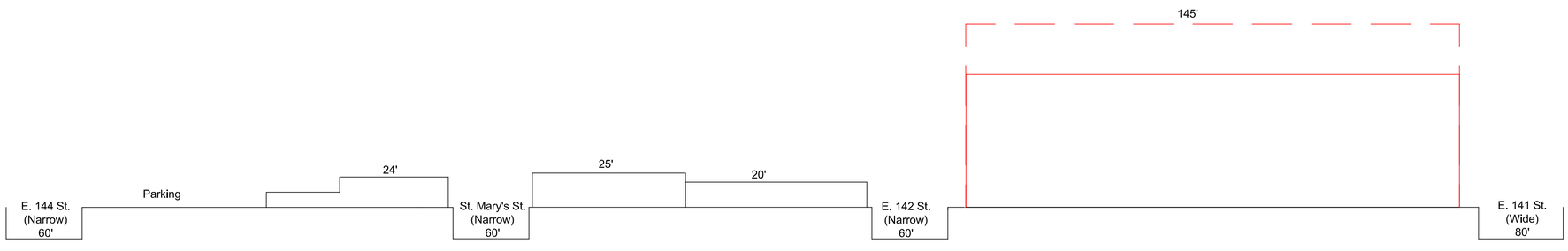
Neighborhood Character Diagram/ Streetscape Elevation



STREETSCAPE ELEVATION:
West view along Concord Avenue



STREETSCAPE ELEVATION:
East view along Concord Avenue



U.S. STANDARD SCALE:
0' 50' 100' 150' 200'
1" = 50'

DATE REVISION

SEAL

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

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NEW YORK, NY, 10016 T. +1 212.929.5656

PROJECT TITLE:

745 E 141 STREET

BOROUGH: BRONX
BLOCK: 2574
LOT: 1
ULURP #: XXXXXXX
BRONX, NY 10454

PROJECT No: 73441.00

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

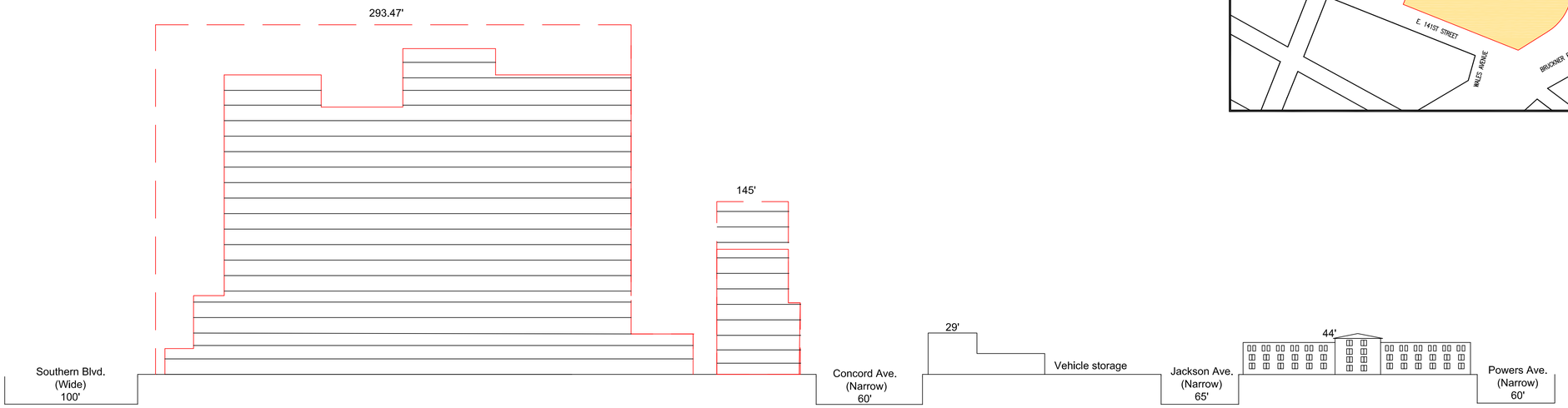
SCALE:

N-010

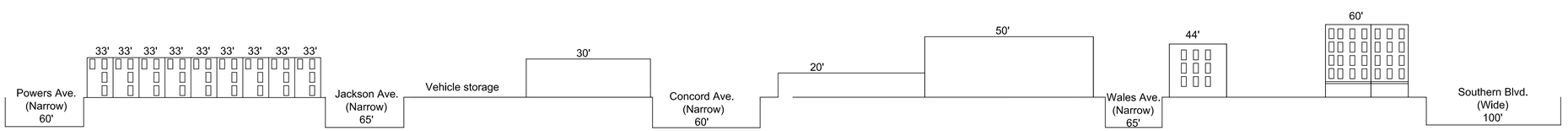
3/20/2019

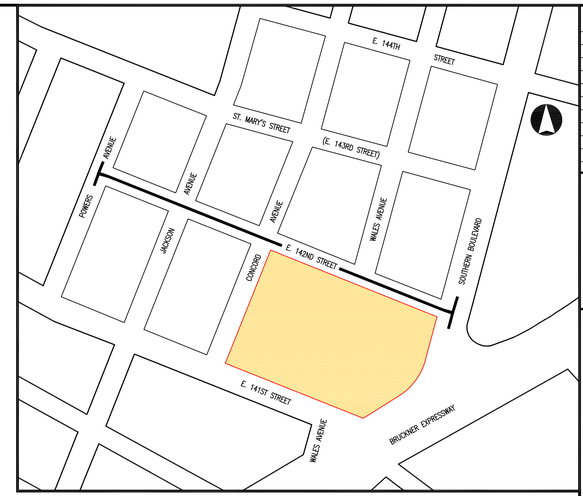
Neighborhood Character Diagram/ Streetscape Elevation

STREETSCAPE ELEVATION:
South view along E. 142nd Street



STREETSCAPE ELEVATION:
North view along E. 142nd Street





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DATE REVISION

SEAL

Legend

- Development Site
- Proposed Building (Illustrative)
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PHILIP HABIB & ASSOCIATES
102 MADISON AVENUE, 11TH FLOOR
NEW YORK, NY, 10016 T. +1 212.929.5656

PROJECT TITLE:

745 E 141 STREET

BOROUGH: BRONX
BLOCK: 2574
LOT: 1
ULURP #: XXXXXXX
BRONX, NY 10454

PROJECT No: 73441.00

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

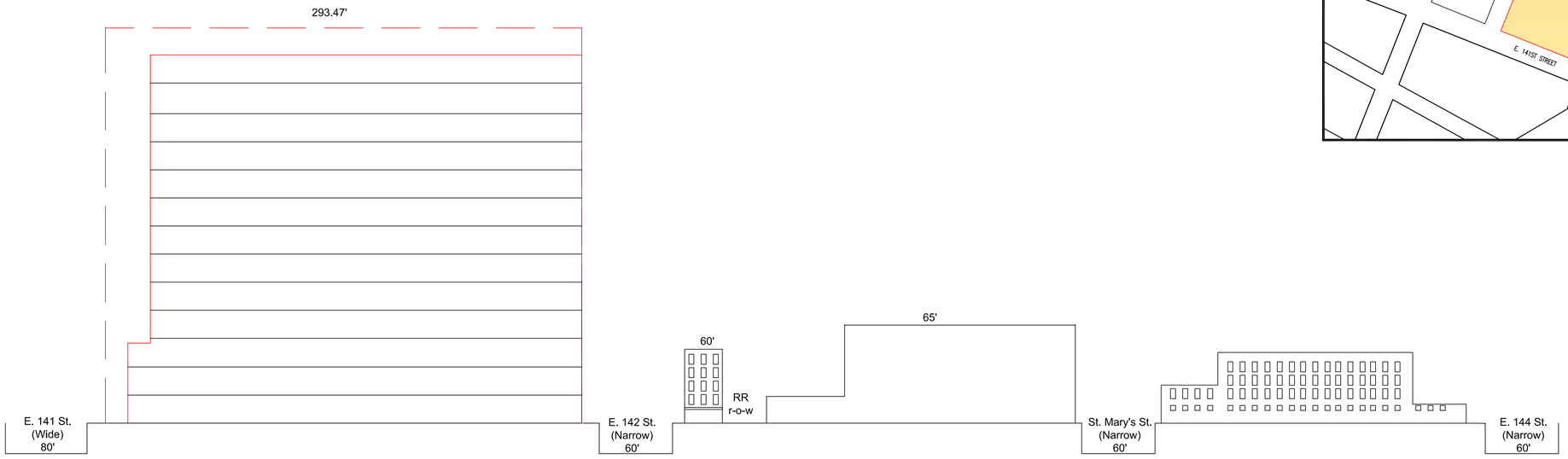
SCALE:

N-020

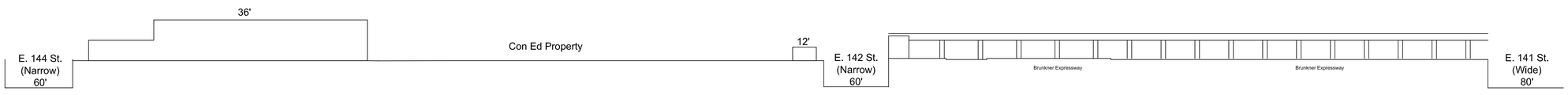
3/20/2019

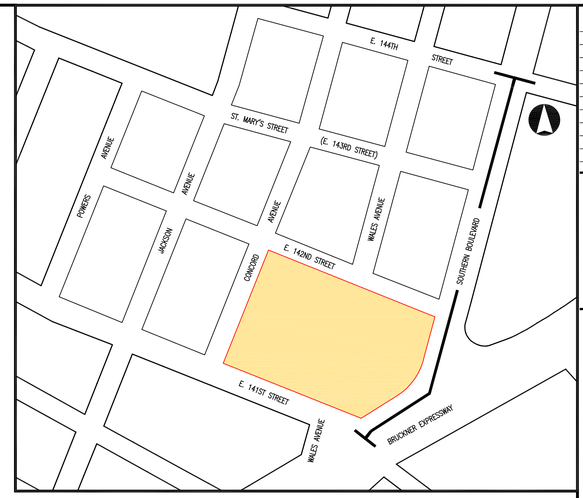
Neighborhood Character Diagram/ Streetscape Elevation

STREETSCAPE ELEVATION:
West view along Southern Blvd./Bruckner Blvd.



STREETSCAPE ELEVATION:
East view along Southern Blvd./Bruckner Blvd.





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DATE REVISION

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Legend

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PROJECT TITLE:

745 E 141 STREET

BOROUGH: BRONX
BLOCK: 2574
LOT: 1
ULURP #: XXXXXXX
BRONX, NY 10454

PROJECT No: 73441.00

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

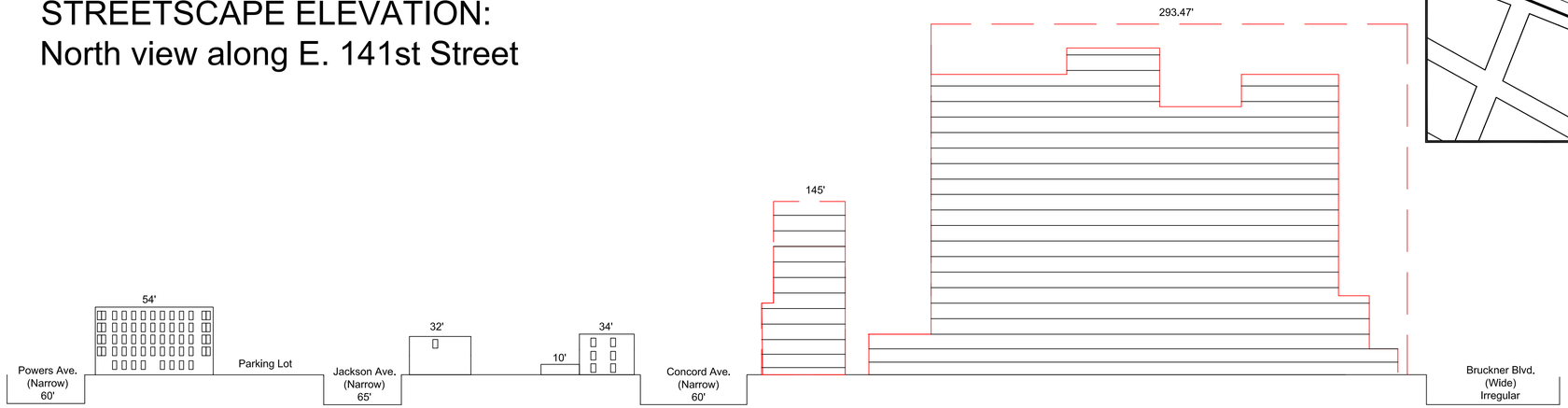
SCALE:

N-030

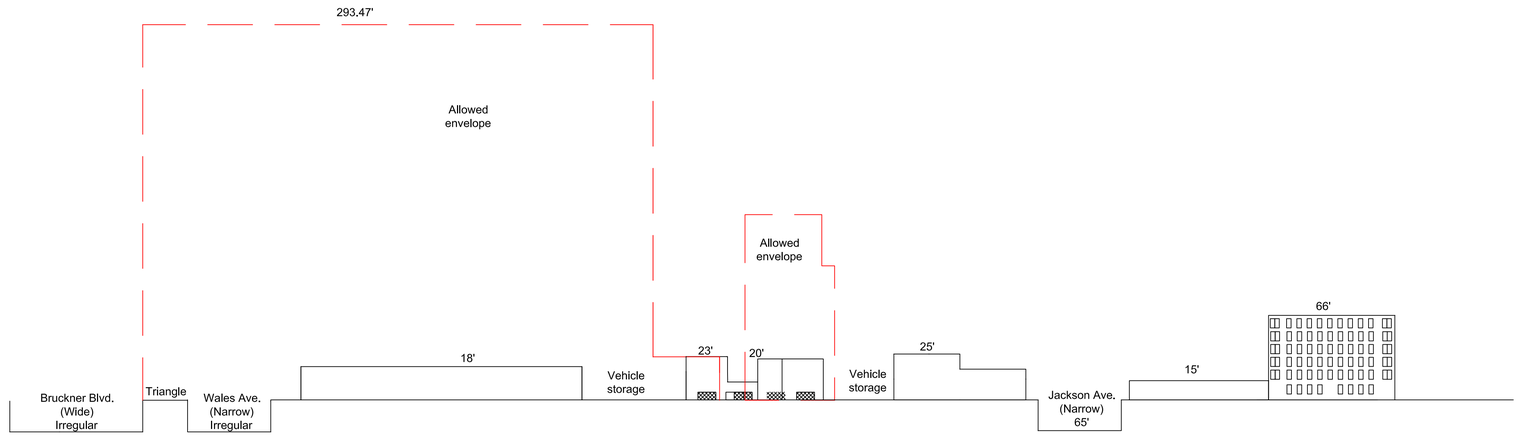
3/20/2019

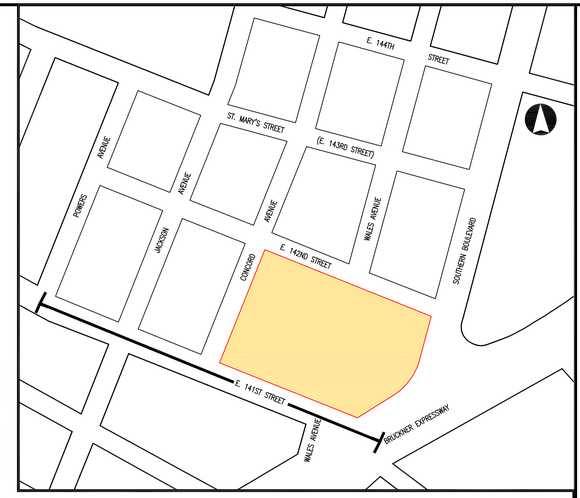
Neighborhood Character Diagram/ Streetscape Elevation

STREETSCAPE ELEVATION:
North view along E. 141st Street



STREETSCAPE ELEVATION:
South view along E. 141st Street





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PROJECT TITLE:

745 E 141 STREET

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LOT: 1
ULURP #: XXXXXXX
BRONX, NY 10454

PROJECT No: 73441.00

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

SCALE:

N-040

3/20/2019