Land Use Review Application

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

City Planning will assign and stamp reference numbers here

APPLICATION NUMBER

APPLICATION NUMBER

APPLICATION NUMBER

APPLICATION NUMBER

1. APPLICANT AND APPLICANT'S REPRESENTATIVES

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

75-20 Astoria Boulevard
STREET ADDRESS

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

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

Howard J. Fiedler, AIA
APPLICANT'S PRIMARY REPRESENTATIVE

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

75-20 Astoria Boulevard
STREET ADDRESS

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

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

* **List additional applicants below:**

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

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

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

2. SITE DATA

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

126-02 82nd Avenue and 80-25 126th Street
STREET ADDRESS

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

Block bound by Union Tpk., 126th St., 82nd Ave., & 132nd St.; block bound by 82nd Ave., Union Tpk., Hoover Ave. & Queens Blvd.
DESCRIPTION OF PROPERTY BY BOUNDING STREETS OR CROSS STREETS

C4-4
EXISTING ZONING DISTRICT (INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY)

14a, 14b, 14d
ZONING SECTIONAL MAP NO(S).

Block 9653, Lot 1; Block 9657, Lot 1, demapped portion of 82nd Ave. | **Queens** | **9**
TAX BLOCK AND LOT NUMBER | BOROUGH | COMM. DIST.

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

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

3. DESCRIPTION OF PROPOSAL

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

See Attached Description.

4. ACTIONS REQUESTED AND FEES

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

* No supplemental form required

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

☐ MODIFICATION $

☐ FOLLOW-UP APPLICATION NO. $

☐ RENEWAL APPLICATION NO. $

☐ OTHER SPECIFY $

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

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

If fee exemption is claimed check box below and explain

☑ **Applicant is a City Agency**

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

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

5. ENVIRONMENTAL REVIEW

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

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

TYPE OF CEQR ACTION:

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

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

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

Has CEQR determination been made? Yes ☑ No ☐

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

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

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

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

6. COASTAL ZONE MANAGEMENT

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

7. RELATED ACTIONS BY CITY PLANNING

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

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

8. RELATED ACTIONS BY OTHER AGENCIES

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

REFERENCE NO.	DESCRIPTION/ DISPOSITION/STATUS	CAL. NO.	DATE
N/A			

9. FUTURE ACTIONS REQUIRED

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

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

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

SIGNATURE OF APPLICANT — DATE 8/26/19

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

11. CO-APPLICANTS (Attach authorizing resolution(s), if applicable)

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

SIGNATURE OF CO-APPLICANT — DATE 8/26/19

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

STREET ADDRESS	CITY	STATE	ZIP	TEL.NO.	FAX
1 Centre Street, Room 1210	**New York**	**NY**	**10007**	**646 576 3518**	

Matthew Berk, Executive Director of Planning and Dispositions — NAME AND TITLE OF CO-APPLICANT OR AUTHORIZED REPRESENTATIVE

SIGNATURE OF CO-APPLICANT — DATE 8/27/19

New York City Department of Citywide Administrative Services (for Acquisition action only — CO-APPLICANT'S COMPANY/AGENCY OR OTHER ORGANIZATION

STREET ADDRESS	CITY	STATE	ZIP	TEL.NO.	FAX
1 Centre Street, 20th floor south	**New York**	**NY**	**10007**	**212 386 0245**	

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
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)	-	-
Citywide			
N 190334 ZRY	Zoning Text Amendment (Borough-based Jail System Special Permit)	-	-
190333 PSY	Public Facility-Site Selection	-	-
Bronx			
CP-2804, -2805	Eliminate, discontinue and close Wales Avenue	10, 11	Feb. 24, 1942
CP-18268	Rezoning from M1-1 to current M3-1	18	March 25, 1964
C 820154 PPX	Disposition	71	Dec. 9, 1981
190335 ZSX	Zoning Special Permit (Borough-Based Jail System)	-	-
Brooklyn			
CP-5427	Acquisition (New Site for New City Prison and Remand Shelter)	5	April 21, 1948
CP-5570	Widening of Boerum Place Adjacent to Site	18	Sept. 15, 1948
C 010199 ZMY	Zoning Map Amendment (C6-1 to C6-2A District)	4	June 13, 2001
N 000244 ZRY	Zoning Text Amendment (Special DB District)	3	June 13, 2001
190116 MMK	City Map Change (Demap State Street Volumes)	-	-
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)	-	-

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

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

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

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

APPLICATION NO.

APPLICATION NO.

APPLICATION NO.

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

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

Special Permit (ZS)	Authorization (ZA)	Certification (ZC)	PURSUANT TO: ZONING RESOLUTION SECTION NUMBER	ZONING RESOLUTION SECTION TITLE	TO MODIFY: SECTION NO. (If applicable)
☑	☐	☐	74-832 (pending)	Borough-based jail system Special Permit	33-10; 33-40
☐	☐	☐			36-30; 36-60
☐	☐	☐			
☐	☐	☐			
☐	☐	☐			

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

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

Property ownership/ interest

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

APPLICANT:

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

APPLICANT:

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

Discussion of findings

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

See attachment 11.

LR Item 3
Description of Proposal

Borough-Based Jails: Queens Site
126-02 82nd Avenue, 80-25 126th Street, and 125-01 Queens Boulevard
(Block 9653, Lots 1; 9657, Lot 1)
Queens Community District 9
(Revised 29 August 2019)

1. Introduction

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

The area affected by this application is a 385,512-square-foot (sf), two-block (Blocks 9653 and 9657), City-owned property bound by 126th Street, Union Turnpike, 132nd Street, Hoover Avenue, Queens Boulevard, and 82nd Avenue (referred to hereafter as the "proposed action area"). The proposed action area includes the one-block long segment of 82nd Avenue between 126th Street and 132nd Street that will be demapped pursuant to a separate but related application (referred to hereafter as the "82nd Avenue demapping area"). As a result of the demapping, the two-block area will be merged into one block, which will comprise a single zoning lot containing both the proposed Queens borough-based jail and existing buildings to remain. The proposed action area is located in the Queens Civic Center, which is an enclave on the northeastern edge of the Kew Gardens neighborhood in Queens Community District 9.

Currently, the proposed project area consists of four distinct areas: (1) parcel occupied by the Queens Detention Complex, also known as QDC,[1] at 126-02 82nd Avenue (Block 9653, part of Lot 1); (2) full-block Queens Borough Hall Parking Field at 80-25 126th Street (Block 9657, Lot 1); (3) the 82nd Avenue demapping area; and (4) the property occupied by the existing buildings to remain, which include the Queens County Criminal Court complex at 125-01 Queens Boulevard and Queens Family Justice Center of New York City, also listed as 126-02 82nd Avenue, and adjoining accessory parking lots and landscaped areas (Block 9653, part of Lot 1.

The proposed Queens borough-based jail and neighboring structure with community facility space and public parking will be located at 126-02 82nd Avenue (Block 9653, part of Lot 1) and 80-25 126th Street (Block 9657, Lot 1). They will be built on the area currently occupied by QDC, Queens Borough Hall Parking Field, and 82nd Avenue demapping area. The proposed jail and public garage/community facility structure will be bound by 126th Street, Union Turnpike, 132nd Street, and the existing buildings to remain on the zoning lot.

[1] The existing Queens Detention Complex is different from the Queens Detention Facility, which is a federal prison in Jamaica near JFK Airport.

The proposed action will create a new jail with 1,150 beds. The main building will have approximately 942,200 zoning square feet (zsf)[2] of above-grade space including housing for people in detention, support services space, and care services. It will also include accessory parking spaces in a below-grade garage beneath the main building. There also will be a separate structure with community facility space and public parking which will have 227,800 zsf. Combined, the new development will add 1,170,000 zsf to the zoning lot. Building volume will be regulated by a maximum permitted building envelope. The maximum height of building streetwalls, aka building base heights, above average curb levels will be 105 feet facing 82nd Avenue, 126th Street, and 132nd Street and 292.92 feet (332.92 feet inclusive of rooftop mechanical bulkheads, parapets, and rooftop horticultural and related space) facing Union Turnpike, with required minimum setbacks from the base of 10 feet on 82nd Avenue, 126th Street, and 132nd Street and no required setback on Union Turnpike. Above the setback volumes, the maximum height above average curb levels of building volumes that contain habitable space will range from 262.95 feet facing 82nd Avenue to 287.72 feet facing 126th Street, and 292.92 facing 132nd Street and Union Turnpike, and the maximum height above average curb levels of rooftop mechanical bulkheads, parapets, and rooftop horticultural and related space will range from 302.95 feet facing 82nd Avenue to 327.72 feet facing 126th Street, and 332.92 facing 132nd Street and Union Turnpike. There will be three levels partly or fully below-grade. The proposed jail building will occupy the central portion of the proposed project area, with frontage on 126th Street and 132nd Street. The northern portion of the proposed project area will be occupied by a structure containing community facility use and public parking garage with frontage on Union Turnpike, 126th Street, and 132nd Street.

To help facilitate the proposed Queens 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 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, for the entire zoning lot. The zoning special permit will be pursuant to a new section of Article VII, Chapter 4 of the Zoning Resolution (ZR), which will create the "Borough-Based Jail System special permit."

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

Related to this revised application, DOC and MOCJ are also proposing two land use actions applicable to all of the proposed borough-based jail sites which are the subject of a separate but related application that

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

was certified concurrently with this Queens-specific application on March 25, 2019 and, as described above, is also being revised. These other land use actions include:

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

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

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

* The aforementioned City Map Change. The proposed change to the City Map involves the elimination, discontinuance and closing of the one-block segment of 82nd Avenue between 126th Street and 132nd Street to allow the street area to be incorporated into the proposed project area and occupied by a portion of the proposed jail building. That action is the subject of land use application no. 190117 MMQ, which was originally filed on October 24, 2018 and was certified concurrently with this application on March 25, 2019. A revised application was filed on August 6, 2019

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

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

2. Background

Historical Changes in the Criminal Justice System

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

Smaller, Safer, Fairer, the City's roadmap to closing the jails on Rikers Island, was released by MOCJ in June 2017 and includes 18 strategies to ultimately reduce the jail population to 5,000, allow for the closure of the jails on Rikers Island, and the transition to the proposed borough-based jail system. Progress on these

strategies is underway with the partnership of New Yorkers, the courts, district attorneys, the defense bar, mayoral agencies, service providers, the City Council, and others within the justice system. When New York City released its roadmap in June 2017, the City's jails held an average of 9,400 people on any given day. In June 2019, the population has dropped to 8,000, a 15 percent decline that.

With the adoption of bail reform measures by the State Legislature during spring 2019, the City now anticipates the average daily population of the borough-based jail system can be further reduced to 4,000 by 2026. The proposed borough-based jail system would accommodate an average daily jail population of 4,000 people, which requires 4,600 beds.

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. While not every person arrested spends time in jail, every 1 percent drop in crime results in 60 fewer people in jail on any given day.
- **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[3] in April 2015, the number of Supreme Court cases pending for more than one year has declined 22 percent (746 cases as of January 5. 2019).

Facilities at Rikers Island

Currently, the majority of the people held in the City's jail system are held at Rikers Island, which is a 413-acre City-owned property located in the East River and is part of The Bronx, although it is accessed from Queens. It has a capacity for approximately 11,300 people in detention in eight active jail facilities.[4] 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*

[3] 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.
[4] "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.

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 facilities under the Proposed Project. The Vernon C. Bain Center is a five-story barge that provides medium to maximum security detention facilities and serves as the Bronx detention facility for admissions.

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

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

The number of people who enter and the length of time they stay determine the size of the population in the City's jails. The City is in the process of implementing the strategies laid out in *Smaller, Safer, Fairer*, which in conjunction with recent State reforms, are expected to reduce the average daily jail population to approximately of 4,000.[5] 1In the two years since the release of Smaller, Safer, Fairer, the City's jail population fell to approximately 7,400, a decrease of 35% since the Mayor took office that puts the City ahead of schedule in its efforts to reduce the population. With the implementation of the strategies in Smaller, Safer, Fairer and with New York State's recent passage of criminal justice reform legislation eliminating money bail and pretrial detention for nearly all misdemeanor and nonviolent felony cases, the City expects to achieve, with the goal of achieving a total average population of 4,000 by 2026.

[5] 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/.

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

The Proposed Borough-Based Jail System

Under the borough-based jail proposal, each of the proposed facilities will provide approximately 1,150 beds to house people in detention. In total, the system will provide approximately 4,600 beds to accommodate an average daily population of 4,000 people, while allowing space for population-specific housing requirements, such as those related to safety, security, physical and mental health, among other factors, and fluctuations in the jail population.

A guiding urban design principle for the Proposed Project is neighborhood integration. This includes promoting safety and security, designing dignified environments, leveraging community assets, and providing added value and benefits to the surrounding neighborhoods. The new facilities will be designed with the needs of the communities in mind. They will be designed to encourage positive community engagement and serve as civic assets in the neighborhoods. The new buildings will be integrated into the neighborhoods, providing connections to courts and service providers and also offering community benefits. The Proposed Project is intended to strengthen connections between people who are detained to families and communities through allowing people to remain closer to their loved ones, which allows better engagement of incarcerated individuals with attorneys, social service providers, and community supports so that they will do better upon leaving and be less likely to return to jail.

Each facility will be designed to minimize the effect on the surrounding neighborhood urban design while also achieving efficient and viable floorplans that optimize access to program space, outdoor space, and natural light. The borough facilities will be designed to be self-sufficient buildings, with housing units (i.e., a standardized module consisting of a certain number of cells with a common dayroom, support spaces, and recreation yard) that facilitate better 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 will provide a normalized environment of operations that supports the safety and well-being of both staff and the people who are detained in the City's custody.

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

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

Project Area History and Past Land Use Actions

There have been several past CPC actions affecting the proposed project area.

The City Planning Commission (CPC) approved a number of changes to the City Map in 1944 (Queens Topographic Bureau Map No. 3016) in the vicinity of the proposed action area, including the layout of a Public Place on the area bounded by 126th Street, 82nd Avenue, 132nd Street, and Union Turnpike (Block 9657). According to the CPC report (Application No. CP-3358; October 18, 1944, Calendar No. 11), "the layout and acquisition of the proposed public place is essential to the reservation of adequate space for the expansion of municipal services and activities in the Borough of Queens."

The CPC approved further changes to the City Map in 1949 (Queens Topographic Bureau Map No. 3324) in the vicinity of the proposed action area, including the layout of a Public Place on the area bound by 82nd Avenue, 132nd Street, Hoover Avenue, and Queens Boulevard (Block 9653). According to the CPC report (Application No. CP-6366; May 4, 1949, Calendar No. 50), the purpose of this action was to "provide an appropriate site for future municipal structures and facilities adjoining Borough Hall."

Two separate land use action during the 1950s facilitated the construction of the existing QDC building and the Queens County Criminal Court building on the Block 9653 portion of the proposed action area. In 1952 the CPC approved the selection of the full-block site (Application No. CP-8887; March 5, 1952, Calendar 48) for a criminal court and city prison. The current alignment of 82nd Avenue within the proposed project area was mapped as part of another street system change adopted in 1955 (Queens Topographic Bureau Map No. 3786). According to the CPC report for this City Map Change (Application No. CP-11569; May 18, 1955, Calendar No. 24), these modifications were "designed to provide an adequate site for a Criminal Courts Building and Prison within the public place and public place addition bounded by 132nd Street, Hoover Avenue, Queens Boulevard and 82nd Avenue as now proposed to be relocated."

In 1959 the CPC approved the construction of a public parking garage by the Department of Traffic on Block 9657 (Application No. CP-14708; April 22, 1959, Calendar No. 34) and two related actions involving the transfer of the land from the Queens Borough President to the Department of Traffic (now Department of Transportation). At the time of approval, the block was being used as a surface parking lot. According to the CPC report for the garage approval, the garage "will supply adequate parking space for the needs of Queens Borough Hall and the new Criminal Courts Building now under construction." The garage opened in November 1962 with approximately 1,000 spaces and remained in operation until it closed in 2012 and was subsequently demolished. It was replaced by the current 302-space public parking lot which opened in March 2018.

The Queens House of Detention for Men, now known as QDC, and the Queens County Criminal Court building were completed in 1961, with a connecting wing enabling the secure passage of detainees between the judicial and correction facilities. The connecting wing also houses offices for the Queens District Attorney. QDC was closed in 2002 and has been largely vacant except for the ground floor visitor and staff entry, administrative office, and the vehicular sallyport (a secured, controlled entryway for the transport of people in detention) for detainee intake, transfer, and entrance to the connected Queens Criminal Court for staff and visitors. All housing units on upper floors are not holding any detainees today.

In the 1961 ZR the proposed action area was zoned R5. As part of a wider zoning map amendment action that also affected the rest of the Queens Civic Center and adjoining areas along Queens Boulevard and the Van Wyck Expressway, the CPC approved a rezoning of the proposed action area from R5 to C4-4 (Application No. CP-20570; February 19, 1969, Calendar No. 18), which became effective on March 13, 1969.

Past Land Use Actions in the 600-foot Radius Area

Besides the actions described above, which in addition to affecting the proposed project area have also affected some of the properties in the 600-foot radius surrounding area, there has been one other notable land use action. A site selection action (Application No. C 870537 PSQ) and a mapping action that demapped a part of the Van Wyck Expressway Extension (Application No. C 870744 MMQ) facilitated the construction of the Briarwood Family Residence Shelter. The CPC approved these applications on July 13, 1987.

3. Description of the Surrounding Area

Land Use

The proposed project area is located in the Queens Civic Center; the latter is a roughly triangle-shaped area, with one corner truncated, formed by man-made boundaries including Union Turnpike/Jackie Robinson Parkway/Kew Gardens Interchange to the north, 132nd Street/Van Wyck Expressway to the east, Hoover Avenue to the southeast, and Queens Boulevard to the west. As such, the 600-foot radius area surrounding the proposed project area is characterized by institutional and commercial uses and highways, with residential and open space uses farther to the south and east.

The area to the north of the proposed project area contains portions of the Union Turnpike, Jackie Robinson Parkway, and Grand Central Parkway rights-of-way. The area immediately east of the proposed project area contains a portion of Grand Central Parkway. The area to the west of the proposed project area contains Queens Borough Hall, a three-story building. The area to the south of the proposed project area contains residential and mixed use buildings and the 1.5-acre Maple Grove Park.

Beyond the area immediately adjoining the proposed project area, the surrounding 600-foot radius area to the east contains seven-story residential apartment buildings, located on large lots along 134th Street that are part of Briarwood, a residential neighborhood. This area also includes The Briarwood Family Residence, a temporary housing shelter for homeless families operated by the Salvation Army, located at the southwest corner of 134th Street and Union Turnpike. Although Briarwood is separated from the Queens Civic Center by Grand Central Parkway, there is a footbridge over the highway linking 132nd and 134th streets, roughly following the alignment of 82nd Avenue. To the south of the Borough Hall block and Queens County Criminal Court building is Queens Boulevard, a major arterial which in this area is lined predominantly with residential and mixed-use apartment buildings. At the southeast edge of the 600-foot radius is the 65-acre Maple Grove Cemetery.

Zoning

The surrounding 600-foot radius area includes the following zoning districts: C4-4, R3-2, R5, and R6A.

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

C4-4 is mapped over the Queens Civic Center, including the proposed project area, and adjoining areas along 134th Street in Briarwood and along Queens Boulevard in Kew Gardens. C4-4 districts are commercial districts, characterized by higher-intensity commercial and residential uses, with an R7-2 equivalent. A maximum commercial FAR of 3.4 is permitted and total maximum FAR of 6.5 is permitted. Off-street parking rates vary but generally one space is required for every 1,000 sf of floor area, although

parking is not required for jails (referred to as prisons in the ZR). Bulk in C4-4 zoning districts is governed by height and setback sky exposure plane regulations.

R3-2 is mapped over the highway rights-of-way north of the proposed project area and Union Turnpike. As such, within the 600-foot radius area there are no buildings or uses developed pursuant to this zoning. R3-2 districts are non-contextual districts permitting semi-detached and detached one- and two-family homes. In addition, multi-family homes are permitted in this district. A maximum height of 35 feet is permitted, and one parking space is required per dwelling unit (50 percent for inclusionary units).

R5 is mapped over the Van Wyck Expressway right-of-way south of 83rd Avenue. Similar to the R3-2 district described above, within the 600-foot radius area there are no buildings or uses developed pursuant to this zoning. R5 districts are medium-density residential districts permitting three- to four-story attached homes and small apartment buildings. A maximum FAR of 1.25 is permitted, and building heights may reach a maximum of 40 feet. Parking is required for 85 percent of dwelling units (42.5 percent of inclusionary units).

R6A mapped on the blocks east of 134th Street which are covered by apartment buildings located on large lots. R6A districts are medium-density contextual residential districts with high lot coverage buildings within set height limits (FAR ranging from 3.0 to 3.6 [3.6 with MIH]). Buildings developed pursuant to the required Quality Housing regulations have a minimum base height of 40 feet and reach up to eight stories (maximum of 85 feet with a Qualifying Ground Floor and Inclusionary Housing or 80 feet without). Parking is required for 50 percent of all dwelling units and 25 percent of inclusionary units.

Street System

The proposed project area and adjoining portions of the Queens Civic Center are served by an irregular pattern of streets that are isolated from surrounding neighborhoods by various transportation infrastructure, parks, and other large properties. Three of the streets bounding the proposed project area -- 82nd Avenue, 126th Street, and 132nd Street – carry primarily local vehicle and pedestrian trips as they provide internal circulation and access to the Queens Civic Center's buildings and parking lots, and are discontinuous at the perimeter of the Queens Civic Center. 82nd Avenue is primarily used by vehicles with an origin or destination within the Queens Civic Center. It operates two-way between Queens Boulevard and 126th Street and one-way eastbound between 126th Street and 132nd streets. 126th Street is primarily used by vehicles entering the Queens Civic Center. It operates one-way southbound between Union Turnpike and 82nd Avenue. 132nd Street is primarily used by vehicles exiting the Queens Civic Center. It operates one-way eastbound between 82nd Avenue and Hoover Avenue and one-way westbound between 82nd Avenue and Union Turnpike. The other streets bounding the proposed project area include Union Turnpike, Queens Boulevard, and Hoover Avenue. Union Turnpike is a principal two-way arterial that extends east and west between Myrtle Avenue in Glendale, Queens and Marcus Avenue in North New Hyde Park, Nassau County. It is a designated local truck route and adjacent to the proposed project area also functions as a service road running alongside the Jackie Robinson Parkway. Queens Boulevard is a major two-way thoroughfare extending between Queens Plaza and Jamaica Avenue and is a designated through truck route. In many sections it is a median-divided roadway with separated main and service roadways in each direction. Hoover Avenue is a two-way local street on a generally northeast-southwest alignment extending between Parsons Boulevard on the east and Queens Boulevard on the west. The neighborhoods outside of the Queens Civic Center and major roadways that surround it are characterized by irregular grid patterns.

Public Transportation

Within a quarter-mile radius, the proposed project area is accessible via the Union Turnpike – Kew Gardens subway station on Queens Boulevard, which is served by E and F express trains at all times. Bus routes serving the area include the Q44 select bus service, QM1, QM5, QM6, QM7, QM8, QM18, QM21, QM31, QM35, QM36, X63, and X64 express bus routes, and the Q46 and Q60 local bus routes.

4. Description of the Proposed Project Area

The proposed project area is City-owned, zoned C4-4, and has a total area of approximately 385,512 sf[6]. Based on existing conditions, the proposed project area consists of four distinct parcels. These include the Queens Criminal Court complex/Queens Family Justice Center site, QDC, 82nd Avenue, and the Queens Borough Hall Parking Field.

The ten-story Queens County Criminal Court complex, the one-story Queens Family Justice Center of New York City, and adjoining land, including accessory parking lots and landscaped areas occupies an approximately 203,018-sf irregularly-shaped site. It is bound by 132nd Street on the east, Hoover Avenue on the southeast, Queens Boulevard on the southwest, 82nd Avenue on the west, and QDC on the north. It forms part of the Queens Civic Center. The court building, which is attached to the QDC, was completed in 1961. It has a series of interconnected wings housing various local institutional functions including courts and Queens District Attorney. Overall, this area contains approximately 439,006 zsf that will remain with the construction of the proposed borough-based jail. The Court building's lobby and principal pedestrian entrance face Queens Boulevard and the complex has vehicular curb cuts on 82nd Avenue for two accessory parking driveways and on 132nd Street for accessory parking and loading driveways.

Immediately north of the Queens Criminal Court complex/Queens Family Justice Center site is QDC, at 126-02 82nd Avenue (Block 9653, part of Lot 1), which is an eight-story building with a cellar. It is bound by 82nd Avenue on the west and north, 132nd Street on the east, and the Queens Criminal Court complex/Queens Family Justice Center site on the south. It has approximately 151,000 zsf and a total area of approximately 209,000 gsf. It is connected to the Queens County Criminal Court Building. QDC is no longer used as a detention facility, i.e., no detainees are held there overnight. However, QDC is used for court operations. Detainees with court appearances are transported to the courts via QDC's sallyport and placed in holding cells there when not in court. QDC has a pedestrian entrance on 82nd Avenue. Adjoining QDC on the northwest is the 82nd Avenue demapping area, a 25,029.5-sf one-block segment of 82nd Avenue between 126th Street and 132nd Street. This street area currently operates as a one-way eastbound roadway flanked by public sidewalks. Along the north and south curbs, the roadway includes approximately 77 perpendicular parking spaces reserved for authorized vehicles. Overall, Block 9653, i.e., the Queens Criminal Court complex/Queens Family Justice Center and QDC, has a total lot area of approximately 226,526 sf, approximately 590,000 zsf of floor area and a built FAR of approximately 2.5. Northwest of the 82nd Avenue demapping area is 80-25 126th Street, which is a full block property bound by 126th Street on the southwest, 82nd Avenue on the southeast, 132nd Street on the northeast, and Union Turnpike on the northwest (Block 9657, Lot 1). This 126,590-sf area is occupied by the 302-space Queens Borough Hall Parking Field, a City-owned public parking lot with curb cuts on 82nd Avenue. It has a built FAR of 0.0.

[6] The 385,512-sf proposed project area includes all of Block 9657, 126,590 sf; all of the 25,029.5 sf demapping area; and all of Block 9653, 233,892 sf.

5. Description of the Proposed Development

The proposed Queens borough-based jail main building will be located on the central portion of the proposed project area, with frontage on 126th Street and 132nd Street. It will cover areas currently occupied by QDC, 82nd Avenue, and the eastern portion of the Queens Borough Hall Parking Field. It will have a total of 1,150 beds and approximately 942,200 zsf of housing for people in detention, support services space, and care services. The Queens facility will be the only borough-based jail to house female detainees; it is preliminarily projected to have 250 beds for female detainees and 900 beds for male detainees (this allocation is illustrative). The building will also have 605 accessory parking spaces located below-grade. In addition, the proposed project will include 25,000 zsf of community facility space and 676 public parking spaces encompassing approximately 202,800 zsf in a separate 227,800 zsf above-grade structure, located on the northern portion of the proposed project area with frontage on 126th Street, Union Turnpike, and 132nd Street. Based on a preliminary illustrative design, there will be an approximately 30-foot wide open area between the main jail building and the community facility and public parking structure.

The preliminary illustrative design for the jail building includes a two-story building base "podium" with a streetwall along part of 126th Street and a façade facing 132nd Street portions of which will be built to the street line and portions will be setback at-grade (due in part to the streets curving alignment) and with setbacks above the base of various depths and an overall building height, inclusive of rooftop mechanical, of approximately 270 feet (measured from ground floor elevation) and rooftop mechanical bulkheads, parapets, and rooftop horticultural and related space will reach a maximum height of approximately 310 feet (measured from ground floor elevation). Also per the preliminary illustrative design, the structure containing the community facility space and public parking garage will have a height of approximately 77 feet. However, to provide flexibility in final design, this application is seeking a proposed maximum permitted building envelope that will allow the maximum height of building streetwalls, aka building base heights, of 105 feet facing 82nd Avenue, 126th Street, and 132nd Street and 292.92 feet (332.92 feet inclusive of rooftop mechanical bulkheads, parapets, and rooftop horticultural and related space) facing Union Turnpike, with required minimum setbacks from the base of 10 feet on 82nd Avenue, 126th Street, and 132nd Street and no required setback on Union Turnpike. Above the setback volumes, the maximum height above average curb levels of building volumes that contain habitable space will range from 262.95 feet facing 82nd Avenue to 287.72 feet facing 126th Street, and 292.92 facing 132nd Street and Union Turnpike, and the maximum height above average curb levels of rooftop mechanical bulkheads, parapets, and rooftop horticultural and related space will range from 302.95 feet facing 82nd Avenue to 327.72 feet facing 126th Street, and 332.92 facing 132nd Street and Union Turnpike. The varying heights of the maximum permitted building envelope are due to the sloped character of the site's topography and reflect a flat (horizontal plane) maximum height. This bulk waiver area will not cover the remainder of the zoning lot, where existing buildings and open areas will remain and the special permit will establish a maximum permitted envelope at the existing building exterior façade and roof. This will enable existing buildings to remain, avoid non-compliances, and allow minor modifications to facades and roofs but prevent vertical or lateral expansions of building volumes.

There will be visitors' entrances for the jail on 126th Street and 82nd Avenue, a staff entrance at the intersection of 82nd Avenue and 126th Street, and an entrance for the community facility uses in the separate structure to the northwest on 126th Street midblock between Union Turnpike and 82nd Avenue. The special permit plans require that the visitors' entrances (defined as the public access points) include an exterior space with a depth of no less than 10 feet and a height of no less than 20 feet. In addition, the special permit plans identify the location of ground floor community facility spaces, which are required to occupy area behind at least 75 percent of the length of walls to a depth of at least 30 feet from the building face within designated frontage zones, and also identify the location of building pedestrian entrances, which

are required to face the indicated frontage, though they may extend to wrap corners of frontages. The jail building will have three below-grade levels, occupied by accessory parking and other accessory functions. The below-grade accessory parking garage in the jail building will operate as a self-park facility accessed from a two-way ramp on 132nd Street with two inbound lanes, one outbound, a pedestrian walkway, 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 on 132nd Street.

The separate structure with community facility space and above-grade public parking will include vehicular access and egress on 126th Street and/or 132nd Street. Public parking garage curb cuts will be 32 feet wide (35 feet wide including splays). Each curb cut will be located at least 50 feet from intersecting streets.

The jail building will also have a 32-foot wide (35-foot wide with splays) curb cut for the sallyport and loading berths entry and exit on 132nd Street. The loading curb cut will be located at least 50 feet from intersecting streets and meet other standard requirements. There will be no new vehicular curb cuts on 82nd Avenue, 126th Street, Hoover Avenue, or Queens Boulevard.

6. Actions Necessary to Facilitate the Project

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

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

    * Floor Area Ratio (FAR): ZR 33-10, et seq. permit a maximum commercial FAR of 3.4 and maximum overall FAR of 6.5. A modification of maximum commercial FAR is requested to allow a commercial FAR of 4.11, of which up to 0.53 may be Use Group 8c public parking area, and all other space, up to 3.58 FAR may be Use Groups 6d, Court Houses, or 8d, Prisons. Under existing zoning, the maximum permitted commercial floor area for the 385,512-sf proposed project area (zoning lot) is 1,310,741 zsf and the maximum total floor area is 2,505,828 zsf. With the proposed modification, the maximum permitted floor area for Use Group 6d and 8d will be 1,381,206 zsf, the maximum permitted floor area for Use Group 8c public parking space will be 202,800 zsf, and the maximum permitted commercial floor area will be 1,584,006 zsf, which will consist of 439,006 zsf of existing commercial building space to remain (as detailed above) and 1,145,000 zsf of additional commercial space. This modification is necessary to accommodate the proposed jail space program, accommodate proposals for ample support spaces, provide space for proposed medical care services, and achieve the objectives of providing a modern, humane, and safe detention facility.
    * Height and Setback: ZR 33-40, 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. A modification of height, setback, and sky exposure plane 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 (streetwall) height of 105 feet facing 82nd Avenue, 126th Street, and 132nd Street and 292.92 feet (332.92 feet inclusive of rooftop mechanical bulkheads, parapets, and rooftop horticultural and related space) facing Union Turnpike, with required minimum setbacks from the base of 10 feet on 82nd Avenue, 126th Street, and 132nd Street and no required setback on Union Turnpike and maximum building height above the average curb level of each street frontage, ranging from 262.95 feet to 292.92 feet, for areas containing habitable space and a maximum building height above the average curb level of each street frontage, ranging from 302.95 feet to 332.92 feet, for rooftop mechanical bulkheads, parapets, and rooftop horticultural and related spaces. This building envelope will apply to an area measuring approximately 174,184 sf[7], i.e., the perimeter of the area where the new borough-based jail and structure containing community facility space and public parking garage will be constructed, but will not apply to other portions of the zoning lot where existing court and court related buildings will remain, where the special permit will establish a maximum permitted envelope coincident with the existing building face. 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 Accessory Parking: ZR 36-30, 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 605-space accessory parking garage entered via a two-way ramp on 132nd 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.
* Public Parking Garage: ZR 32-32 permits public parking garages of up to 150 spaces if a single entry/exit is provided. A modification of parking regulations is requested to allow a 676-space public parking garage entered via one or two ramps on Union Turnpike, and/or 132nd Street. The proposed public parking garage will provide spaces to replace the existing 302 public parking spaces on the site, replace curbside parking spaces that will be eliminated by the proposed project (including existing spaces in the 82nd Avenue demapping area), accommodate demand generated by the Proposed Project that cannot park in the secure accessory parking garage, and provide supply for other local parking demand. This area has long been used for public parking; besides the current 302-space lot, previously there was an approximately 1,000-space garage present from 1962 to 2012, and prior to that a parking lot in the 1950s. In addition, parking remains a major concern for local residents and their elected representatives. The location of the proposed public parking garage is well-situated to accommodate jail-related and other public parking demand given its proximity to major roadways and separation from local residential streets.
* Required Loading: ZR 36-30, et seq., require four loading berths for the proposed project, pursuant to the following requirements applicable to (1) the 942,200 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 jail to provide two loading berths. The secure

[7] The 174,184 sf bulk waiver area includes all of Block 9657, 126,590 sf; 24,086 sf of the 25,029.5 sf demapping area; and 23,508 sf of the 233,892 sf on Block 9653.

loading berths for the jail will be located on an internal portion of the zoning lot and accessed via a 32-foot wide (35-foot wide including splays) curb cut on 132nd Street. 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 132nd Street in the vicinity of the loading curb cut as the loading area will provide sufficient off-street space for in the unlike event of truck queuing.

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

- City Map Change: To demap 82nd Avenue between 126th Street and 132nd Street;

- Public Facility-Site Selection: To approve the siting of proposed borough-based jail system facilities, including the proposed project area as the location for the Queens borough-based jail in Queens on Block 9653, part of Lot 1 and Block 9657, Lot 1, (this action is subject to a Fair Share analysis); DCAS is a co-application for this action; and

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

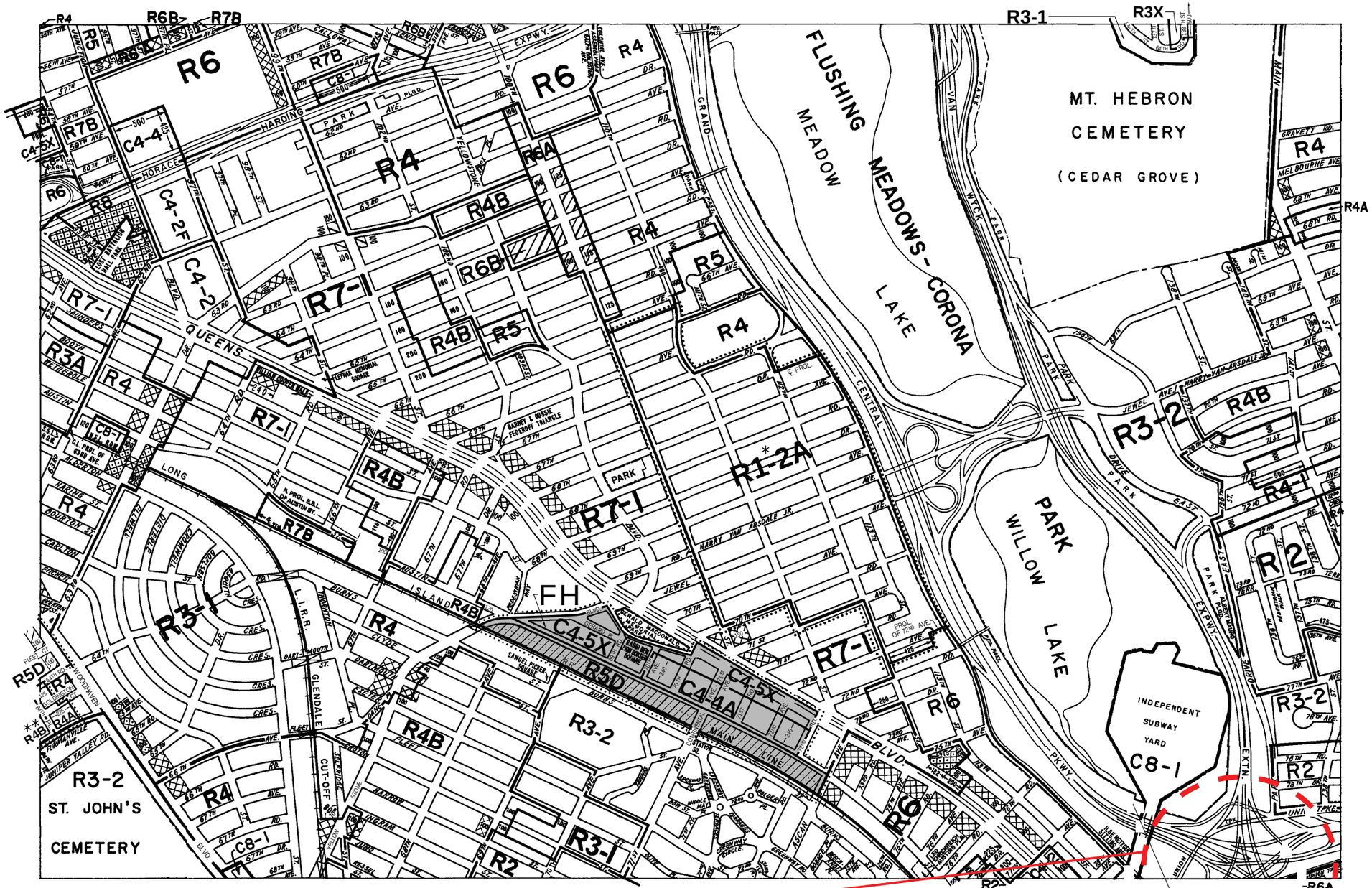
7. Conclusion

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

This proposal is designed to accomplish a number of objectives:

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

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



600 0 600 1200 1800 FEET

600-Foot Radius

Proposed Project Area

C1-1 C1-2 C1-3 C1-4 C1-5 C1-1 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.

ZONING I... .P

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:

**07-29-2009	C 090382	ZMQ
*06-30-2009	C 090283	ZMQ
03-24-2009	C 090104	ZMQ

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 on this map, see APPENDIX F.

MAP KEY

N

9d	10b	10d
13c	14a	14c
13d	14b	14d

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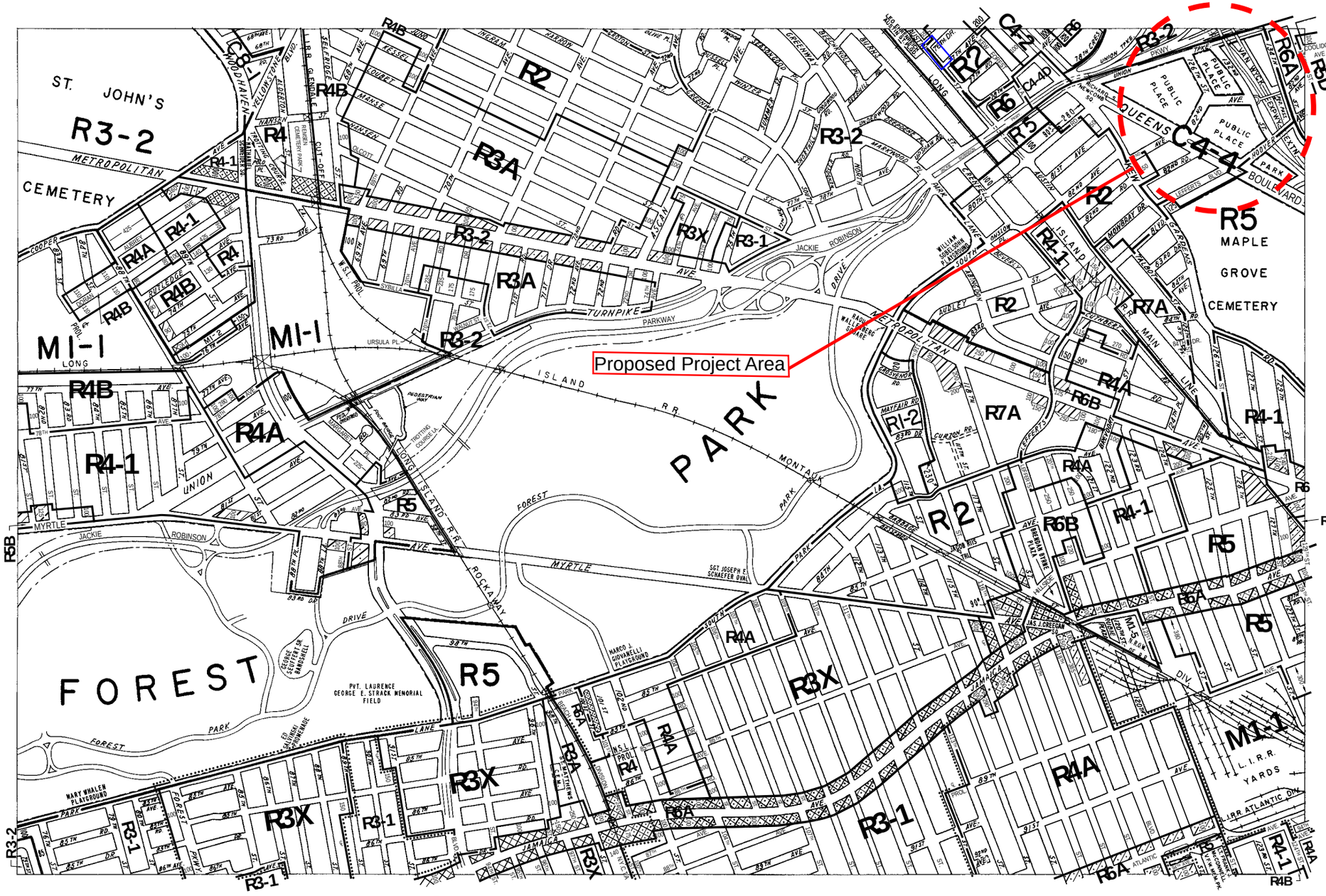
ZONING MAP 14a

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.

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



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.

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

STRICT

DISTRICT

TRICT

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:

07-25-2012 C 120195 ZMQ

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 Housing areas on this map, see APPENDIX F.

N

MAP KEY

13c	14a	14c
13d	14b	14d
17c	18a	18c

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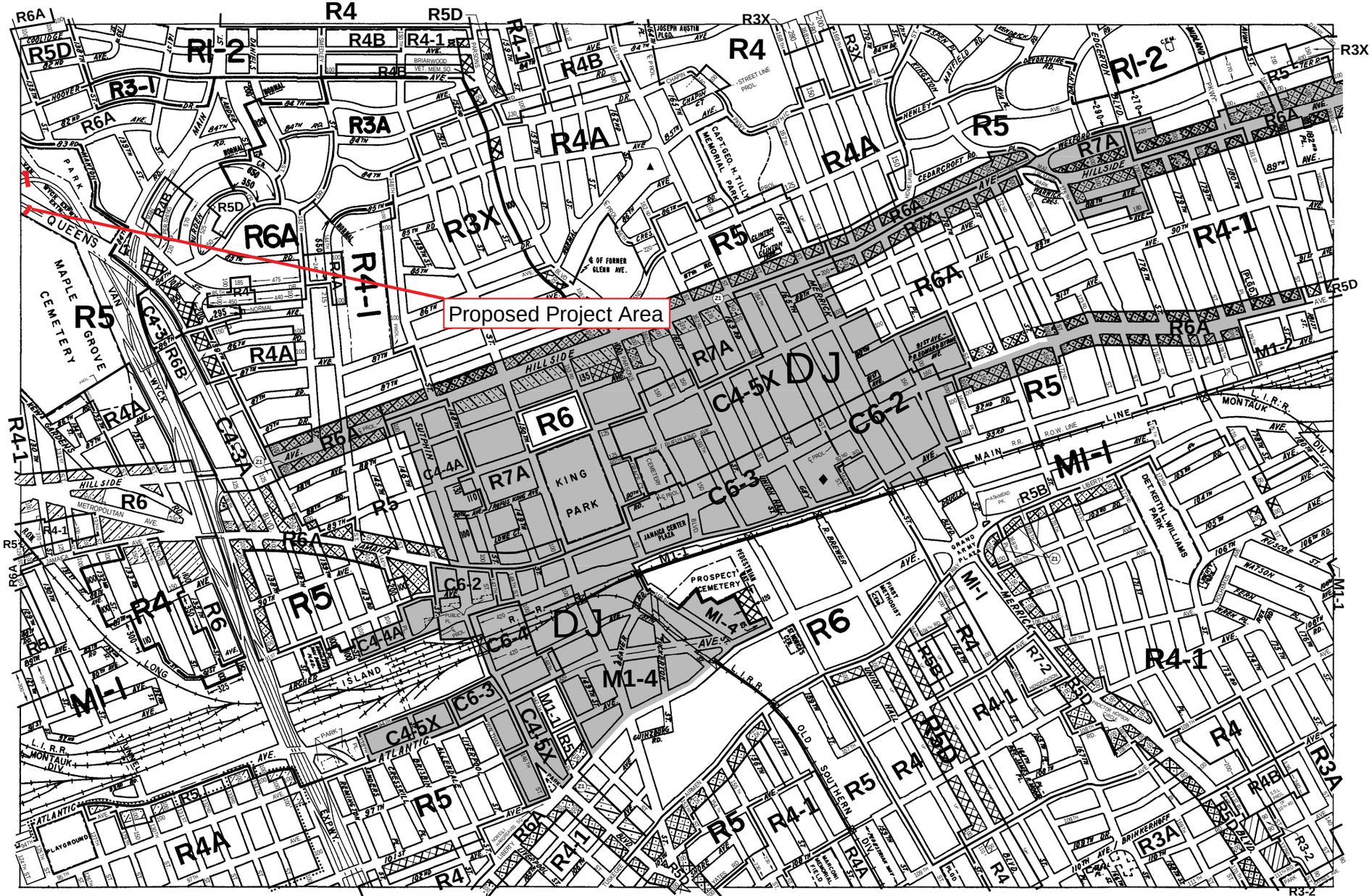
ZONING MAP 14b

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.



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:

07-25-2012 C 120195 ZMQ

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 on this map, see APPENDIX F.

Z1 – REFER TO ZONING RESOLUTION, SECTION 11-151.

CITY MAP CHANGE(S):

◆ AS CORRECTED 7-25-2012

▲ 7-21-2012 C 090363 MMQ

MAP KEY

N

14a	14c	15a
14b	14d	15b
18a	18c	19a

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ZONING MAP 14d

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

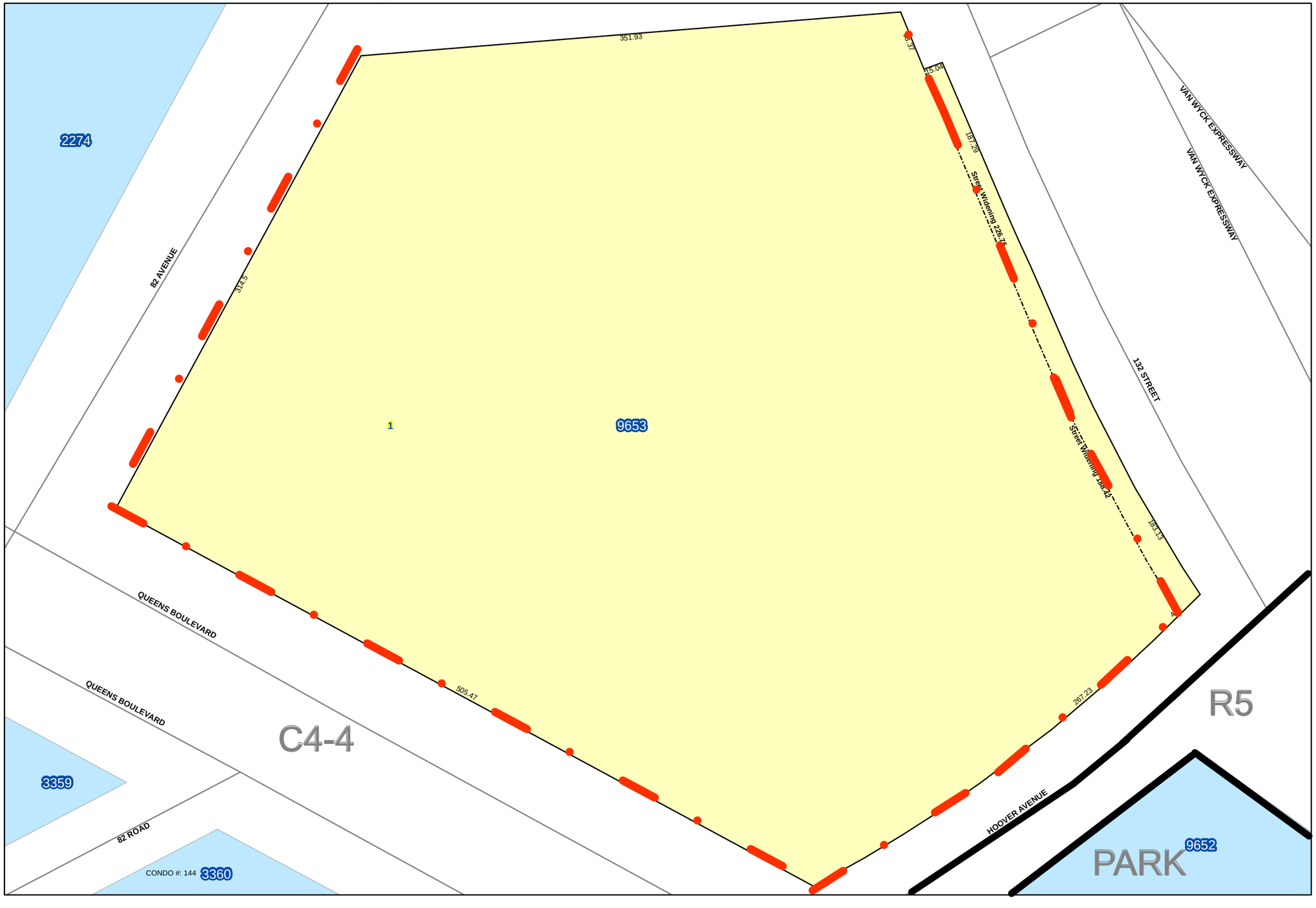
NYC Digital Tax Map

Effective Date : 01-22-2019 12:07:47
End Date : Current

Queens Block: 9653

Legend

- Streets
- Miscellaneous Text
- Possession Hooks
- Boundary Lines
- Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Proposed Project Area
- Zoning District Boundaries
- C4-4 Exisiting Zoning District



Feet
0 5 10 20 30 40

FINANCE
NEW • YORK
MARTHA E. STARK
COMMISSIONER

N
W E
S

NYC Digital Tax Map

Effective Date : 12-08-2008 18:23:00
End Date : Current

Queens Block: 9657

Legend

- Streets
- Miscellaneous Text
- Possession Hooks
- Boundary Lines
- Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon

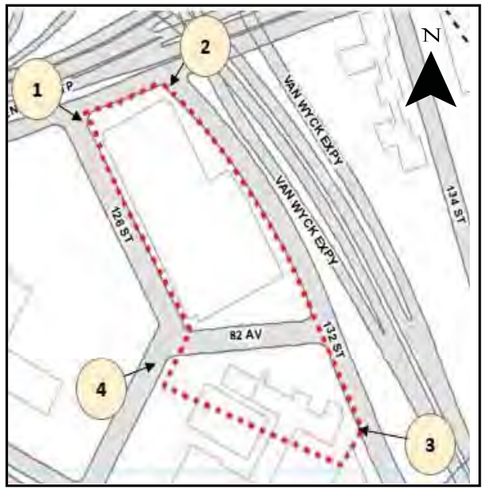
Proposed Project Area

C4-4 Exisiting Zoning District





1) Looking southeast from the corner of 126th St. and Union Tpk. to the northwest corner of project site.



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



2) Looking southwest from the corner of 132nd St. and Union Tpk. to the northeast corner of project site.



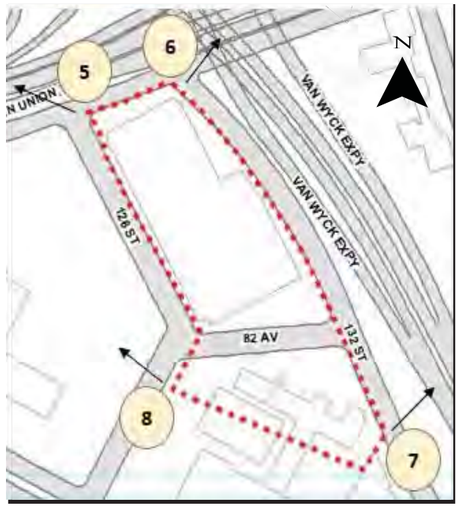
3) Looking northwest from 132nd St. to the southeast edge of project site.



4) Looking northeast from 126th St. to the southwest edge of project site.



5) Looking northwest from northwest corner of project site to corner of 126th St. and Union Tpk.



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



6) Looking northeast from northeast corner of project site to corner of 132nd St. and Union Tpk.



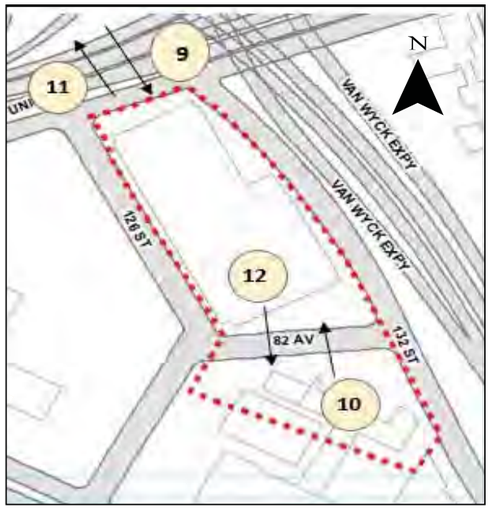
7) Looking southeast from the southeast edge of project site at 132nd St.



8) Looking west from southwest edge of project site to 126th St.



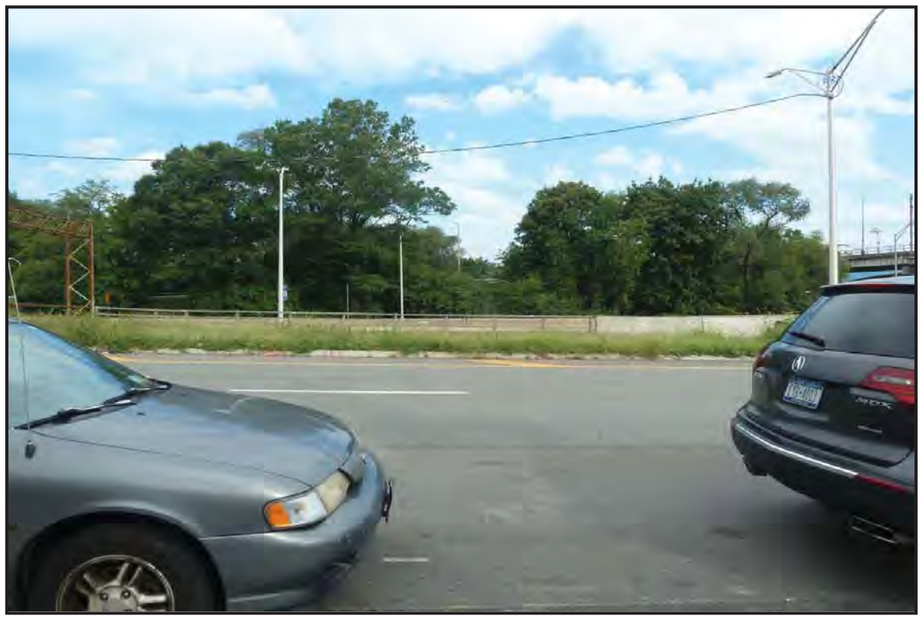
9) Looking south from Union Tpk. to project site.



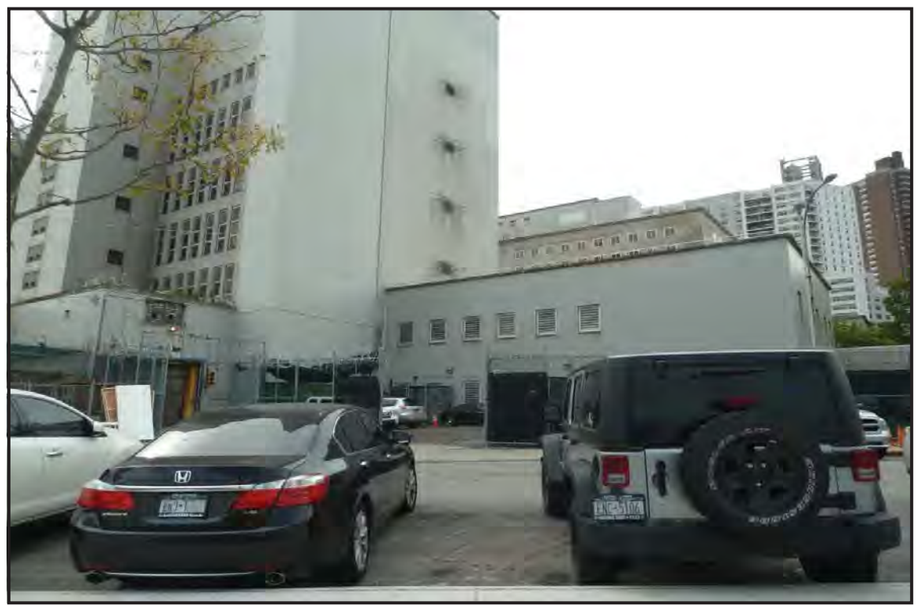
Photos taken on 9/16/18 and 9/17/18



10) Looking north from 82nd Av. to northern part of project site.



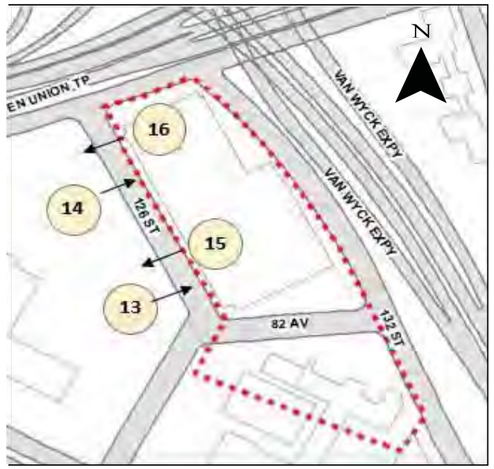
11) Looking north from project site to Union Tpk.



12) Looking south from 82nd Av. to southern part of project site.



13) Looking east from 126th St. to project site



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



14) Looking east from 126th St. to project site



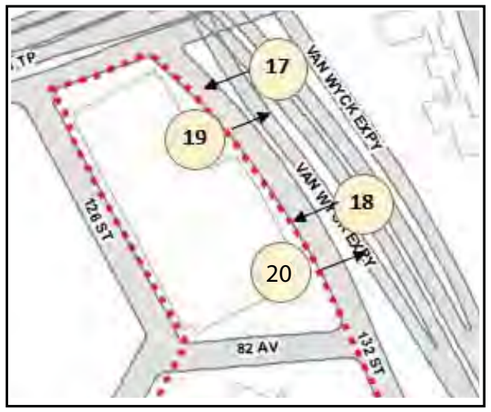
15) Looking west from project site to 126th St.



16) Looking west from project site to 126th St.



17) Looking west from 132nd St. to project site



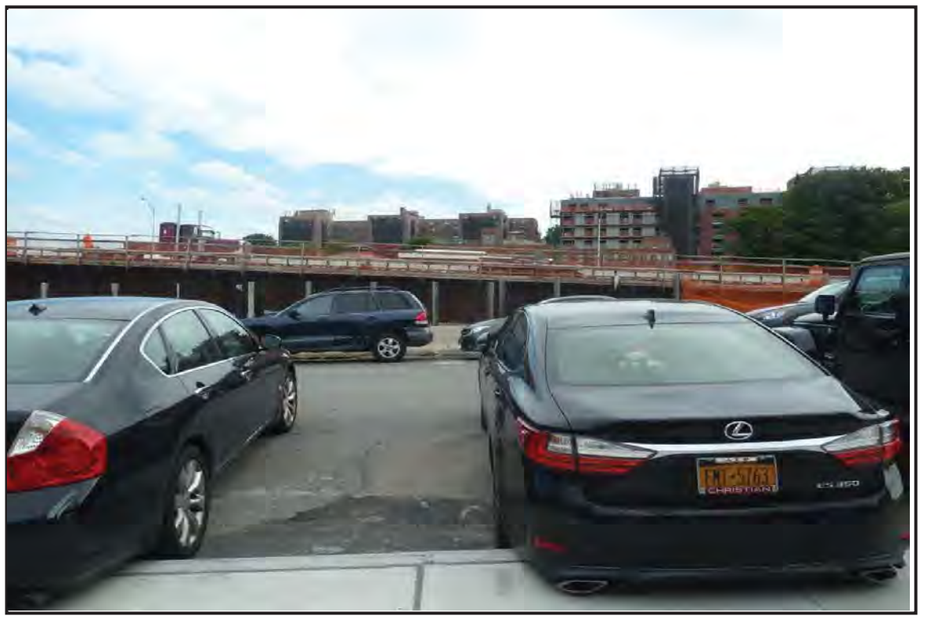
Photos taken on 9/16/18 and 9/17/18



18) Looking west from 132nd St. to project site.



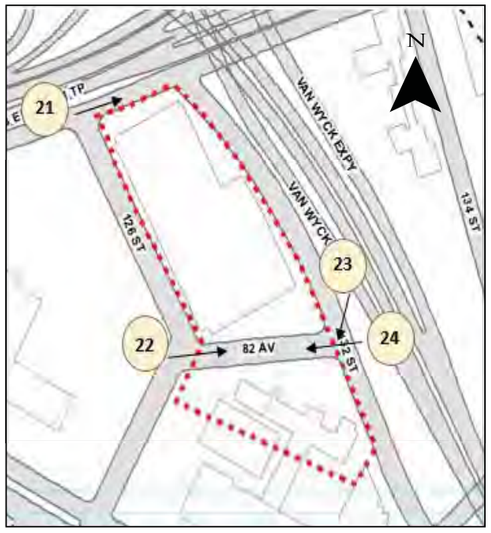
19) Looking east from project site to 132nd St. and Van Wyck Expy.



20) Looking east from project site to 132nd St. and Van Wyck Expy.



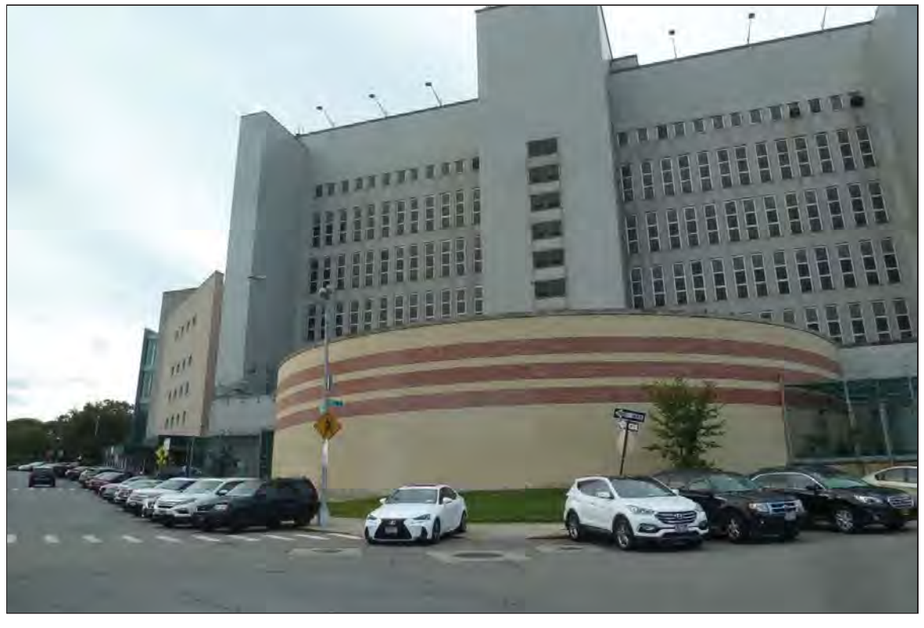
21) Looking east along Union Tpk. to the north side of project site.



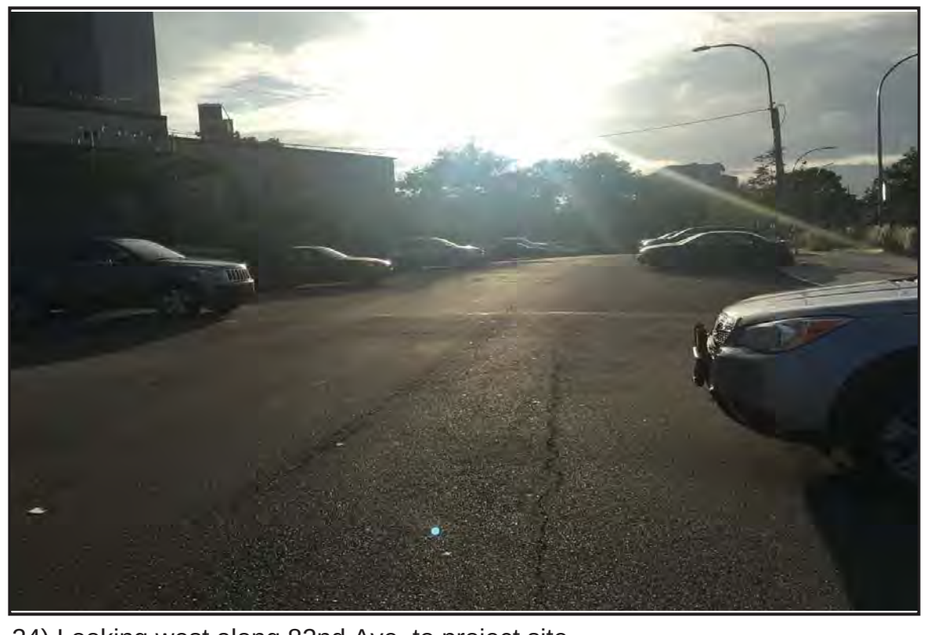
Photos taken on 9/16/18 and 9/17/18



22) Looking east along 82nd Ave. at project site.



23) Looking southwest from 82nd Av. and 132nd St.. to project site.



24) Looking west along 82nd Ave. to project site.

Borough Based Jails: Queens Site
Block 9653, Lot 1
Block 9657, Lot 1
Area Map

Legend

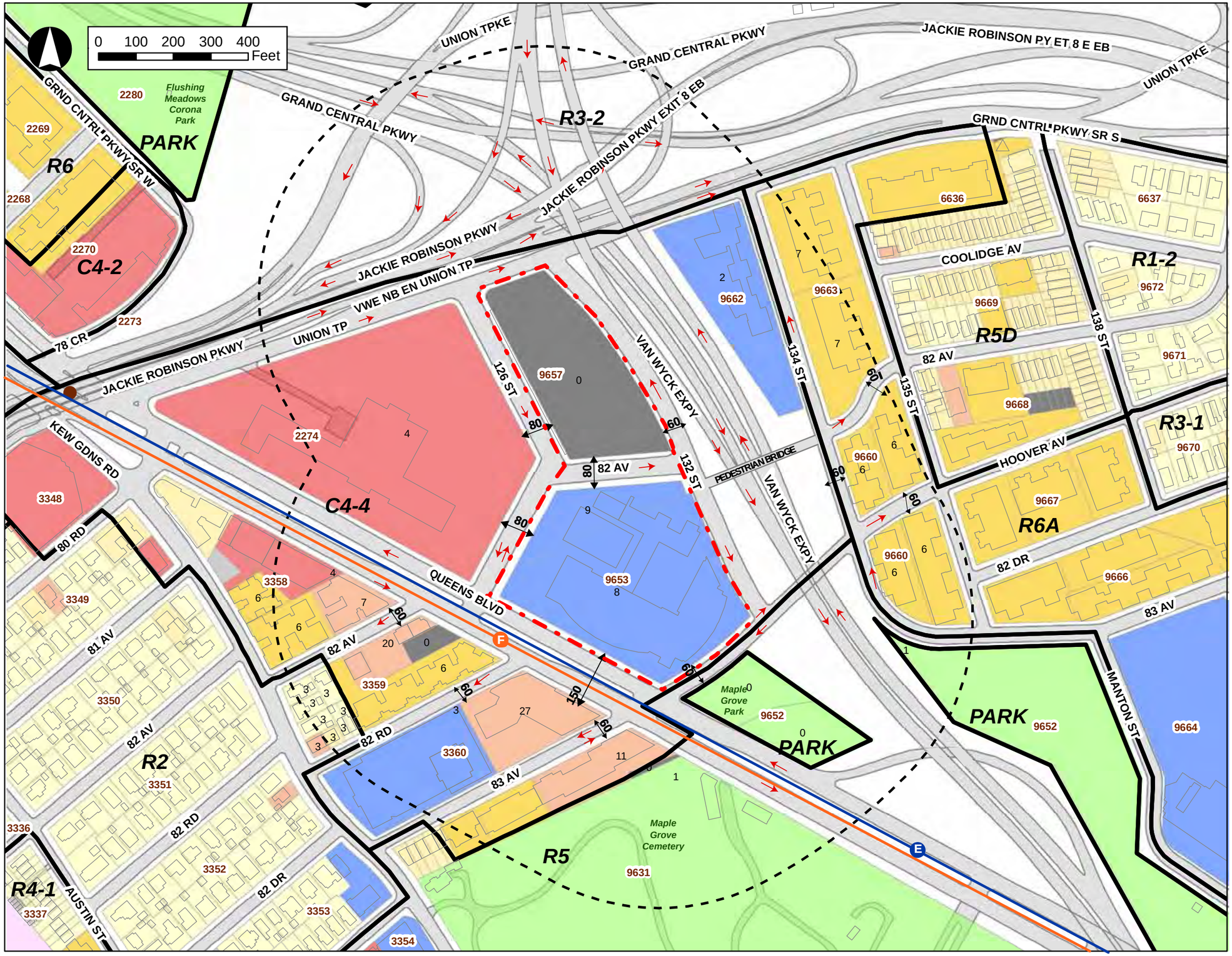
- 600-Foot Radius
- 0 — Number of Floors
- 60 — Street Width
- 9657 — Blocks
- Proposed Site

Existing Zoning Districts

- C4-4
- 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
- No Data
- Subway Stop

Subway Lines
- E
- F





Statement of Conditions and Findings
ZR § 74-832 Special Permit
Borough-Based Jails: Queens Site
126-02 82nd Avenue, 80-25 126th Street, and 125-01 Queens Boulevard
(Block 9653, Lot 1; Block 9657, Lot 1)
Queens Community District 9
(Revised 29 August 2019)

74-832, Borough-based jail system

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

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

The proposed Queens facility would be located at 126-02 82nd Avenue, 80-25 126th Street, and 125-01 Queens Boulevard (Block 9653, Lot 1; Block 9657, Lot 1) in the Queens Civic Center, which is an enclave on the northeastern edge of the Kew Gardens neighborhood in Queens Community District 9. The proposed project area is a 385,512-square foot (sf) City-owned two-block area, also encompassing a segment of 82nd Avenue that would be demapped pursuant to a separate, but related city map change application. The proposed project area is bound by 126th Street, Union Turnpike, 132nd Street, Hoover Avenue, and Queens Boulevard. The portion of the proposed project area bound by 126th Street, 82nd Avenue, 132nd Street and Union Turnpike is presently occupied by the Queens Borough Hall Parking Field, a municipal public parking lot with approximately 302 spaces. The portion of the proposed project area bound by 126th Street, 82nd Avenue, 132nd Street, Hoover Avenue, and the Queens County Criminal Court complex and Queens Family Justice Center of New York City is currently occupied by the Queens Detention Complex building. The proposed project area includes the aforementioned Queens County Criminal Court complex and Queens Family Justice Center of New York City, which are existing buildings with 439,006 zoning square feet (zsf) that will remain with the construction of the proposed jail. The proposed project area will be a zoning lot and the proposed 74-832, "Borough-based jail system" special permit will apply to the entire zoning lot.

The proposed Queens borough-based jail will add a total of approximately 1,609,006 zsf to the zoning lot, including a new jail building with approximately 942,200 zsf of housing for people in detention, support services space, and medical care services and three levels fully or partly below-grade including 605 secure accessory parking spaces located below-grade in the jail building. There also will be a separate structure containing 25,000 zsf of community facility space and 202,800 zsf of public parking with 676 public

parking spaces. It would The new buildings will be permitted a maximum height, including rooftop mechanical bulkheads, parapets, and horticultural and related space, of 332.92 feet.

As is the case with the existing Queens Detention Complex, the new jail will be attached to the court building to allow secure passage of detainees between the two buildings. Also, Queens Borough Hall, at 120-55 Queens Boulevard, which is approximately 295 from the proposed project area, contains court related functions.

(I) Modifications

The Commission may modify

(1) Applicable regulations governing #use#;

This subsection is not applicable.

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

ZR 33-10, et seq. permit a maximum commercial FAR of 3.4 and maximum overall FAR of 6.5. A modification of maximum commercial FAR is requested to allow a commercial FAR of 4.11, of which up to 0.53 may be Use Group 8c public parking area, and all other area, up to 3.58 FAR, may be Use Group 6d, Court Houses, or 8d, Prisons. Under existing zoning, the maximum permitted commercial floor area for the 385,512-sf proposed project area (zoning lot) is 1,310,741 zsf and the maximum total floor area is 2,505,828 zsf. With the proposed modification, the maximum permitted floor area for Use Group 6d and 8d will be 1,381,206 zsf, the maximum permitted floor area for Use Group 8c public parking space will be 202,800 zsf, and the maximum permitted commercial floor area will be 1,584,006 zsf, which will consist of 439,006 zsf of existing commercial building space to remain (as detailed above) and 1,145,000 zsf of additional commercial space.

ZR 33-40, 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. A modification of height, setback, and sky exposure plane 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 (streetwall) height of 105 feet facing 82nd Avenue, 126th Street, and 132nd Street and 292.92 feet (332.92 feet inclusive of rooftop mechanical bulkheads, parapets, and rooftop horticultural and related space) facing Union Turnpike, with setbacks from the base of 10 feet on 82nd Avenue, 126th Street, and 132nd Street and no required setback on Union Turnpike and maximum building height above the average curb level of each street frontage, ranging from 262.95 feet to 292.92 feet, for areas containing habitable space and a maximum building height above the average curb level of each street frontage, ranging from 302.95 feet to 332.92 feet, for rooftop mechanical bulkheads, parapets, and rooftop horticultural and related spaces. This building envelope will apply to an area measuring approximately 174,184 sf[1], i.e., the perimeter of the area where the new borough-based jail and structure containing community facility space and public parking garage will be constructed, but will not apply to other portions of the zoning lot where existing court and court related buildings will remain,

[1] The 174,184 sf bulk waiver area includes all of Block 9657, 126,590 sf; 24,086 sf of the 25,029.5 sf demapping area; and 23,508 sf of the 233,892 sf on Block 9653.

where the special permit will establish a maximum permitted envelope coincident with the existing building face. Refer to special permit drawings Z-050 and Z-060.

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

ZR 36-30, 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 605-space accessory parking garage entered via a two-way ramp on 132nd 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 32-32 permits public parking garages of up to 150 spaces if a single entry/exit is provided. A modification of parking regulations is requested to allow a 676-space public parking garage entered via one or two ramps on Union Turnpike and/or 132nd Street. The proposed public parking garage will provide spaces to replace the existing 302 public parking spaces on the site, replace curbside parking spaces that will be eliminated by the proposed project (including existing spaces in the 82nd Avenue demapping area), accommodate demand generated by the Proposed Project that cannot park in the secure accessory parking garage, and provide supply for other local parking demand. This area has long been used for public parking; besides the current 302-space lot, previously there was an approximately 1,000-space garage present from 1962 to 2012, and prior to that a lot in the 1950s. In addition, parking remains a major concern for local residents and their elected representatives. The location of the proposed public parking garage is well-situated to accommodate jail-related and other public parking demand given its proximity to major roadways and separation from local residential streets.

ZR 36-30, et seq., require four loading berths for the proposed project, pursuant to the following requirements applicable to (1) the 942,200 zsf of prison space to be provided: none required for the first 10,000 zsf, one for the next 290,000 zsf, one for each additional 300,000 zsf. A modification of loading regulations is requested to allow the zoning lot jail to provide two loading berths. The applicant believes two loading berths will be sufficient to accommodate its needs and will minimize any conflicts with pedestrian and vehicular traffic which the applicant believes will be minimal. The secure loading berths for the jail will be located on an internal portion of the zoning lot and accessed via a 32-foot wide (35-foot wide with splays) curb cut on 132nd Street.

(II) Findings

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

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

This subsection is not applicable.

(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 visitors' entrances for the jail on 126th Street and 82nd Avenue, a staff entrance at the intersection of 82nd Avenue and 126th Street, and an entrance for the community facility uses in the separate structure to the northwest on 126th Street midblock between Union Turnpike and 82nd Avenue.

The special permit plans require that the visitors' entrances (defined as the public access points) include an exterior space with a depth of no less than 10 feet and a height of no less than 20 feet. In addition, the special permit plans identify the location of ground floor community facility spaces, which are required to occupy area behind at least 75 percent of the length of walls to a depth of at least 30 feet from the building face within designated frontage zones, and also identify the location of building pedestrian entrances, which are required to face the indicated frontage, though they may extend to wrap corners of frontages. These pedestrian access points will orient the site toward the interior of the Queens Civic Center's campus-like setting of public open spaces and streets that carry primarily local vehicular traffic. Also these pedestrian entrances will be accessible on foot from the nearest subway station entrance on Queens Boulevard, for the Union Turnpike – Kew Gardens station, via 82nd Avenue, which provides a more pedestrian-supportive environment than Union Turnpike which functions as a highway service road in this area. Curb cuts for the accessory parking garage, sallyport, and loading berths will be located midblock on 132nd Street. Curb cuts for the public parking garage in the separate structure also containing community facility space will be located on 126th Street and/or 132nd Street, near the northwest corner of the site. As such, the curb cuts will be located on street frontages away from the primary pedestrian access points for the Proposed Project. Providing public parking entries on two frontages would deconcentrate public parking related vehicular traffic and provide more direct routing options for vehicles arriving from various origin points then would be the case if only a single curb cut were provided. The proposed project will provide a more active and pedestrian-friendly environment than the existing conditions. New ground floor community facility spaces accessed along 126th Street, will help to animate the streetscape in area currently bound by a parking lot and is adjacent to a nearby mostly unused jail building but which is a short walk from a subway entrance. 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, 98% of the proposed new floor area will be conditioned on Use Group limitations, restricting the most of the increased floor area (942,200 zsf) to Use Group 8d (Prisons) and (202,900 zsf) to public parking, with a lesser amount for community facility uses (25,000 zsf). As such, the increase in FAR will primarily facilitate the development of prison and component facilities and, to a lesser extent, public parking that replaces spaces to be displaced by the proposed jail and serve the local area and visitors to the jail.

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

Design criteria were also established including for housing unit (a standardized module consisting of a certain number of cells with a common dayroom, support spaces, and recreation yard where detainees "live" during their time in detention) and cell design. DOC established 32 beds as the maximum acceptable unit

size for achieving greater security for detainees and staff, and a less stressful, direct supervision general population housing unit environment. Other design criteria include daylight in every cell, consistent cell design type, single occupancy cell design, inclusion of a certain percentage of therapeutic housing units, optimal proportion of housing units to ensure clear sight lines, and optimal daylight orientation for the dayrooms. In addition, it was established that each housing unit would have direct access to outdoor recreation (detainees are entitled to an hour of outdoor recreation daily). Direct access to outdoor recreation from each housing unit is more efficient, decreases the need for transport of detainees through the facility, and results in a safer and controlled environment. These criteria are compliant with DOC and National Design standards and with Justice Design Task Force guidelines.

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

Unlike existing DOC facilities both on and off Rikers Island, the proposed jail will provide sufficient space for effective and tailored programming, and appropriate housing for those with medical, behavioral health and mental health needs, thereby improving the opportunity for a more stable reentry into the community. Existing DOC facilities provide approximately 250 to 500 sf of facility space per detainee bed, whereas the proposed borough-based facilities will provide approximately 700 to 900 sf of facility space per bed (this ratio is dependent on floorplate efficiency and other economies of scale). In addition to meeting project standards for detainee cell size, this increased bed-to-facility space rate will enable DOC and its service provider partners to expand substantially the range of programs and services to detainees, including legal services, education, counseling, job training, library programs, housing assistance, health care services, substance use and mental health counseling, therapeutic services, recreation, access to faith-based communities, horticulture, structured recreation and exercise, arts and music programs, culinary classes, and reentry programs. This quantitative increase will allow for the provision of support spaces following a decentralized system at three levels of building scale: (1) housing units; (2) clusters of housing units; and (3) facility-wide. The provision of sufficient area is intended to ensure each detainee five hours of programming per day for meaningful engagement that can improve well-being and help with successful community reentry. Besides dayrooms and recreation areas used for informal activities, housing unit support spaces also include rooms for counseling, interviews, and some programs, which provides increased access to program and services while minimizing circulation throughout the facility. Housing unit cluster support spaces will include supplemental multi-purpose rooms and interview rooms, program staff offices, a medical procedure room for examinations and minor medical triage, and a pantry for staging meal delivery. Facility-wide support spaces include a public-service-oriented lobby, spacious visitation spaces for family and attorneys, gymnasium, auditorium, educational and vocational classrooms, library, religious services area, culinary arts kitchen, greenhouse, medical clinic (which will offer services provided by Correctional Health Services (CHS), a division of NYC Health + Hospitals including robust medical screening for new admissions, medical and behavior health exams, health/mental health care services, minor surgical procedures, dental services, and a pharmacy), professional amenity areas for staff (such as physical fitness room, dining, break rooms, quiet rooms for decompressing, muster room, and locker rooms designated by rank and gender, and for civilians), laundry, food services, and administrative space. The applicants believe that the amount and hierarchy of support spaces will create a more humane and rehabilitative environment for detainees and more dignified working conditions for staff and contractors.

Furthermore, the floor area modifications will ensure that the Proposed Project has ample support space for publicly accessible community space and staff parking, to foster positive integration of the facility with the

surrounding communities. The community space is intended to provide useful community amenities, such as community facility programming or street-level retail space.

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

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

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

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

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

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

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

feasible while also accommodating the project's design criteria summarized above, the applicant is proposing setbacks from the base consisting of a 10-foot setback on 82nd Avenue, 126th Street, and 132nd Street.

In conclusion, a building complying with the applicable height and setback sky exposure regulations applicable to the proposed project area under the site's C4-4 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 area that would be occupied by the proposed jail building and public parking garage structure, which would be subject to bulk modifications, occupies a one-and-a-half-block area within the Queens Civic Center, which is a roughly triangle-shaped area, with one corner truncated, formed by man-made boundaries including Union Turnpike/Jackie Robinson Parkway/Kew Gardens Interchange to the north, 132nd Street/Van Wyck Expressway to the east, Hoover Avenue to the southeast, and Queens Boulevard to the west. As such, it is isolated from surrounding neighborhoods and residential and commercial uses. As is the case with the existing Queens Detention Complex, the Proposed Project will be attached to the approximately 151-foot tall Queens County Criminal Court building. Otherwise, the Proposed Project, including both the proposed jail and the neighboring proposed structure containing community facility space and public parking will be separated from nearby buildings by the bounding streets and open areas. To the north and east of the proposed project area, the rights-of-way of Union Turnpike/Jackie Robinson Parkway and Van Wyck Expressway, respectively, are both several hundred feet wide. To west is an open space and surface parking lot associated with the Queens Borough Hall; the Queens Borough Hall building is approximately 295 feet from the proposed project area. To the south are the aforementioned Queens County Criminal Court, Queens Family Justice Center of New York City, surface parking lots, and other accessory spaces. The closest buildings outside the Queens Civic Center, apartment buildings along the south side of Queens Boulevard, are approximately 450 feet from the southern edge of the proposed jail. These include the 27-story, approximately 228-foot tall Silver Towers at 125-10 Queens Boulevard. Although the Proposed Project will be taller than the immediately surrounding buildings, its effects on light and air in the surrounding area will be minimal given the spacing between it and nearby buildings, the institutional use of the closest buildings, and the primary orientation of Queens Borough Hall and the Queens County Criminal Court building public lobbies towards Queens Boulevard, several hundred feet from the building envelope. The massing of the new jail with its connection to the existing Queens County Criminal Court will reflect the functional connection between the two and echo the relationship the court building has with the existing approximately 160-foot tall Queens Detention Complex. In addition, the building's effects on light and air facing 82nd Avenue, 126th and 132nd streets will be further ameliorated by the provision of required setbacks from the base. 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 and will have minimal adverse effects on access to light and air.

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

The Proposed Project would provide 605 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 in a secure parking facility used by DOC staff and other authorized vehicles 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. 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 accessory 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 areas of 132nd Street where the accessory garage curb cuts will be located do not contain any origin or destination points for pedestrian travel as it does not contain any subway entrances, bus stops, Citibike stations, or retail or other community facility entry points. This will remain the case with the development of the Proposed Project. Therefore, conflicts between vehicles using the garage and pedestrians will be minimized. In summary, the requested modification to allow a 605-space secure accessory parking garage will not create serious traffic congestion or unduly inhibit vehicular or pedestrian movement and will not impair or adversely affect the development of the surrounding area.

The two loading berths for the jail will be accessed via a curb cut on 132nd Street. These loading berths will be used to receive materials, supplies, food, and waste removal. Incoming trucks are likely to be single-unit straight trucks having a span of 24 feet to a maximum of 40 feet in length. Nearly all incoming supply trucks will be dispatched on a daily schedule from the DOC centralized warehouse. Outside vendor activity will be limited and will largely consist of facility service vehicles that also will be subject to DOC scheduling. Strict scheduling of deliveries will ensure that only a maximum of two trucks will be present at the same time, which will prevent conflicts with pedestrian and vehicle traffic on 132nd Street. Furthermore, the loading area, located within a dedicated area with loading berths away from the street, 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.

The 676-space public parking garage will accommodate parking demand generated by several user groups. These include visitors to the proposed jail who will not be allowed to park in the secure accessory parking garage, existing motorists using the 302-space public parking lot in the proposed project area (which replaced an approximately 1,000-space public parking garage on the same site), and others currently using on-street parking spaces that will be eliminated as a result of the Proposed Project. Local residents and elected officials have indicated that the area has an acute deficit of available parking and with increase demand generated by the proposed jail the area requires increased parking supply. The proposed public

parking garage's proximity to nearby arterial roadways, including Union Turnpike and Queens Boulevard, will minimize the use of local streets by vehicular traffic that otherwise would seek parking in the area.

The sidewalks on the midblock areas of 126th Street and 132nd Street where public parking garage curb cuts could be located do not contain any major pedestrian trip generators such as subway entrances, bus stops, Citibike stations, or retail entry points. This will remain the case with the development of the Proposed Project. 132nd Street is located adjacent to the Van Wyck Expressway right-of-way, is discontinuous north of Union Turnpike and south of Hoover Avenue, functions as an exit route for Queens Civic Center vehicular traffic, and as a result pedestrian volumes are very low and the proposed public parking curb cut would not contribute to serious traffic congestion or conflicts between pedestrian and vehicular movement. The 126th Street curb cut would be located at least 50 feet from the closest intersecting street, Union Turnpike, and will be located at least 274 feet from the other intersecting street, 82nd Avenue. The 126th Street public parking access point would be located in the general vicinity of the pedestrian access point for the community facility use and it is expected that some pedestrian trips generated by the proposed jail as well as others traveling to and from the Queens Civic Center will utilize the north sidewalk of 126th Street and traverse the public parking curb cut. For example, some visitors to the jail would walk along this sidewalk to travel between the subway and the jail. However, the presence of this curb cut will not unduly inhibit pedestrian and vehicular movement. Public parking garage exits will include a stop sign in compliance with the Manual of Uniform Traffic Control Devices, visual and audible warning devices at the exit interface with the sidewalk, and a speed bump that will span the width of any vehicular exit travel lane, have a minimum height of two inches and a maximum depth of twelve inches and will be located four feet beyond the street line. This will minimize vehicular and pedestrian conflicts. Effects on traffic congestion due to the presence of this curb cut also will be minimal. Vehicular and pedestrian activity on the 126th Street will consist primarily of local trips, reflecting the function of this one-block long street as providing circulation within the Queens Civic Center and not providing through travel for the surrounding street network. As such, with the curb cut at least 50 feet from the nearest intersecting, the standard distance required for curb cuts, serious traffic congestion would not occur as a result of vehicles entering and exiting the public parking garage access points. Therefore, conflicts between vehicles using the garage and pedestrians will be minimized.

As the proposed public parking garage will operate as a self-park facility, this will minimize delays associated with the processing of inbound vehicles compared to attended-park facilities. In addition, the garage will comply with reservoir space requirements.

In summary, the proposed public 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 Commission may prescribe additional conditions and safeguards to minimize adverse effects on the character of the surrounding area.

80-25 126 STREET, 126-02 82ND AVENUE KEW GARDENS, NY

BOROUGH-BASED JAILS

Owner:
NYC DEPARTMENT OF CORRECTION
75-20 ASTORIA BOULEVARD, SUITE 160
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Architect:
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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 (LOT 9653)
V-102.00	TOPOGRAPHIC SURVEY (LOT 9653)
V-101.00	TOPOGRAPHIC SURVEY (LOT 9657)
V-102.00	TOPOGRAPHIC SURVEY (LOT 9657)
Z-020	ZONING ANALYSIS
Z-030	ZONING LOT SITE PLAN
Z-040	GROUND FLOOR PLAN
Z-050	WAIVER PLAN - ROOF PLAN
Z-060	SECTIONS
N-010	NEIGHBORHOOD CHARACTER DRAWINGS 1
N-020	NEIGHBORHOOD CHARACTER DRAWINGS 2



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

NO.	DATE	REVISION

REGISTERED ARCHITECT
JOSEPH J. ALIOTTA
16319
STATE OF NEW YORK

SEAL

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F. +1 212 353 7676

Owner:
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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:

80-25 126 ST,
126-02 82 AVE

BOROUGH: QUEENS
BLOCK: 9657 & 9653
LOT: 1 & 100
ULURP #: 190342 ZSQ
KEW GARDENS, NY 11424

PROJECT No: 73441.00

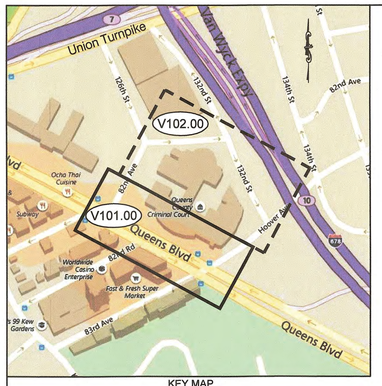
DRAWING TITLE:

COVER SHEET &
DRAWING LIST

SCALE:

G-001

3/20/19



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3. NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION SEWER MAPPING.
4. CONSOLIDATED EDISON CO. OF N.Y., INC. - QUEENS CONDUIT AND DUCT OCCUPANCY PLATE No. 46-AU; LOW TENSION MAINS AND SERVICE PLATE No. 46-AU.
5. NATIONAL GRID GAS PLATE Nos. 24-30, 24-42, 24-44 AND 24-50.
6. VERIZON PLATE Nos. 727 AND 1318.
7. GOOGLE STREET VIEW PHOTOGRAPHY DATED 10/2017.

NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION WATER SYSTEM (TYP)

SITE SYMBOL LEGEND

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- E - ELECTRIC MANHOLE
- E - ELECTRIC MANHOLE (SQUARE)
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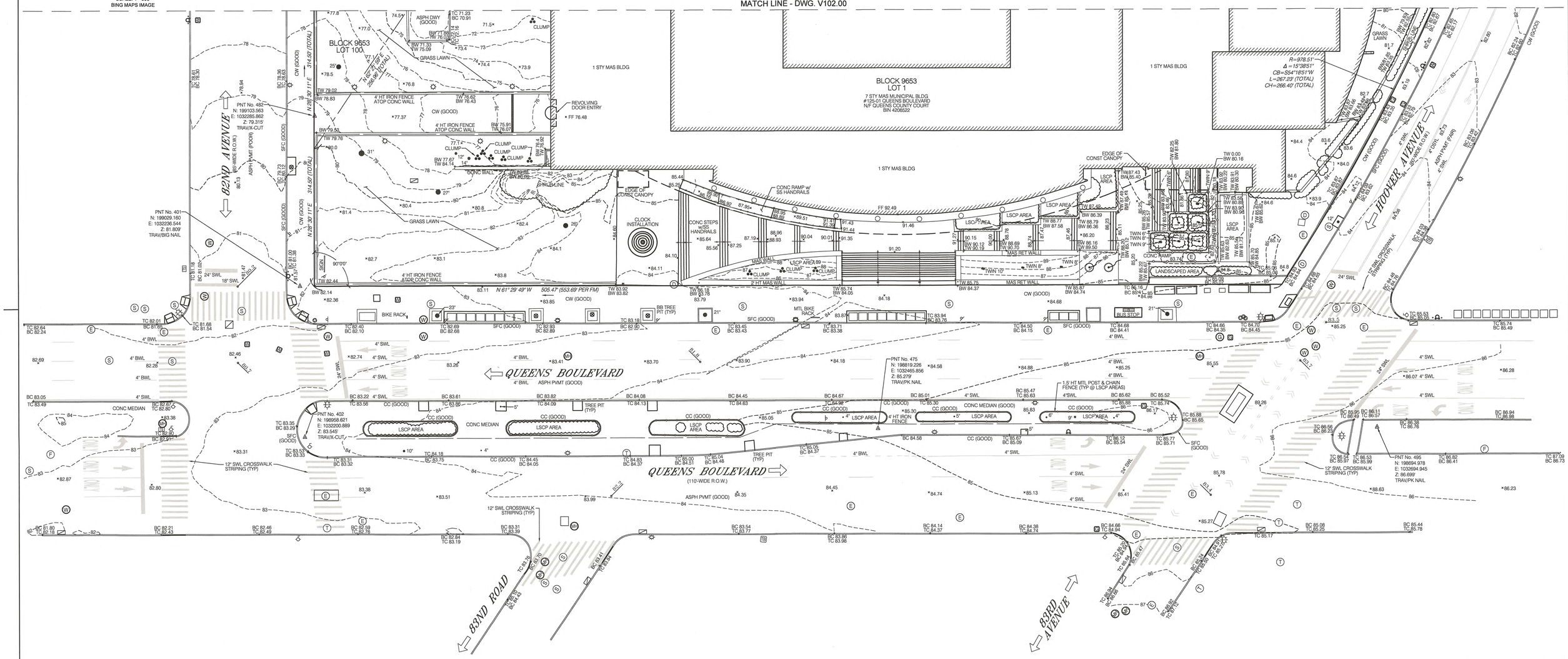
- E - ELECTRIC BOX
- FB - FIRE BOX
- CCTV SECURITY CAMERA
- CATCH BASIN
- STORM INLET
- FIRE HYDRANT
- STREET LIGHT
- SECURITY/PARK LIGHT
- STREET LIGHT W/ SIGNAL
- PEDESTRIAN SIGNAL
- TS - TRAFFIC SIGNAL BOX
- TREE (W/ DBH)
- TWIN TREES
- MB - MAILBOX
- MONITORING WELL
- TRASH CAN
- SIGN (DUAL & SINGLE)
- BOLLARD
- TRAFFIC INDICATOR
- LEGAL GRADE

MATCH LINE - DWG. V102.00



FEATURE ABBREVIATIONS

ASPH	ASPHALT	FLR	FLOOR	REF.	REFERENCE
BB	BELGIAN BLOCK	FND	FOUND	R.O.W.	RIGHT-OF-WAY
BC	BOTTOM OF CURB	GRT	GRATE	SFC	STEEL-FACED CURB
BIN	BUILDING IDENTIFICATION NUMBER	HT	HEIGHT	SPF	STEEL PICKET FENCE
BLDG	BUILDING	ID	IDENTIFICATION	SS	STAINLESS STEEL
BLK	BLOCK	LGT	LIGHT	STK	STAKE
BRK	BRICK	LSCP	LANDSCAPE	STL	STEEL
BW	BOTTOM OF WALL	MAS	MASONRY	STN	STONE
CC	CONCRETE CURB	MH	MANHOLE	STY	STORY
CLF	CHAIN LINK FENCE	MON	MONUMENT	SWL	SOLID WHITE LINE
CONC	CONCRETE	MTD	MOUNTED	SYL	SOLID YELLOW LINE
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20' 0 10' 20' 40' 80'
GRAPHIC SCALE

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0	INITIAL SURVEY ISSUANCE	06/22/18	DHD	RSM

REVISIONS

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Fax: 973-240-1818
WBE / DBE / SBE
www.matrixneworld.com
STATE OF NEW YORK CERTIFICATE OF AUTHORIZATION No. 17-082661

PERKINS — EASTMAN
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NEW YORK PROFESSIONAL LAND SURVEYOR LIC. No. 049819
STATE OF NEW YORK
ROBERT STEPHEN MONCRIEF JR.
049819
LICENSED LAND SURVEYOR
DATE: 08/20/2018

BLOCK 9653
LOT 1 & 100

CORRECTION DEPARTMENT
BEYOND NEW YORK

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
125-01 QUEENS BOULEVARD
BOROUGH AND COUNTY OF QUEENS, CITY AND STATE OF NEW YORK

DRAWING TITLE
TOPOGRAPHIC SURVEY

SURVEYED BY	DRAWN BY	CHECKED BY
B. KROUSE, OTHERS	V. PENTYALA / D. DEENY	R. S. MONCRIEF
B-SCAN	SCALE: 1"=20'	DRAWING NO.: V101.00
	DATE: 06/20/2018	CONTRACT NO.: 73440.00
		SHEET No. 1 OF 4 SHEETS

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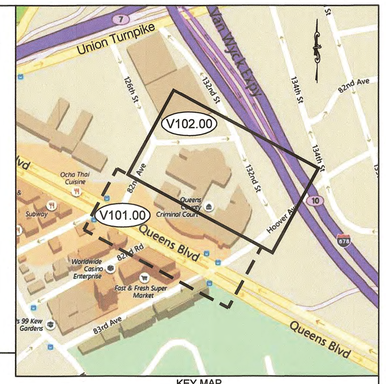

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MATCH LINE - DWG. V101.00

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REVISIONS

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B-SCAN	SCALE: 1"=20'	DRAWING NO.: V102.00
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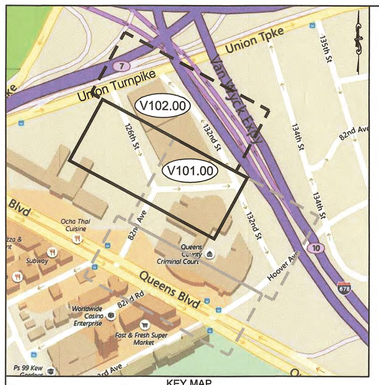
		SHEET No. 2 OF 4 SHEETS



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3. MATRIX NEW WORLD MAKES NO GUARANTEES THAT ALL UNDERGROUND UTILITIES ARE SHOWN HEREON AND THAT THE EXACT LOCATIONS OF THE UNDERGROUND UTILITIES INDICATED ON THIS SURVEY ARE APPROXIMATE. ALL UTILITY LOCATIONS MUST BE VERIFIED WITH THE PROPER UTILITY COMPANIES PRIOR TO DESIGN, EXCAVATION OR CONSTRUCTION.

REFERENCES

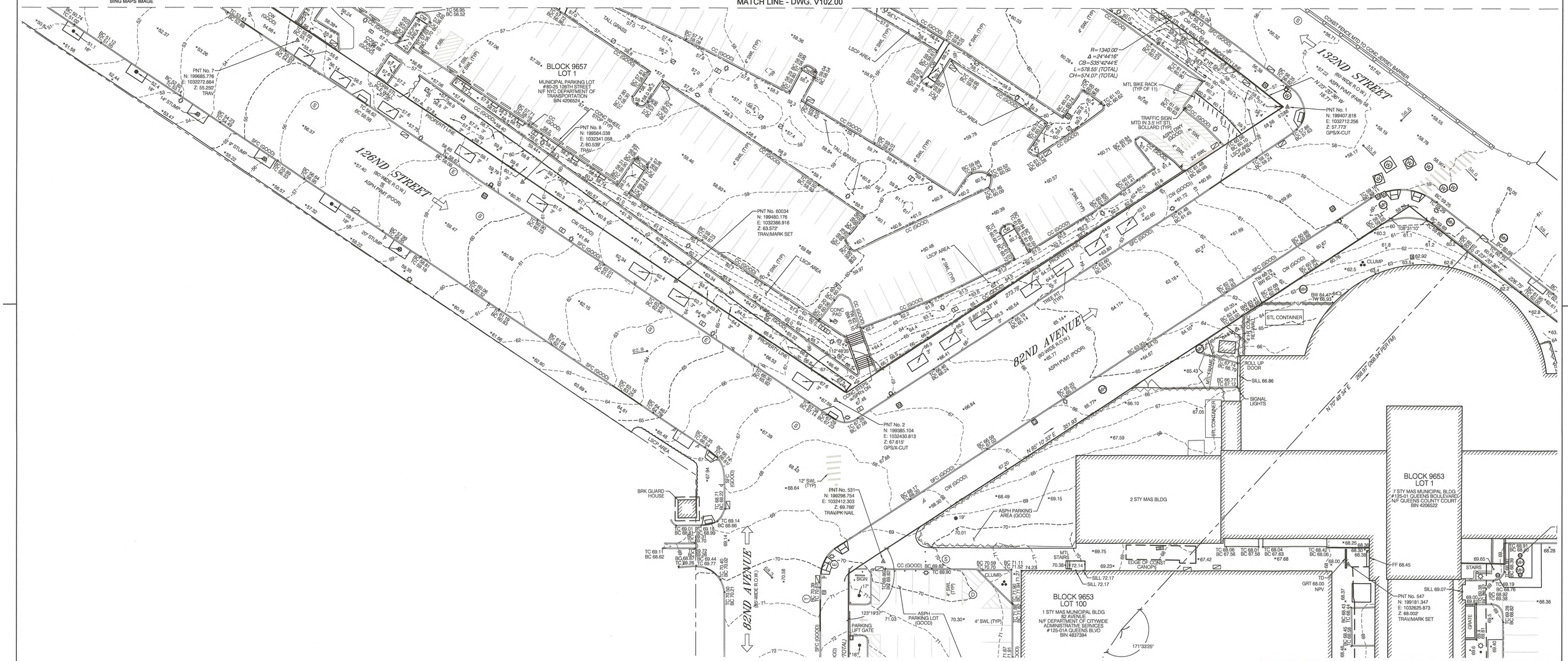
1. BOUNDARY AND LEGAL GRADE INFORMATION SHOWN HEREON IS SHOWN PER THE FOLLOWING MAPS:
   - A. MAP ENTITLED "CITY OF NEW YORK, BOROUGH OF QUEENS, OFFICE OF THE PRESIDENT, TOPOGRAPHICAL BUREAU, MAP No. 3786 SHOWING A CHANGE IN THE STREET SYSTEM HERETOFORE LAID OUT WITHIN THE TERRITORY BOUNDED BY QUEENS BOULEVARD, UNION TURNPIKE, 132ND STREET AND HOOVER AVENUE, IN THE SECOND & FOURTH WARDS, NEW YORK, MARCH 16TH, 1955", DATED AND CERTIFIED ON 10/18/1955.
   - B. MAP ENTITLED "CITY OF NEW YORK, CITY PLANNING COMMISSION, MAP NO. 870744 MMQ SHOWING THE ELIMINATION OF A PORTION OF THE VAN WYCK EXPRESSWAY EXTENSION, BOUNDED ON ITS NORTH SIDE BY UNION TURNPIKE AND ON ITS EAST SIDE BY 134TH STREET, AND THE DELINEATION OF A SEWER EASEMENT THEREIN, BOROUGH OF QUEENS", DATED 03/30/1987, CERTIFIED ON 06/29/1990 AND FILED AT THE TOPOGRAPHICAL BUREAU, BOROUGH OF QUEENS, CITY OF NEW YORK ON 07/03/1990 AS MAP NO. ALT 4840.

NEW YORK STATE PLANE COORDINATE ZONE NORTH NAD 83

SITE SYMBOL LEGEND

MH	- UNKNOWN MANHOLE		- FIRE HYDRANT
D	- STORM DRAIN MANHOLE		- STREET LIGHT
E	- ELECTRIC MANHOLE		- SECURITY/PARK LIGHT
E	- ELECTRIC MANHOLE (SQUARE)		- STREET LIGHT W/ SIGNAL
S	- SEWER MANHOLE		- PEDESTRIAN SIGNAL
W	- WATER MANHOLE	TS	- TRAFFIC SIGNAL BOX
T	- TELEPHONE MANHOLE		- TREE (W/ DBH)
F	- FIRE MANHOLE		- TWIN TREES
G	- GAS VALVE		- STUMP
W	- WATER VALVE	P	- PARKING KIOSK
V	- UNKNOWN VALVE	MB	- MAILBOX
E	- ELECTRIC BOX		- MONITORING WELL
FB	- FIRE BOX		- TRASH CAN
	- CCTV SECURITY CAMERA		- SIGN (DUAL & SINGLE)
	- CATCH BASIN		- BOLLARD
	- STORM INLET		- TRAFFIC INDICATOR
	- TRENCH DRAIN	20'-0"	- LEGAL GRADE

MATCH LINE - DWG. V102.00



FEATURE ABBREVIATIONS

ASPH	ASPHALT	FLR	FLOOR	R.O.W.	RIGHT-OF-WAY
		FDN	FOUNDATION		
BB	BELGIAN BLOCK	FND	FOUND	SBL	SOLID BLUE LINE
BC	BOTTOM OF CURB			SFC	STEEL-FACED CURB
BIN	BUILDING IDENTIFICATION NUMBER	GRT	GRATE	SHLDR	SHOULDER
				SPF	STEEL PICKET FENCE
BLDG	BUILDING	HT	HEIGHT	SPR	STEEL PIPE RAILING
BLK	BLOCK			STL	STEEL
		ID	IDENTIFICATION	STN	STONE
BRK	BRICK			STY	STORY
BW	BOTTOM OF WALL	LGT	LIGHT	SWL	SOLID WHITE LINE
		LSCP	LANDSCAPE	SYL	SOLID YELLOW LINE
CC	CONCRETE CURB				
CLF	CHAIN LINK FENCE	MAS	MASONRY	TC	TOP OF CURB
CONC	CONCRETE	MH	MANHOLE	TM	TAX MAP
CONST	CONSTRUCTION	MON	MONUMENT	TRAV	TRAVERSE
		MTD	MOUNTED	TW	TOP OF WALL
DN	DOWN			TYP	TYPICAL
DSYL	DOUBLE SOLID YELLOW LINE	PNT	POINT		
DWY	DRIVEWAY	PVMT	PAVEMENT	UNK	UNKNOWN
		PW	PAVER WALK		
EL	ELEVATION				
ESMT	EASEMENT				
EVCS	ELECTRIC VEHICLE CHARGING STATION				

LINETYPE LEGEND

- VERTICAL CURB
- DEPRESSED OR FLUSH CURB
- STEEL BEAM GUIDE RAIL
- CHAIN LINK FENCE 2'-6" (2.5' CLF)
- STEEL PICKET FENCE 4'-0" (4' SPF)
- WOOD SNOW FENCE 4'-0" (4' SNF)
- PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY LINE
- EASEMENT LINE
- 61 MINOR GRADING CONTOUR LINE
- 60 MAJOR GRADING CONTOUR LINE

GRAPHIC SCALE
20' 0 10' 20' 40' 60'

No.	DESCRIPTION	DATE:	BY:	APR:
2	ADD BLOCK 9657, LOT 1 INTERNAL PARKING LOT TOPO & UTILITIES SURVEY	09/24/18	DHD	RSM
1	REV. CLIENT TITLE BLOCK ENTRIES PER CLIENT	08/20/18	DHD	RSM
0	INITIAL SURVEY ISSUANCE	08/17/18	DHD	RSM

REVISIONS

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.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. 049813
DATE: 09/24/2018

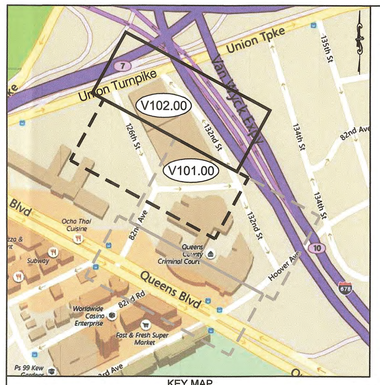
BLOCK 9657
LOT 1

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
80-25 126TH STREET
BOROUGH AND COUNTY OF QUEENS, CITY AND STATE OF NEW YORK

DRAWING TITLE
TOPOGRAPHIC SURVEY

SURVEYED BY	DRAWN BY		CHECKED BY
B. KROUSE	E. BRAS		R. S. MONCRIEF
B-SCAN	SCALE 1"=20'	DRAWING NO. V101.00	CONTRACT NO. 73440.00
	DATE 07/31/2018		SHEET No. 1 OF 4 SHEETS



KEY MAP
SCALE: 1"=300'
BING MAPS IMAGE

NOTES

1. VERTICAL DATUM - NAVD 1988 AND HORIZONTAL DATUM - NY LONG ISLAND STATE PLANE COORDINATE SYSTEM NAD83; BASED ON GPS OBSERVATIONS BY MATRIX NEW WORLD ON 04/23,26/2018 AND REFERRING TO LEICA SMARTNET CONTINUOUSLY OPERATING REFERENCE STATION (CORS) NETWORK, NATIONAL GEODETIC SURVEY MONUMENT: CORS STATION "NYBP, NYBR, LAMT".
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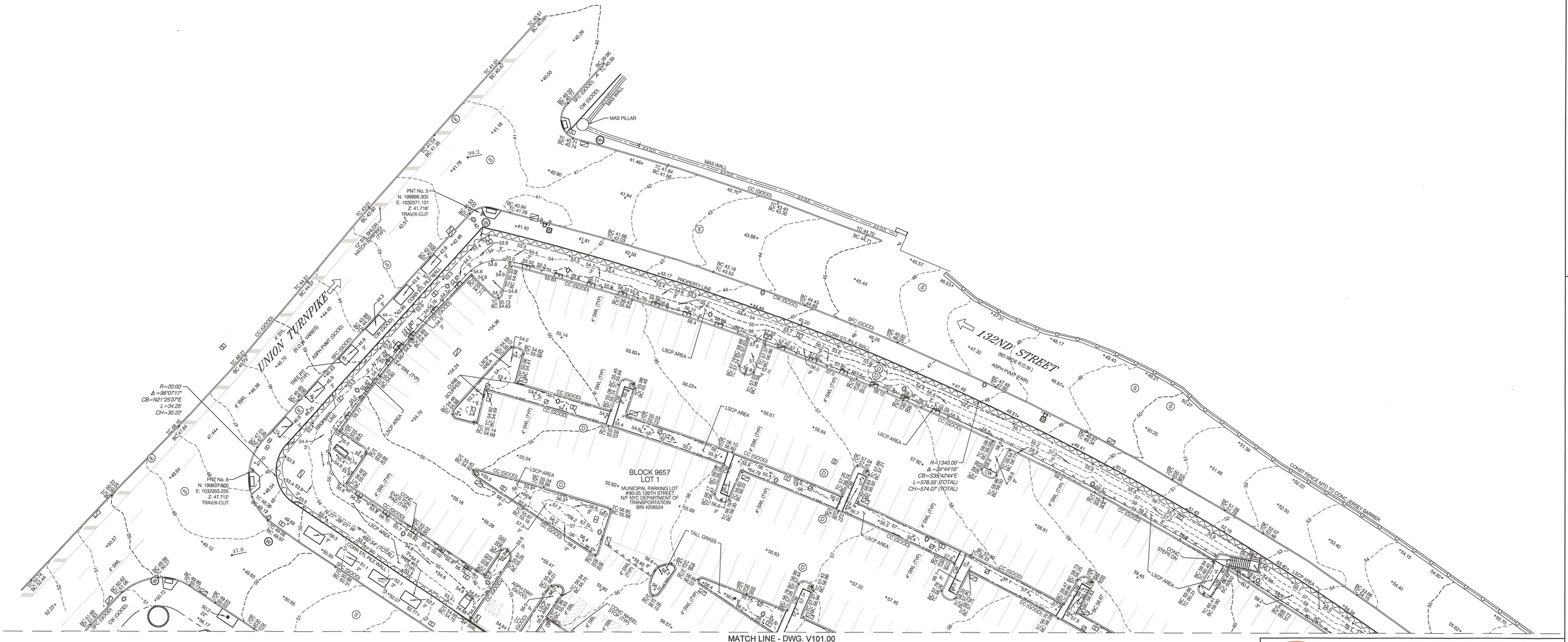
	- CATCH BASIN		- BOLLARD
	- STORM INLET		- TRAFFIC INDICATOR
	- TRENCH DRAIN	123.0	- LEGAL GRADE



MATCH LINE - DWG. V101.00

FEATURE ABBREVIATIONS

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		ID	IDENTIFICATION	STL	STEEL
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- MAJOR GRADING CONTOUR LINE (60)

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

No.	DESCRIPTION	DATE:	BY:	APR:
2	ADD BLOCK 9657, LOT 1 INTERNAL PARKING LOT TOPO & UTILITIES SURVEY	09/24/18	DHD	RSM
1	REV. CLIENT TITLE BLOCK ENTRIES PER CLIENT	08/20/18	DHD	RSM
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REVISIONS

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Florham Park, New Jersey 07932
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SEAL
R. STEPHEN MONCRIEF, JR., P.L.S.
NEW YORK PROFESSIONAL LAND SURVEYOR/REG. NO. 049819
DATE: 09/24/2018

BLOCK 9657
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
80-25 126TH STREET
BOROUGH AND COUNTY OF QUEENS, CITY AND STATE OF NEW YORK

DRAWING TITLE
TOPOGRAPHIC SURVEY

SURVEYED BY	DRAWN BY	CHECKED BY
B. KROUSE	E. BRAS	R. S. MONCRIEF

B-SCAN	SCALE	DRAWING NO.	CONTRACT NO.
	1"=20'	V102.00	73440.00
	DATE 07/31/2018		SHEET No. 2 OF 4 SHEETS

BOROUGH-BASED JAILS - QUEENS

ZONING CHART

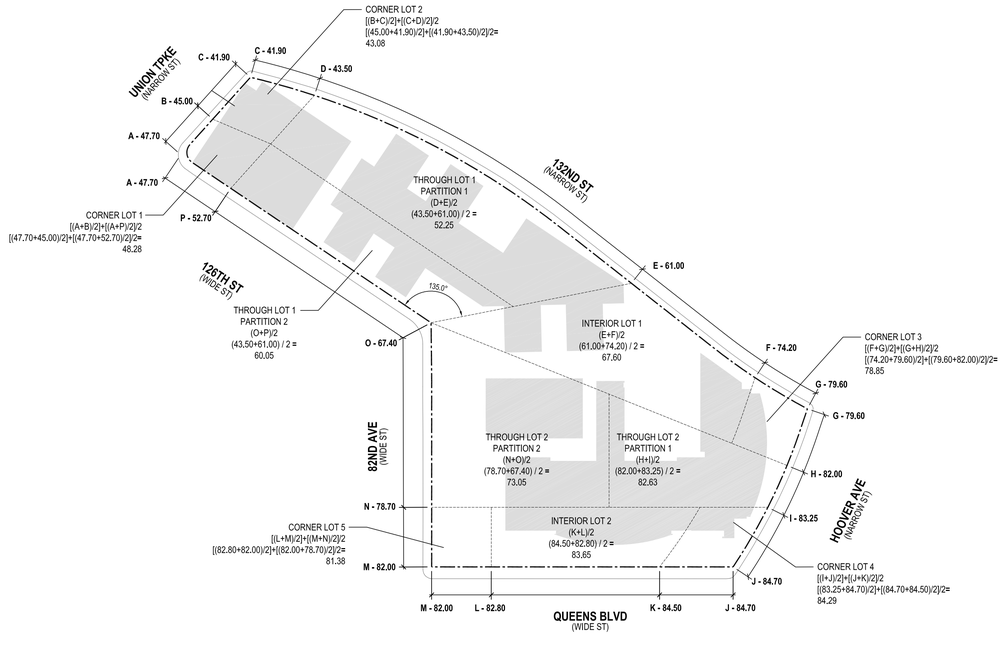
Borough	Queens
Block/ Lot	Block 9657 Lot 1 Block 9653 part of Lot 1 & 100 Demapped 82nd Ave Lot (approximately 26,142 sf)
Address	80-25 126 ST, 126-02 82 Avenue
Lot Area	385,512
Zoning Map No.	14B
Zoning District	C4-4
Community District	9

PROPOSED PROGRAM (ABOVE GROUND GSF)

Number of Beds	1,150 Beds
Jail Housing	780,000
Jail Support	323,000
Community Facility	25,000
Retail	0
Accessory Pkg (Jail)	605 Spaces
Parking (Jail)	0
Public Parking	202,800
Public Parking	676 Spaces
TOTAL GSF*	1,330,800
EXISTING TO REMAIN	
Courthouse	439,006

*Total GSF includes Public Parking

ZR Reference	Item / Description	Required / Permitted	Proposed			Comments
			Existing to Remain	Proposed New	Total	Notes
	USE GROUP					
32-00	Use Groups	UG 1-6, 8-10, 12	Courts 6D	Prisons 8D, Community Facility UG3 & UG4	Courts 6D, Prisons 8D, Community Facility UG3 & UG4	
				6D Courthouse Public Pkg Garage UG8	6D Courthouse Public Pkg Garage UG8	
	FLOOR AREA RATIO					
33-10	Residential	3.44	0.00	0.00	0.00	
	Community Facility	6.50	0.00	0.06	0.06	
	Commercial	3.40	1.14	2.97	4.11	Special Permit Required Pursuant to ZR 74-832
	Total all Uses if CF	6.50	1.14	3.03	4.17	
	Total all Uses w/o CF	3.40	1.14	2.97	4.11	Special Permit Required Pursuant to ZR 74-832
	FLOOR AREA					
33-10	Residential	1,326,161	0	0	0	
	Community Facility	2,505,828	0	25,000	25,000	
	Courthouse Jail* Accessory Parking Public Parking		439,006	 942,200 0 202,800	439,006 942,200 0 202,800	
	Total Commercial	1,310,741	439,006	1,145,000	1,584,006	Special Permit Required Pursuant to ZR 74-832
	Total all Uses if CF	2,505,828	439,006	1,170,000	1,609,006	
	Total all Uses w/o CF	1,310,741	439,006	1,145,000	1,584,006	Special Permit Required Pursuant to ZR 74-832
	*Approximately 10% mechanical deductions assumed on Jail use.					
	YARDS					
33-20	Rear -Corner/Through	NA - Full Block	NA - Full Block	NA - Full Block	NA - Full Block	
33-20	Rear - Interior Lot	NA - Full Block	NA - Full Block	NA - Full Block	NA - Full Block	
	HEIGHT & SETBACK					
33-40	Max Streetwall					
	Union Tpke	60'	N/A	292.92' (+ 40' Mechanical)	292.92' (+ 40' Mechanical)	Special Permit Required Pursuant to ZR 74-832
	132nd St	60'	75.15 - 93.15	105.00'	105.00'	Special Permit Required Pursuant to ZR 74-832
	Hoover Ave	60'	30.71 - 93.15	30.71 - 93.15	30.71 - 93.15	
	Queens Blvd	60'	30.71 - 31.35	30.71 - 31.35	30.71 - 31.35	
	82nd Ave	60'	22.28 - 41.95	105.00'	105.00'	Special Permit Required Pursuant to ZR 74-832
	126th St	60'	N/A	105.00'	105.00'	Special Permit Required Pursuant to ZR 74-832
33-40	Setback at Max Base					
	Union Tpke	20'	N/A	0'	-	Special Permit Required Pursuant to ZR 74-832
	132nd St	20'	20'	10'	-	Special Permit Required Pursuant to ZR 74-832
	Hoover Ave	20'	20'	15'	-	
	Queens Blvd	15'	15'	15'	-	
	82nd Ave	15'	15'	10'	-	Special Permit Required Pursuant to ZR 74-832
	126th St	15'	N/A	10'	-	Special Permit Required Pursuant to ZR 74-832
33-40	Max Building Envelope Height					
	Union Tpke	-	-	292.92' (+ 40' Mechanical)	292.92' (+ 40' Mechanical)	Special Permit Required Pursuant to ZR 74-832
	132nd St	-	-	292.92' (+ 40' Mechanical)	292.92' (+ 40' Mechanical)	Special Permit Required Pursuant to ZR 74-832
	Hoover Ave	-	-	113.15' (Existing to Remain)	113.15' (Existing to Remain)	Special Permit Required Pursuant to ZR 74-832
	Queens Blvd	-	-	148.04' (Existing to Remain)	148.04' (Existing to Remain)	Special Permit Required Pursuant to ZR 74-832
	82nd Ave	-	-	262.95' (+ 40' Mechanical)	262.95' (+ 40' Mechanical)	Special Permit Required Pursuant to ZR 74-832
	126th St	-	-	287.72' (+ 40' Mechanical)	287.72' (+ 40' Mechanical)	Special Permit Required Pursuant to ZR 74-832
33-40	Sky Exposure Plane					
	Union Tpke	2.7 to 1	N/A	0 to 1	0 to 1	Special Permit Required Pursuant to ZR 74-832
	132nd St	2.7 to 1	N/A	0 to 1	0 to 1	Special Permit Required Pursuant to ZR 74-832
	Hoover Ave	2.7 to 1	2.7 to 1	2.7 to 1	2.7 to 1	
	Queens Blvd	5.6 to 1	5.6 to 1	5.6 to 1	5.6 to 1	
	82nd Ave	5.6 to 1	5.6 to 1	0 to 1	0 to 1	Special Permit Required Pursuant to ZR 74-832
	126th St	5.6 to 1	N/A	0 to 1	0 to 1	Special Permit Required Pursuant to ZR 74-832
	ACCESSORY PARKING					
	Accessory Parking					
36-20	Court Houses PRC-C	1/2,000 sf FA = 220 required	52	0	52	Existing Legal Non-Compliance
36-12	Prisons PRC-H	150 permitted	0	605	605	Special Permit Required Pursuant to ZR 74-832
	Community Facility	None Required	0	0	0	
	Total all Uses	370	52	605	657	Special Permit Required Pursuant to ZR 74-832
	PUBLIC PARKING					
32-17	Public Parking	150 permitted	0	676	676	Special Permit Required Pursuant to ZR 74-832
	LOADING					
36-60	Prisons PRC-H	10,000 sf - Non Required Next 290,000 sf - 1 Required Each Additional 300,000 sf or fraction thereof. - 1 Required 942,200 sf = 4 Berths Required	N/A	2	2	Special Permit Required Pursuant to ZR 74-832
	ENCLOSED BICYCLE PARKING					
36-70, 36-71	Court Houses - UG 6D	None Required	-	-	-	
	Prisons - UG 8D	None Required	-	-	-	
	Community Facility	1 per 10,000 sf = 3	-	-	-	
	Total Enclosed	2 = (exempt 3 or less)	-	-	-	
	Enclosed Accessory Parking Area	None Required	None Provided	None Provided	None Provided	
	Public Parking Garages	1 per 10 cars 676 cars = 68 bicycles	-	68 bicycle spaces	68 bicycle spaces	
	STREET TREES					
33-03 26-41	Required Trees	1 per 25' of Frontage				
	Union Tpke	168.93 = 7 trees	6	0	6	13 Remaining required trees to be provided off-site or paid into fund pursuant to ZR Section 26-40
	132nd St	1096.81 = 44 trees	2	26	28	
	Hoover Ave	293.95 = 12 trees	1	0	1	
	Queens Blvd	505.47 = 21 trees	6	0	6	
	82nd Ave	409.56 = 17 trees	1	0	1	
	126th St	499.67 = 20 trees	10	5	15	
	Total	121 trees	26	31	57 trees, 70 trees to tree fund	



1 AVERAGE CURB DIAGRAM

SCALE: 1" = 120'

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

NO.	DATE	REVISION

REGISTERED ARCHITECT
JOSEPH J. ALIOTTA
16319
STATE OF NEW YORK

SEAL

KEY PLAN

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

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

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

PROJECT TITLE:

80-25 126 ST,
126-02 82 AVE

BOROUGH: QUEENS
BLOCK: 9657 & 9653
LOT: 1 & 100
ULURP #: 190342 ZSQ
KEW GARDENS, NY 11424

PROJECT No: 73441.00

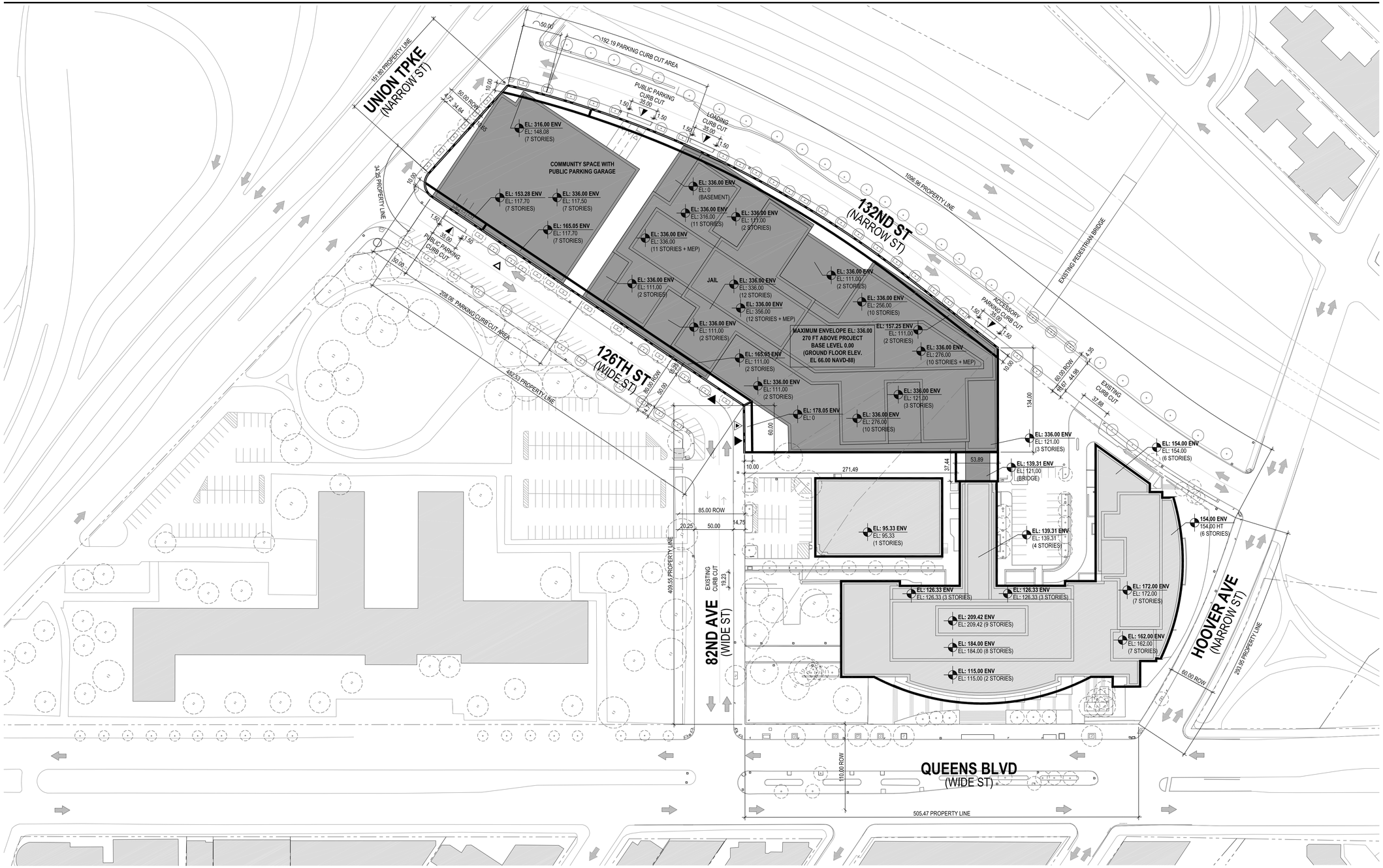
DRAWING TITLE:

ZONING ANALYSIS

SCALE:

Z-020

3/20/19



LEGEND

GENERAL

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

SITE PLAN

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

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

GENERAL NOTES:

- APPLICANT'S STAMP AND SEAL CORRESPONDS TO THE INFORMATION REGARDING THE DEVELOPMENT SITE, ZONING LOT, AND RELATED CURB CUTS. INFORMATION REGARDING THE SURROUNDING PROPERTIES AND EXISTING STRUCTURES IS FOR ILLUSTRATIVE PURPOSES ONLY.
- BUILDING SHOWN WITHIN THE MAX BUILDING ENVELOPE IS SHOWN FOR ILLUSTRATIVE PURPOSE ONLY AND IS SUBJECT TO CHANGE.
- LANDSCAPE AND HARDSCAPE INFORMATION IS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND IT IS SUBJECT TO CHANGE
- ON ROOF OF THE JAIL BUILDING, TO HEIGHT OF EL 376.00 - PERMITTED AREA AND USES INCLUDE: ROOFTOP HORTICULTURE SPACE WITH SECURITY ENCLOSURE, PASSENGER AND SERVICE ELEVATOR STOPS, VESTIBULES AND LOBBIES, EGRESS STAIRS AND SUPPORT SPACES FOR 1,000SF FOR SUCH USES AS RESTROOMS, STORAGE, HOLDING CELLS, VESTIBULES AND LOBBIES.
- MAXIMUM BUILDING ENVELOPE SURROUNDING EXISTING BUILDING IS COINCIDENT WITH EXISTING BUILDING FACADE AND ROOF.

N

0' 15' 30' 60' 120' 240'

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

NO.	DATE	REVISION

REGISTERED ARCHITECT
JOSEPH J. ALIOTTA
16319
STATE OF NEW YORK

SEAL

KEY PLAN

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

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

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

PROJECT TITLE:

80-25 126 ST, 126-02 82 AVE

BOROUGH: QUEENS
BLOCK: 9657 & 9653
LOT: 1 & 100
ULURP #: 190342 ZSQ
KEW GARDENS, NY 11424

PROJECT No: 73441.00

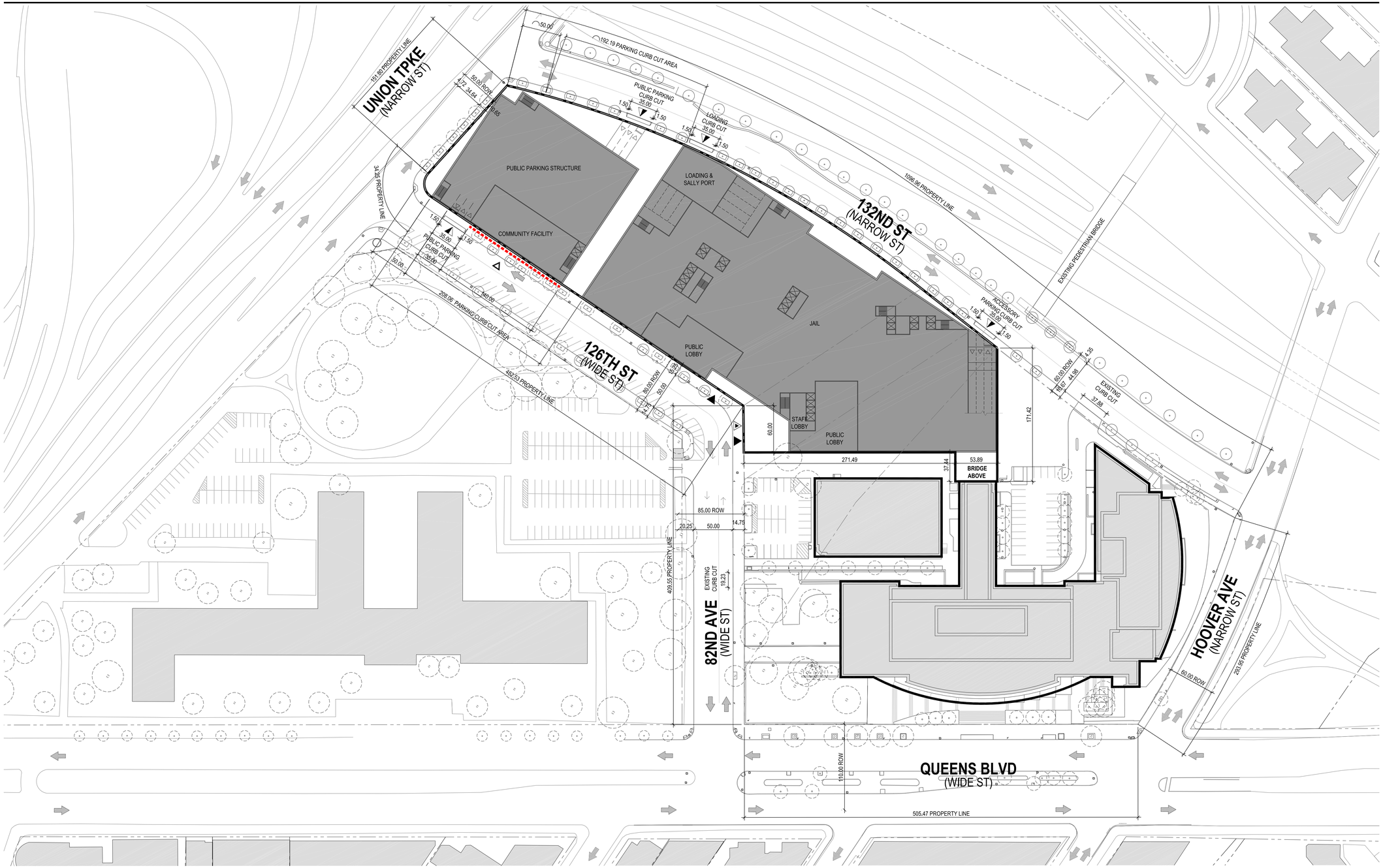
DRAWING TITLE:

ZONING LOT SITE PLAN

SCALE:

Z-030

3/20/19



LEGEND

GENERAL

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

SITE PLAN

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

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

MANDATORY COMMUNITY FACILITY FRONTAGE. SEE NOTES

GENERAL NOTES:

- APPLICANT'S STAMP AND SEAL CORRESPONDS TO THE INFORMATION REGARDING THE DEVELOPMENT SITE, ZONING LOT, AND RELATED CURB CUTS. INFORMATION REGARDING THE SURROUNDING PROPERTIES AND EXISTING STRUCTURES IS FOR ILLUSTRATIVE PURPOSES ONLY.
- BUILDING SHOWN WITHIN THE MAX BUILDING ENVELOPE IS SHOWN FOR ILLUSTRATIVE PURPOSE ONLY AND IS SUBJECT TO CHANGE.
- LANDSCAPE AND HARDSCAPE INFORMATION IS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND IT IS SUBJECT TO CHANGE
- ON ROOF OF THE JAIL BUILDING, TO HEIGHT OF EL 376.00 - PERMITTED AREA AND USES INCLUDE: ROOFTOP HORTICULTURE SPACE WITH SECURITY ENCLOSURE, PASSENGER AND SERVICE ELEVATOR STOPS, VESTIBULES AND LOBBIES, EGRESS STAIRS AND SUPPORT SPACES FOR 1,000SF FOR SUCH USES AS RESTROOMS, STORAGE, HOLDING CELLS, VESTIBULES AND LOBBIES.
- MAXIMUM BUILDING ENVELOPE SURROUNDING EXISTING BUILDING IS COINCIDENT WITH EXISTING BUILDING FACADE AND ROOF.
- CURB-CUTS ON THE PUBLIC STREET MUST BE A MINIMUM OF AT LEAST 50FT FROM ANY INTERSECTING STREET LINE. VARIANT CURB-CUT LOCATIONS SHALL BE APPROVED BY NYC DEPARTMENT OF BUILDINGS, AS PER ZR 36-53
- PEDESTRIAN ROUTES TO AND FROM GARAGE POINTS SHALL BE PROVIDED AND BE CLEARLY POSTED. THESE ROUTES SHALL HAVE WARNING DEVICES PLACED AT ALL POTENTIAL PEDESTRIAN / VEHICULAR CONFLICT POINTS. STOP SIGNS AND VISUAL AND AUDIBLE WARNING DEVICES SHALL BE PLACED AT ALL VEHICULAR EGRESS POINTS (AT SIDEWALKS).
- ACCESS POINTS SHOWN WITH TRIANGULAR SYMBOLS MUST BE LOCATED ON THE SAME BUILDING STREET FRONTAGE AS SHOWN, BUT MAY BE LOCATED ANYWHERE ON SUCH FRONTAGE.
- ACCESS POINTS WITH EXCEPTION TO VEHICULAR MAY WRAP CORNERS OF FRONTAGES
- 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 MUST OCCUPY THE AREA BEHIND ANY WALLS FACING MANDATORY COMMUNITY FACILITY FRONTAGES TO A DEPTH OF NO LESS THAN 30 FEET. THIS REQUIREMENT MUST BE MET FOR WALLS FACING NO LESS THAN 75% OF THE LENGTH OF EACH OF THE DESIGNATED FRONTAGES

0' 15' 30' 60' 120' 240'

SUBMISSIONS	DATE
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PROJECT TITLE:

80-25 126 ST, 126-02 82 AVE

BOROUGH: QUEENS
BLOCK: 9657 & 9653
LOT: 1 & 100
ULURP #: 190342 ZSQ
KEW GARDENS, NY 11424

PROJECT No: 73441.00

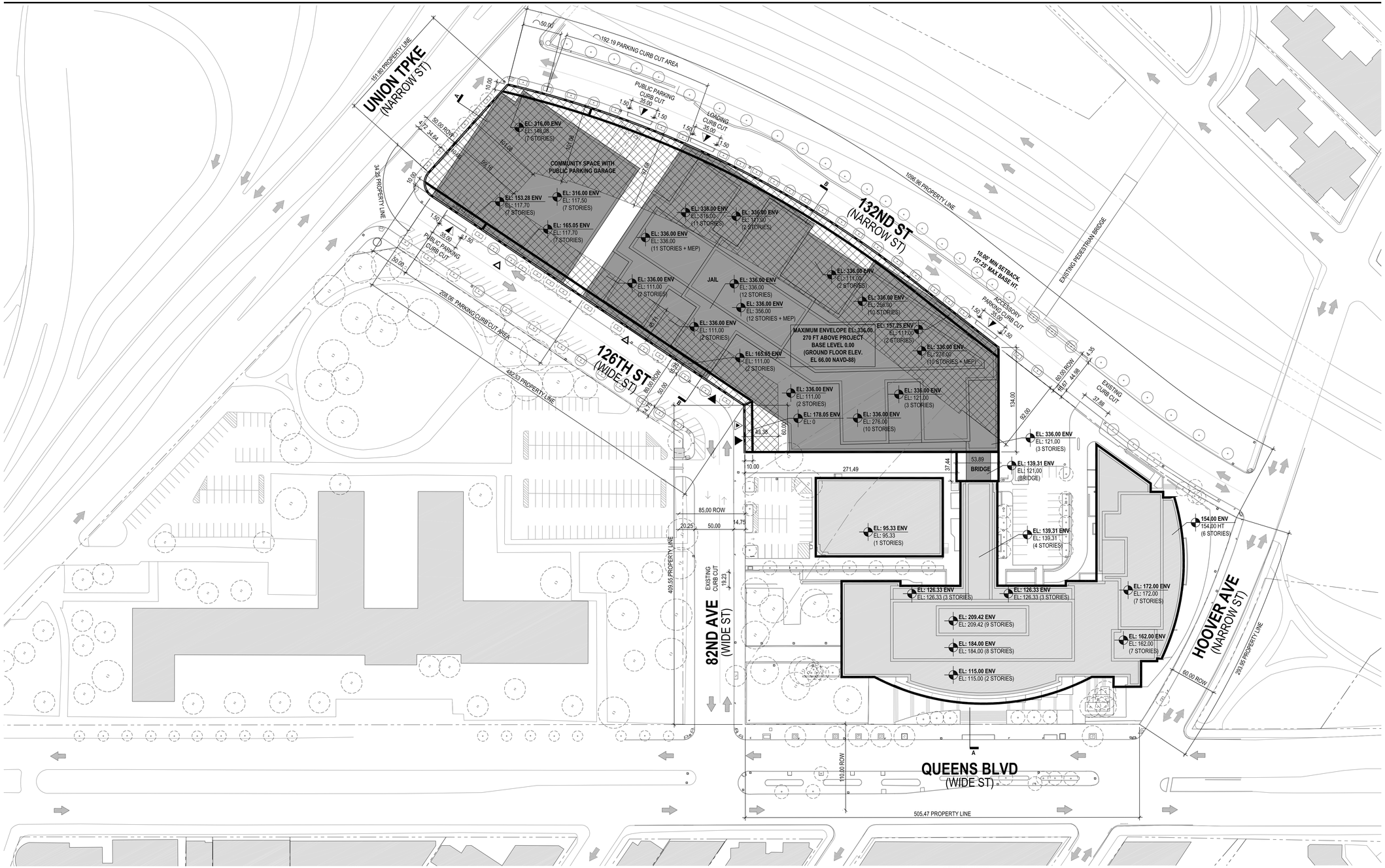
DRAWING TITLE:

GROUND FLOOR PLAN

SCALE:

Z-040

3/20/19



LEGEND

GENERAL

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

SITE PLAN

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- VEHICULAR ACCESS POINT
- COMMUNITY FACILITY ACCESS POINT
- STAFF ACCESS POINT

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

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

GENERAL NOTES:

- APPLICANT'S STAMP AND SEAL CORRESPONDS TO THE INFORMATION REGARDING THE DEVELOPMENT SITE, ZONING LOT, AND RELATED CURB CUTS. INFORMATION REGARDING THE SURROUNDING PROPERTIES AND EXISTING STRUCTURES IS FOR ILLUSTRATIVE PURPOSES ONLY.
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SUBMISSIONS	DATE
CPC ULURP APPLICATION	3/20/2019
CPC SUBMISSION	8/30/2019

NO.	DATE	REVISION

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PROJECT TITLE:

80-25 126 ST, 126-02 82 AVE

BOROUGH: QUEENS
BLOCK: 9657 & 9653
LOT: 1 & 100
ULURP #: 190342 ZSQ
KEW GARDENS, NY 11424

PROJECT No: 73441.00

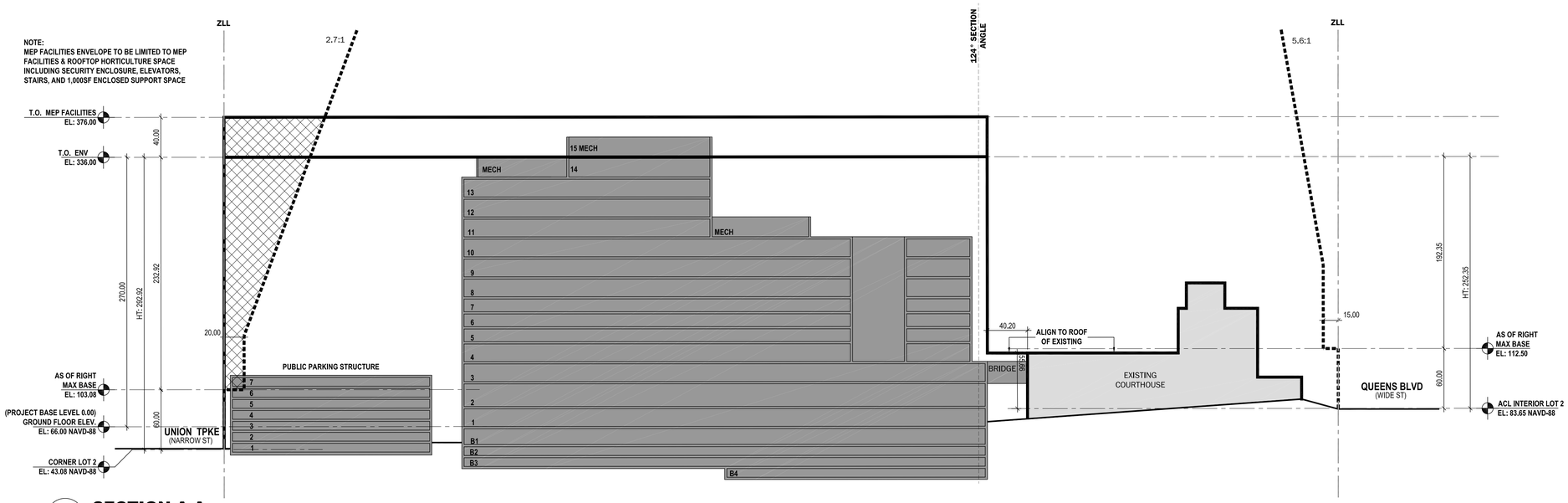
DRAWING TITLE:

WAIVER PLAN - ROOF PLAN

SCALE:

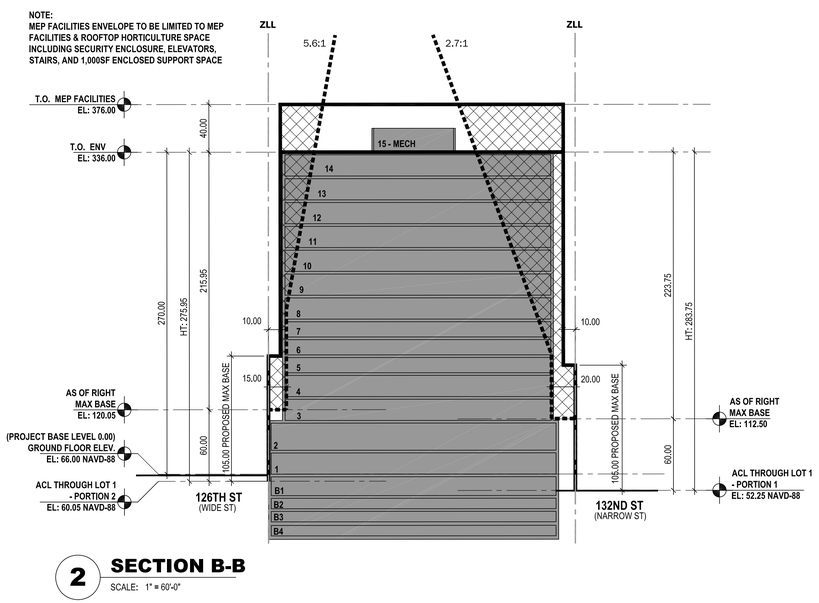
Z-050

3/20/19



1 SECTION A-A

SCALE: 1" = 60'-0"



2 SECTION B-B

SCALE: 1" = 60'-0"

LEGEND

GENERAL

- EXISTING BUILDING TO REMAIN
- PROPOSED ILLUSTRATIVE BUILDING
- ZONING LOT LINE (ZLL)
- MAXIMUM BUILDING ENVELOPE
- AS OF RIGHT ZONING EXTENTS
- PROPOSED ILLUSTRATIVE BUILDING LINE
- **HEIGHT AND SETBACK WAIVER. SPECIAL PERMIT REQUIRED PURSUANT TO SECTION 74-832 OF ZR.**

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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CPC ULURP APPLICATION	3/20/2019
CPC SUBMISSION	8/30/2019

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PROJECT TITLE:

80-25 126 ST, 126-02 82 AVE

BOROUGH: QUEENS
BLOCK: 9657 & 9653
LOT: 1 & 100
ULURP #: 190342 ZSQ
KEW GARDENS, NY 11424

PROJECT No: 73441.00

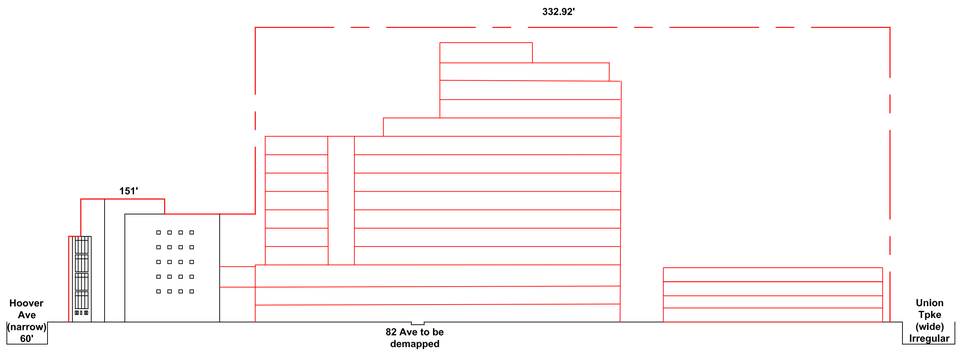
DRAWING TITLE:
SECTIONS

SCALE:
Z-060

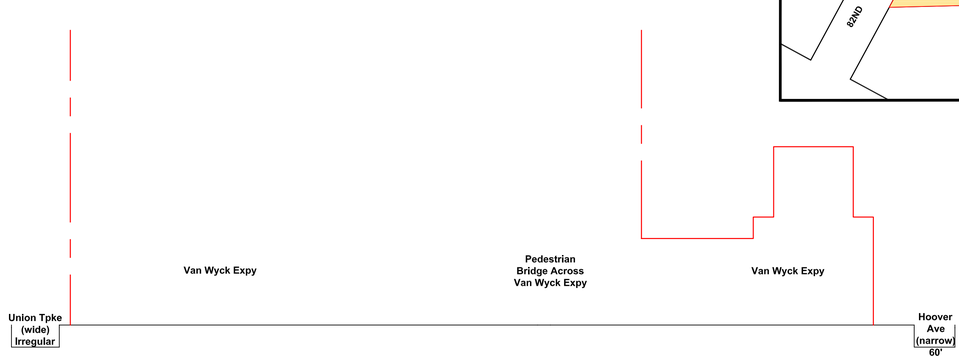
3/20/19

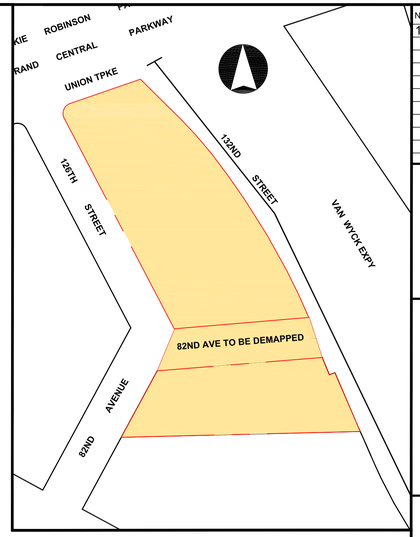
Neighborhood Character Diagram/ Streetscape Elevation

STREETSCAPE ELEVATION:
West view along 132nd Street

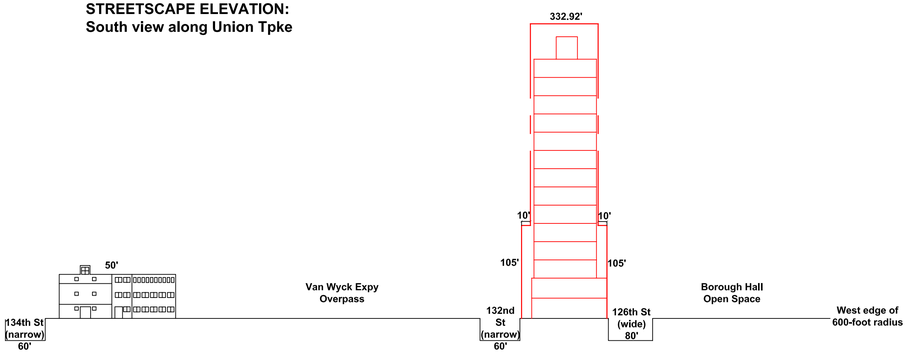


STREETSCAPE ELEVATION:
East view along 132nd Street

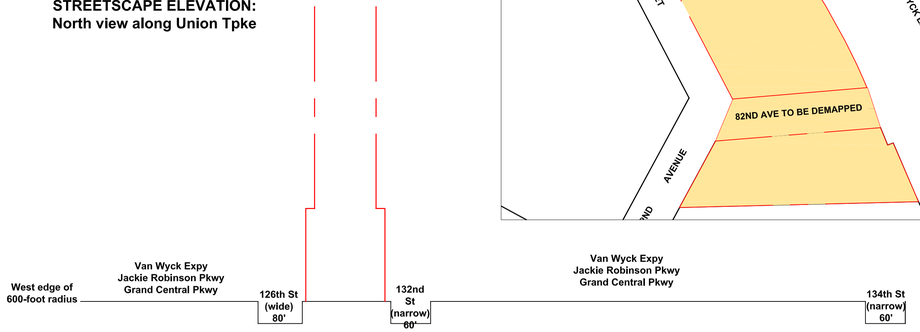


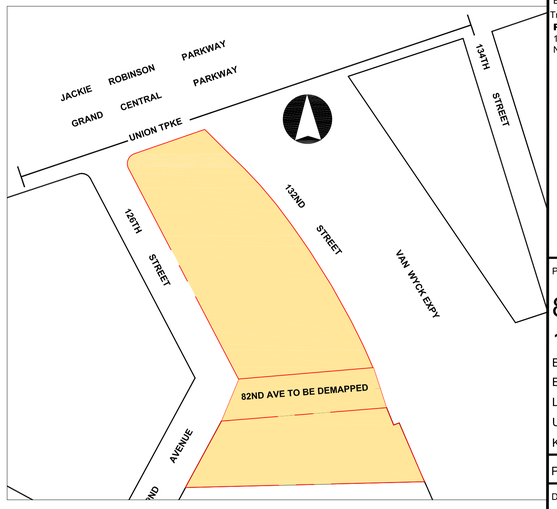


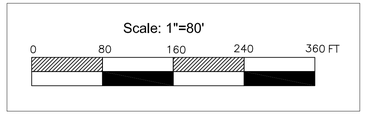
STREETSCAPE ELEVATION:
South view along Union Tpke



STREETSCAPE ELEVATION:
North view along Union Tpke







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

SEAL

Legend

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

PERKINS EASTMAN
115 Fifth Avenue
New York, NY 10003
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Owner:
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Traffic:
PHILIP HABIB & ASSOCIATES
102 MADISON AVENUE, 11TH FLOOR
NEW YORK, NY, 10016 T. +1 212.929.5656

PROJECT TITLE:

80-25 126 ST, 126-02 82 AVE

BOROUGH: QUEENS
BLOCK: 9653 & 9657
LOT: 1 & 100; 1
ULURP #: XXXXXXX
KEW GARDENS, NY 11424

PROJECT No: 73441.00

DRAWING TITLE:
QUEENS BOROUGH-BASED JAIL
Neighborhood Character Drawing 1 of 2

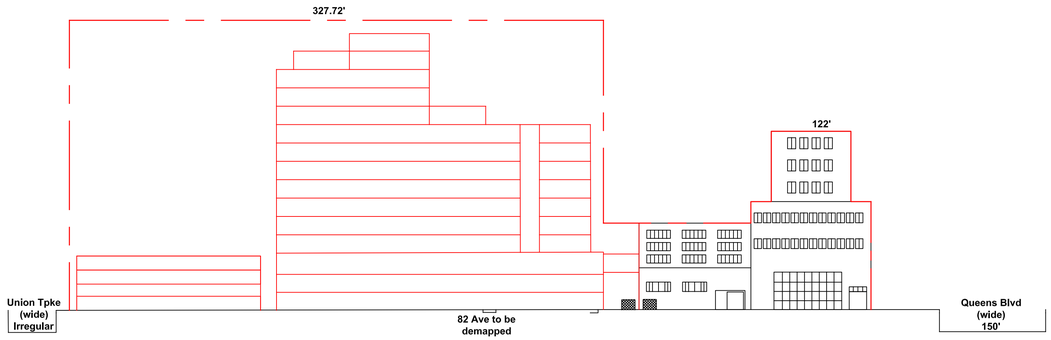
SCALE:

N-010

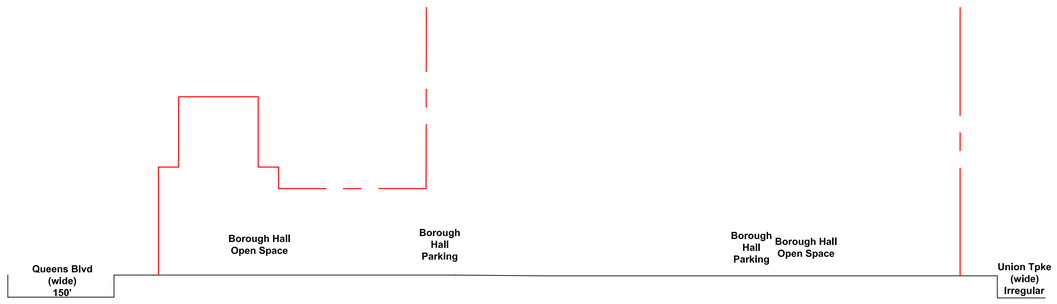
3/20/2019

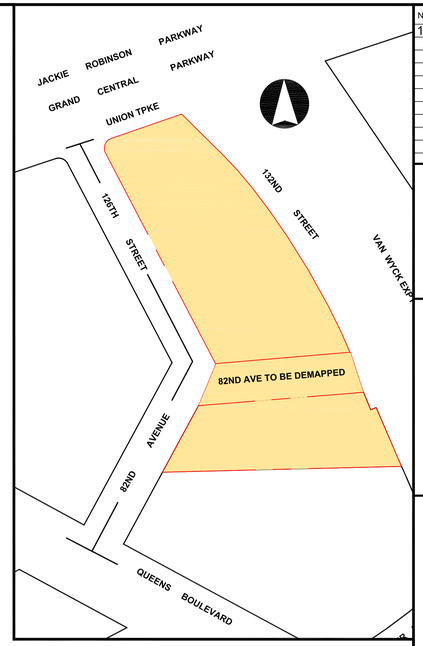
Neighborhood Character Diagram/ Streetscape Elevation

STREETSCAPE ELEVATION:
East view along 126th Street/ Southeast view along 82nd Avenue



STREETSCAPE ELEVATION:
Northwest view along 82nd Avenue/ West view along 126th Street





Scale: 1"=80'

0 80 160 240 360 FT

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

SEAL

Legend

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PROJECT TITLE:

80-25 126 ST,
126-02 82 AVE

BOROUGH: QUEENS
BLOCK: 9653; 9657
LOT: 1 & 100; 1
ULURP #: XXXXXXX
KEW GARDENS, NY 11424

PROJECT No: 73441.00

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

SCALE:

N-020

3/20/2019