



## **Mayor's Office of Criminal Justice**

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## **NYC Department of Correction**

Cynthia Brann, Commissioner  
75-20 Astoria Blvd, Suite 305  
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July 26, 2019

Marisa Lago, Chair  
City Planning Commission  
120 Broadway  
New York, NY 10271

Dear Chair Lago:

Thank you for inviting the applicant team for the proposed New York City Borough-Based Jail System to testify at the City Planning Commission's public hearing on July 10, 2019. We are writing with follow-up information requested by the Commissioners and the Department of City Planning during and after the hearing.

The City is proposing a borough-based jail system that will allow the City to close the jails on Rikers Island. The following principles guided the development of the proposed plans. The City's goal is to have jails that are:

- **Fairer:** rehabilitative facilities designed to improve health, educational, and social outcomes of those incarcerated; promote the dignity of all who are incarcerated, work or enter the buildings; are located in communities to increase access to families, communities, attorneys and social service providers in buildings that integrate into neighborhoods and serve as civic assets
- **Safer:** designed to reduce violence with improved lines of sight due to modern layouts, smaller housing units and better monitoring practices
- **More Efficient:** better connections to the rest of the justice system by improving access to courts, attorneys and service providers and thus reducing associated transportation costs and unnecessary delays

### Criminal Justice Reform/Policy Decisions

1. *Detail on the average square foot per person in detention anticipated and why this is more than in other modern jail facilities*

A key goal of the borough-based jail system is to provide a safe and humane environment for people who work and live in the proposed jails, improving upon what the jails in New York City currently provide to people in detention and to those who work in the facilities.



The Department of Correction's (DOC) existing facilities on Rikers Island, and those in Manhattan, Brooklyn, Queens, and the Bronx (the Barge), were built more than 40 years ago and have serious operational challenges. Facility layouts are outdated and do not contain the space, daylight, or social infrastructure to provide the support services necessary for modern detention facilities and practices.

The proposed program provides support space for quality educational programming, recreation, therapeutic services, publicly accessible community space, and staff parking. The support space would include a public-service-oriented lobby, visiting space, space for robust medical screening for new admissions, medical and behavior health exams, health/mental health care services, medical clinics and therapeutic units, and administrative space, in addition to natural light into these spaces.

Each facility would be designed to integrate with the surrounding neighborhood and provide community space that could be used for community determined programming, which could include street-level retail space.

The new borough-based facilities would be designed with more manageable housing units, allowing officers to effectively supervise people in detention as a result of the improved direct-supervision floor plans.<sup>1</sup> The proposed program includes sufficient space for effective and tailored programming, appropriate housing for those with medical, behavioral and mental health needs, and opportunity for a more stable reentry into the community. In addition, each borough-based facility would be designed to be self-sufficient in operations and maintenance, including a minimum of 10 days of stored food (7 days bulk ingredients and 3 days of prepared meals), along with 10 days of fuel storage for emergency situations.

The program for the borough-based jails is based on evidence-informed best practices addressing programs, operations, interior environments, and connections to outdoors, and is responsive to urban conditions. The program is based on the basic foundational operational principles fundamental to humane 21<sup>st</sup> century detention centers, including direct supervision, robust programming space, and normative environments.

Of these fundamental principles, housing unit programming (including the layout of spaces provided and a direct supervision model of management) is a key part of what defines the square foot per person in detention anticipated in the borough-based jails plan. The unit management provides each housing unit with directly accessible program space and direct access to outdoor recreation space, minimizing unnecessary resident circulation, travel time, and scheduling constraints. Residents can access this

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<sup>1</sup> Direct supervision combines two elements: physical jail design and staff management strategy. It allows for better lines of sight by removing physical barriers between staff and those in detention. The removal of physical barriers also provides more opportunity for staff to positively engage with people who are detained – strengthening supervisory relationships. By improving lines of sight and strengthening relationships between staff and people detained, direct supervision allows staff to more easily recognize and de-escalate problems, thereby reducing the likelihood of serious incidents.

programmatic support space directly without the need for escort and most aspects of the residents' day, including meals, recreation, education, counseling, training, and video visitation, can occur on the housing unit level. To further enable a program-enriched daily experience, technologies like mobile communication devices will allow controlled access to entertainment, services, distance learning, tele-visiting, and court appearances.

The current proposed space program and goals set out by the Department of Correction and the Mayor's Office of Criminal Justice are consistent with best practices for justice design and have a direct relationship to the square foot per person in detention.

### Housing Unit and Cell Design Criteria

- Maximum number of cells per housing unit (24 for therapeutic and 32 for general population)
- Direct daylight in every cell
- Direct access to recreation areas from every housing unit
- Consistent cell design type
- Single occupancy cells and dormitory design
- 38% programmatic mix of therapeutic housing units
- Optimal daylight orientation for day rooms
- Optimal proportions for housing units to provide clear sight lines
- Compliance with DOC and national design standards
- Compliance with Justice Implementation Task Force Guidelines

The proposed square footage breakdown of the program elements listed above are shown in the chart below.

### THE BOROUGH-BASED JAILS PROGRAM

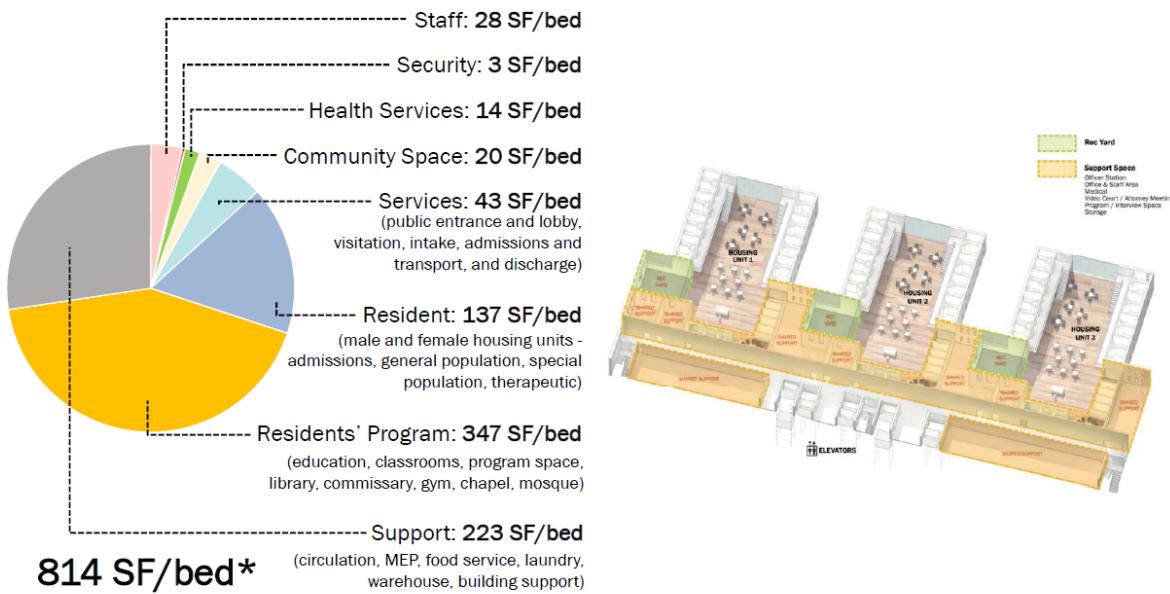


Figure 1: Brooklyn area per bed breakdown



As a product of these considerations, the borough-based jails have been programmed using cutting-edge best practices to set a standard above many of its contemporaries. It is also important to note there have been relatively few new jail facilities built in large U.S. cities in the last 20 years. However, to form a basis of comparison, the most similar “modern jail facilities” in terms of program are Philadelphia (1,190 beds currently being planned) and Denver (1,560 beds designed in 2006).

The following illustrates the general programmatic differences that make the borough-based jails unique:

- The NYC borough-based jails would be full-service, stand-alone facilities, unlike those in Denver and Philadelphia.
- The NYC borough-based jails would have fewer beds per housing unit (16-32 beds each) compared to Denver (48-64 beds) and Philadelphia (8-48 beds).
- The NYC borough-based jails would contain robust health clinics in addition to adequate treatment spaces for physical, behavioral and mental health care, compared with no clinics in Denver and undersized clinics in the Philadelphia facility.
- The NYC borough-based jails would have direct-light into the cells, inside and outside visitation spaces with ample programming spaces, both on the housing unit level and facility-wide (indoor gym, auditorium, classrooms, chapel and mosque for example). Neither the Philadelphia nor Denver facilities include these elements.
- The staff areas and public-facing areas of the NYC borough-based facilities would be appropriately sized compared with the smaller sizes in Denver and Philadelphia.

As demonstrated by the Denver and Philadelphia facilities, other jails throughout the country operate at a lower square footage per person because they have more beds per housing unit, minimal or no programming space, no room for contact visits, and no direct access to outdoor recreation spaces. The borough-based jail system would provide humane spaces for all people who live and work in the facilities, as specified above.

## 2. *All sites – how women will be housed in the borough-based jail system*

### How to ensure separation between women and men

The concept for the centralized women’s facility is that it operates, from the perspective of someone in custody, as a standalone facility with the overall goal to ensure complete separation between men and women in custody. Males and females are housed in separate wings of the building, circulate in separate halls and elevators, and participate in medical, programming, visiting, religious services and recreation in separate areas.

Generally within the building, public facing spaces and support spaces for administrative support, parking, locker rooms, kitchen, laundry, warehouse, mechanical systems, and maintenance areas will support both the men and women housed in the building, creating



operational efficiencies without diminishing the separate dedicated program as described above.

**Will DOC officers be overseeing women in custody?**

Both female and male officers will supervise women in custody as is current practice at the Department of Correction. DOC is currently working to develop new gender-responsive curriculum training content that will be delivered to new recruits and to any staff member assigned to work with women in custody. This content will center on gender-responsive approaches which are guided by research; that is relational, strength-based, trauma-informed, culturally competent, and holistic; and accounts for the different characteristics and life experiences of women and men, and responds to their unique needs, strengths, and challenges.

**Average square footage per female in custody**

In the current program, there is approximately 1,000 SF per female in custody. The average square foot per female is higher than that for the male population due to the program requirements of serving a smaller population.

***3. Bronx – detailed explanation of issues with alternative Bronx site(s)***

The criteria guiding site selection for the borough-based jails were primarily based on: (1) proximity to courthouses to reduce delays in cases and the time people stay in jail; (2) accessibility to public transportation so family members, lawyers, and service providers could easily visit; (3) sufficient size to fit an equitable distribution of the City's jail population across four boroughs, with space to provide a humane, safe, and supportive environment; and (4) City-owned land that would allow for swift development of the new jail and with sufficient area to accommodate a new facility.

In the Bronx, we did not have a viable site that provided a direct connection to the courthouse. The City looked at multiple sites in the Bronx and determined that the Bronx Tow Pound was the only site that was relatively close to the courthouse and fit the other critical criteria. As detailed below, the City explored numerous sites in the Bronx and encountered the following concerns with respect to ownership, lot size and distance to the courts and mass transit.

**Viability of the Bronx Hall of Justice site**

The Bronx Hall of Justice site is comprised of three sites, referred to as sites A, B, and C (see Figure 2). The proposal to move all court-related functions from the Bronx Hall of Justice site to the Bronx Housing Court site is not a viable option because the State plans to switch the functions of the Bronx Housing Court and the Bronx Civil Court, as detailed further below.

Use of all three sites at the Bronx Hall of Justice site (A, B, and C) is not viable due to State ownership of Sites B and C requiring acquisition by the City, serious operational challenges and safety concerns. Operationally, the combined sites would result in a long,

non-contiguous site and a resulting zig-zag floorplan (see Figure 3). That would pose the following operational challenges: longer response times during emergency situations; corridors with blind spots and obstructed views; longer distances and resulting times to escort people in custody to congregate programming spaces including religious services and visits; and duplicative control centers and other stations in each building. Finally, use of all three sites (A, B, and C) is not possible with direct light. The resulting use of sites A and B for a facility that allows direct light would require a building height of 495 feet, which is 250 feet taller than the maximum envelope height of the proposed Bronx facility at 745 East 141st Street.

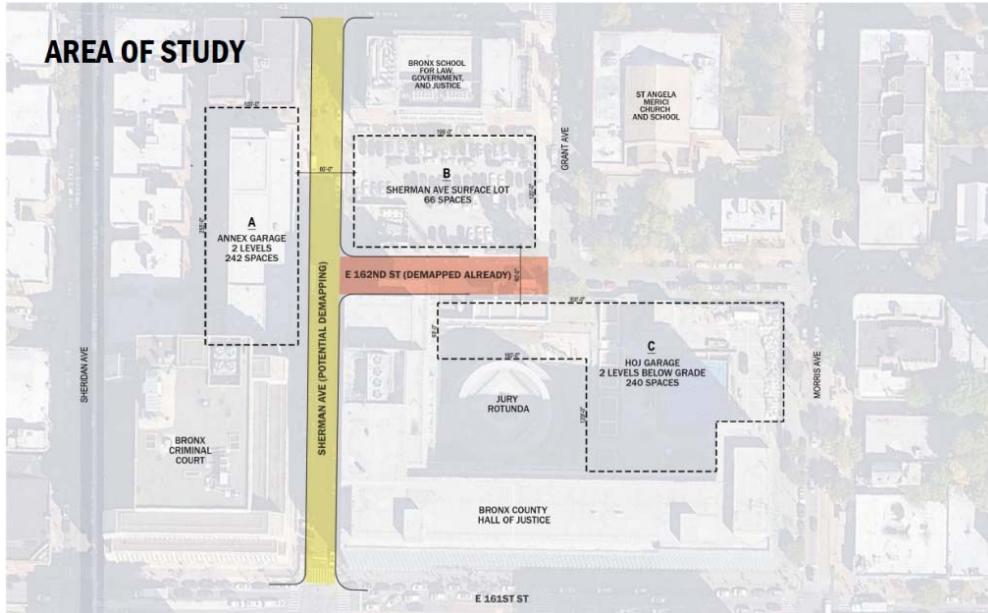


Figure 2: Bronx Hall of Justice Site reference plan

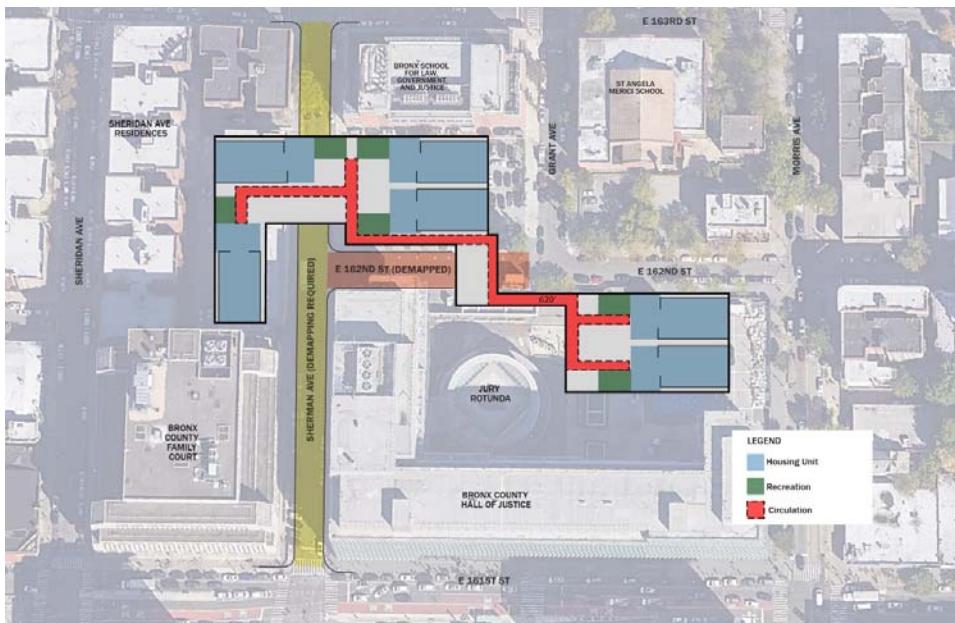


Figure 3: Bronx Hall of Justice Site Housing Plan



#### Response to the recommendation to use the Bronx Family Court site

The City received the recommendation to use the “underutilized and outmoded Family Court” site and the “land behind the Bronx Hall of Justice” for the Bronx borough-based facility. This site is not feasible for the reasons delineated below.

The Bronx Family and Criminal Courts, located at 215 East 161st Street, function at close to capacity and are occupied by numerous offices and employees. In addition to housing the Family Court and associated offices, the building also houses the Criminal Court and associated offices, District Attorney, Department of Probation offices, Human Resources, Department of Correction holding cells, arraignment courts, NYPD Central Booking, along with an estimated 27 other agencies/organizations. There are an estimated 1,150 people working in the building.

Relocating this courthouse to an existing courthouse is not feasible as the existing other courthouse buildings in the Bronx are also at capacity. In addition, the land directly behind the Bronx Hall of Justice is now in operation as a parking lot and the spaces in use would have to be replaced if this site were to be used. There is no room to locate a replacement space that would serve the people who need to use the parking lot. Above grade parking is currently used by NYPD and DOC and below grade parking is used by judges, court staff and the Bronx District Attorney’s office.

Finally, under the State’s plan, the Bronx Housing Court will not be vacated. Instead, the two courthouses and all their parts will swap spaces. Bronx Housing Court at 1118 Grand Concourse will move to 851 Grand Concourse and the Bronx Civil Court located at 851 Grand Concourse will move into 1118 Grand Concourse. Neither of these buildings will be left empty as a result of this plan.

#### Other Bronx sites explored during site selection process

The City explored the following sites during the site selection process and none of them met the needs of the proposed project for the reasons listed below.

#### **Vernon C. Bain Correctional Parking Lot**

The Vernon C. Bain Correctional Facility (“The Barge”) parking lot lacks access to public transportation, which would make it particularly difficult for family members, attorneys and other visitors to access the site. Additionally, this site is vulnerable to flooding and sea-level rise as it is located immediately at sea level.

- Square footage: 245,000 SF
- Distance from courthouse: 3.5 miles
- Distance from mass transit: 1.7 miles
- City-owned?: Yes

#### **The Bronx Psychiatric Center Campus**

The Bronx Psychiatric Center Campus would result in a multi-year delay in closing the jails on Rikers Island as this property would require acquisition by the City because it is currently owned by the State. The campus was part of a Request for Proposals (RFP)



process awarded to a private developer in 2015. Since then, it has been part of a multi-year plan to redevelop the entire campus which is nearing completion of environmental review and will ultimately be disposed of by the State. The full redevelopment will include a new hotel, office space, and medical facility. Siting a DOC facility at this location would also mean the jail would be a significant distance away from courthouses.

- Square footage: 3,343,602 SF
- Distance from courthouse: 5.9 miles
- Distance from mass transit: 0.7 miles
- City-owned?: No

### **The Zerega Industrial Park**

Zerega Industrial Park is far from mass transit, which would make it challenging for visitors, and is far from the courthouses. This site is a Brownfield site and designated as a FEMA advisory flood zone site.

- Square footage: 254,650 SF
- Distance from courthouse: 4.6 miles
- Distance from mass transit: 1.4 miles
- City-owned?: Yes

### **Thriftland USA**

Thriftland USA lacks sufficient size and would result in a multi-year delay in closing the jails on Rikers Island as this property would require acquisition by the City. Using the additional adjacent site would require complex construction over active railway tracks. Amtrak rail overbuild would significantly extend the borough-based jails project timeline.

- Square footage: < 39,000 SF
- Distance from courthouse: 0.6 miles
- Distance from mass transit: 0.4 miles
- City-owned?: No

### **Yankee Stadium Parking Lot**

The Yankee Stadium Parking Lots (2-2354-20 and 2-2354-65) are not a viable site because they would require extensive renegotiation of multiple agreements associated with Yankee Stadium, pushing the overall timeline for the borough-based jail system back. The Yankee Stadium parking lots are subject to a long-term lease (earliest expiration is 2056) between the City, EDC and the Bronx Development Parking Corporation.

- Square footage: 93,000 SF
- Distance from courthouse: 0.9 miles
- Distance from mass transit: 0.1 miles
- City-owned?: Subject to lease and use encumbrances



#### *4. Manhattan – recommendation to move women to Lincoln Correctional Facility site*

The Lincoln Correctional Facility is a minimum security New York State Department of Corrections and Community Supervision (DOCCS) facility, currently used for work release, day reporting and community service work programs. No plans for its use could be made without the State transferring it to the City. The governor did not announce the closure of the facility until after the City began the environmental review and ULURP processes, so the facility was not under consideration during the siting process. Furthermore, the City has not had the opportunity to tour the facility, and therefore the viability of the site, both with respect to the current state of the facility and the potential capacity for the borough-based jail system program is unknown. At 72,000 square feet, the square footage is significantly smaller than what is currently estimated are the needs for a facility to house a projected 200 women in detention.

The City conducted numerous focus groups and meetings to ensure the perspectives of formerly incarcerated women, women's service providers, and staff were incorporated into the proposal for one centralized women's facility. We are committed to continuing that engagement moving forward to ensure the best plan possible.

#### *5. Brooklyn – BP Adams' stipulation that the Brooklyn facility have 900 beds*

The City is in ongoing conversations with Brooklyn Borough President Eric Adams and engages with his office regularly. In March, the City announced a new preliminary projected average daily population (ADP) of 4,000 by 2026, as a result of the newly passed State reforms. The City determined the eventual projected ADP of 4,000 requires a borough-based jails system that has a total system-wide capacity of 4,600 beds (1,150 beds at each site). These projections take into account the current and projected rate of reduction of the jail population and our preliminary assessment of the impact of the state legislative reforms effective January 1, 2020 that limit the use of detention and bail for most people arrested for misdemeanors and non-violent felonies.

#### *6. Why one ULURP rather than four ULURPs*

The borough-based jails system project is a proposal to close a citywide network of facilities, the jails on Rikers Island and borough jail facilities. To address the needs of the City's future jail population and have capacity to close the jails on Rikers Island, the City cannot propose one jail without the others—that approach would not ensure the closure of the jails on Rikers Island. The City structured the application as a single site selection to maximize transparency (all the boroughs can see what is happening in the others), efficiency (agencies are only preparing and reviewing one application), and fairness (all of the boroughs are treated the same procedurally). The single ULURP application allows for the City to act as quickly as possible to close the jails on Rikers Island and to provide new safe and humane facilities for those who will be in city custody.



There is precedent for applications that have had a single action for multiple sites, such as the one disposition of two ferry terminals, one in Staten Island and one in Manhattan in 2003, and the site selection and acquisition of multiple sites for a Combined Sewer Overflow (CSO) tank and open space in Gowanus last year.

*7. Timetable/specifications for reaching 4,000 average daily population reduction*

As a result of the State reforms, the City updated our projected average daily population (ADP) by 2026 to 4,000 from 5,000. This accounts for the legislation's determination that judges may not set bail or detain people arrested on the majority of misdemeanor and non-violent felony charges. The exact timing and impact on the preliminary projected ADP of 4,000 will be dependent on a number of factors including police, prosecutor and judicial behavior. A projected population of 4,000 will ensure both smaller facilities and complete the construction of smaller jails on a quicker construction timeline, now 2026, one year sooner than the City's original plan. The City convened the Criminal Justice Reform Implementation Task Force to bring together criminal justice decision-makers to ensure coordination throughout the justice system so that each part implements the legislation as effectively as possible, and we understand the full impact and the timing of legislative implementation.

New York City has the lowest rate of incarceration of all large U.S. cities and the incarcerated population continues to decline. The average daily population in NYC jails is down by approximately 35% since the Mayor took office and 64% since its peak in 1991. The rate of decline has quadrupled in recent years: from 2001-2013 the population declined an average of 2% per year, from 2014-2017 the population declined by an average of 6% per year and from 2017-2019 YTD the population has declined by over 9% per year. In addition, annual admissions to DOC custody have fallen by approximately 50% since the Mayor took office. This steady progress indicates that the City's plan to create a smaller system, allowing for the closure of the jails on Rikers Island by 2026, is on schedule.

*8. Plan for how City will commit to physically closing jails on Rikers Island*

As the total population continues to decrease, DOC will continue to reduce the size of the system by decommissioning available beds and, as appropriate, entire facilities, by formally updating DOC's Maximum Facility Capacity formulation with the State Commission of Correction. In July 2018, DOC decommissioned 1,234 beds through the closure of GMDC. Since then, DOC has decommissioned an additional 558 beds.

The City's priority is to close the jails on Rikers Island as soon as possible and create a safer, fairer, and more humane justice system. As those plans advance, imagining a new future for Rikers Island provides a chance to help shape a fairer future and provide new opportunity for New Yorkers.



To begin the planning process, the City will launch a participatory planning effort through which New Yorkers will help formulate a vision for the island. This process will formalize guiding principles and priorities for island reuse and study the viability of potential future uses. This will be the first step in a broader master planning process.

As we think about the future of Rikers, it is essential that new uses create broad public benefits and, where possible, improve waterfront access in this underinvested portion of our coastline. While the physical constraints of Rikers Island (including lack of access to public transportation, proximity to LaGuardia Airport which makes building above the flight path impossible and its construction on top of landfill) make real estate development unlikely, there are other opportunities that could potentially benefit the public good. Any planning process for the future of Rikers Island must also ensure that all voices are heard and considered, including the many New Yorkers affected by the criminal justice system.

*9. Information on why no jail is being proposed for Staten Island*

There are currently approximately 350 people in jail from Staten Island—roughly 4 percent of the jail population—and this number will be closer to 200 in 2026. Therefore, it would be inefficient to build a facility in Staten Island for such a small population.

Urban Design/Pedestrian Realm

*10. Manhattan – changing parking entrance from Baxter to Centre*

The certified ULURP application locates the entry/exit accessory off-street parking ramp (for staff) on Baxter Street, which was studied in the DEIS. With regards to relocating this access point to Centre Street, the applicant team studied and determined that moving the curb cut to Centre Street would result in an unmitigatable traffic impact at the intersection of Centre and Walker Streets. Furthermore, zoning regulations for the Manhattan Civic Core (of where this facility is located and includes courthouses and municipal buildings) states that curb cuts for accessory off-street parking facilities shall not be located on wide streets, i.e., streets 75 feet or wider, of which Centre Street is. Per consultation with City Planning staff, shifting the curb cut to Centre Street would not be within the scope of the certified application. The City will explore the feasibility of changing the entrance/exit in a follow-up ULURP action based on feedback from the community.

*11. Manhattan – two versus four loading berths*

While the current zoning requirements for the four sites require four loading berths, the applicant team determined that two loading berths will be sufficient to accommodate the needs of the facility, based on a scheduling plan for deliveries. In Manhattan specifically, this will not result in conflicts with pedestrian and vehicular traffic on Centre and Baxter Streets. The loading area will be accessed via the approximately 200-foot long sallyport



area. Therefore, the applicant team is confident that two loading docks will be sufficient and will not result in trucks queuing in the public streets.

For each of the four proposed facilities, two loading docks will be provided within an interior portion of the facility site. These loading docks will be used to receive materials, supplies, food, and to remove waste. 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 the streets where the loading curb cuts will be located. Furthermore, the loading area, located within interior portions of each site, will provide sufficient space for any queuing trucks in the unlikely event more than two trucks are present.

#### *12. Brooklyn – turning State Street into a pedestrian way*

Removing a one-block link of State Street from the traffic network would divert vehicular trips to other parallel streets, such as Atlantic Avenue and Livingston Street, both of which experience congestion during the peak hours, a condition that would be exacerbated with the closure of a block long section of State Street to motor vehicles. As demonstrated by these findings, State Street is an important part of the network of streets in Downtown Brooklyn; the block-long section of the street between Boerum Place and Smith Street is utilized by vehicles with trip origins or destinations on the block and through traffic. Apart from trips associated with the existing Brooklyn Detention Complex and the Brooklyn Central Courts Building, there is an entry/exit for an approximately 99-space parking garage which contains a mix of accessory and car rental spaces.

#### *13. All sites – community facility and retail minimum depths*

A minimum 20-foot requirement has been established for retail and community facility depths. As illustrated below, this is most applicable in Manhattan where there are space restrictions due to the proposed ground floor plan configuration and operational constraints with the adjacent Courthouse at 100 Centre Street.

All other sites (Brooklyn, the Bronx and Queens) also have a proposed minimum depth of 20 feet. However, the City can be flexible with this minimum if the Commission believes the City could attract better retail or community amenities with a greater depth.

## Manhattan

### Manhattan Ground Floor Plan:

The ULURP application requires that mandatory active frontages line both sides of the arcade with a minimum of 75% of this frontage being of a depth of no less than 20 feet, which is consistent with existing local Chinatown retail units. This 20 foot depth is consistent with successful retail depths commonly found in Chinatown, and will provide affordable opportunities for diversity in tenants to activate both sides of the arcade. The arcade is envisioned to be a vibrant, immersive space animated by a safe public pedestrian way. Retail frontage is intended to wrap around the ground floor of the facility to face Baxter Street where an excess of 60 foot depth have been provided.

The Master Plan proposal for the ground floor of the south portion of the site has a limited depth of 84 feet between the remapped White Street volume and the 100 Centre Street Courthouse. This is a thin, long portion of the site that provides central servicing and a secure vehicular sallyport for jail and courthouse facility. The loading and sallyport are operationally most efficient and kept consistent to its current location and adjacency to 100 Centre Street courts. The loading dock and sally port configuration, currently shown at their minimum required dimensions, have been positioned within the plan according to the requisite truck turning radii. Associated secure transport, back of house services, elevators and stair cores required to access the entire building height, consequentially yields a maximum of 20 feet deep tenant space. See Figure 3.





## **Brooklyn, the Bronx and Queens**

All other sites (Brooklyn, the Bronx and Queens) also have a proposed minimum retail depth of 20 feet. However, the City can be flexible with this minimum if the Commission believes the City could attract retail or community amenities with a greater depth.

## Brooklyn Ground Floor Plan:

The ground floor of the Master Plan proposal for the Brooklyn facility has community-determined space (to be community facility or retail) to the south, facing Atlantic Avenue and wrapping the corners of Smith Street and Boerum Place, with DOC space to the north parallel to State Street.

Layered security zones allow access from Boerum Place for visitors, and from State Street for staff, with a permeable outer zone similar to the other boroughs. Staff parking access is from Smith Street with loading and sally port entrances from State Street, and exiting on Smith Street. Along with these back of house operations, elevators and stairs serving as the vertical circulation from the basement to the top of the building are also accommodated in this space. The CPSD study shows a depth of approximately 50 feet for the community-determined space, however the ULURP application commits a mandatory active frontage, 75% of which is to be at least 20 feet deep from the building face. This will allow future flexibility for the design-builder in terms of ground floor configuration.



Figure 5: Illustrative conceptual ground floor plan at Brooklyn



## The Bronx Ground Floor Plan:

The ground floor of the Master Plan proposal locates the community-determined space on 141st Street adjacent to the Parole Court Lobby. The remainder of the site facing Southern Boulevard and 142nd Street is dedicated to the jail facility. This includes layered security zones accessed from 142nd Street with a permeable outer zone. This zone contains public facing elements, such as a public entrance that is accessible, attractive and located off the corner of Southern Boulevard and 142nd Street leading to a comfortable, spacious, and day-lit waiting and visitation areas.

The CPSD study shows a depth of approximately 50 feet for the community-determined space. However, the ULURP application commits a mandatory active frontage, 75% of which is to be at least 20 feet deep from the building face. This will allow future flexibility for the design-builder in terms of ground floor configuration.

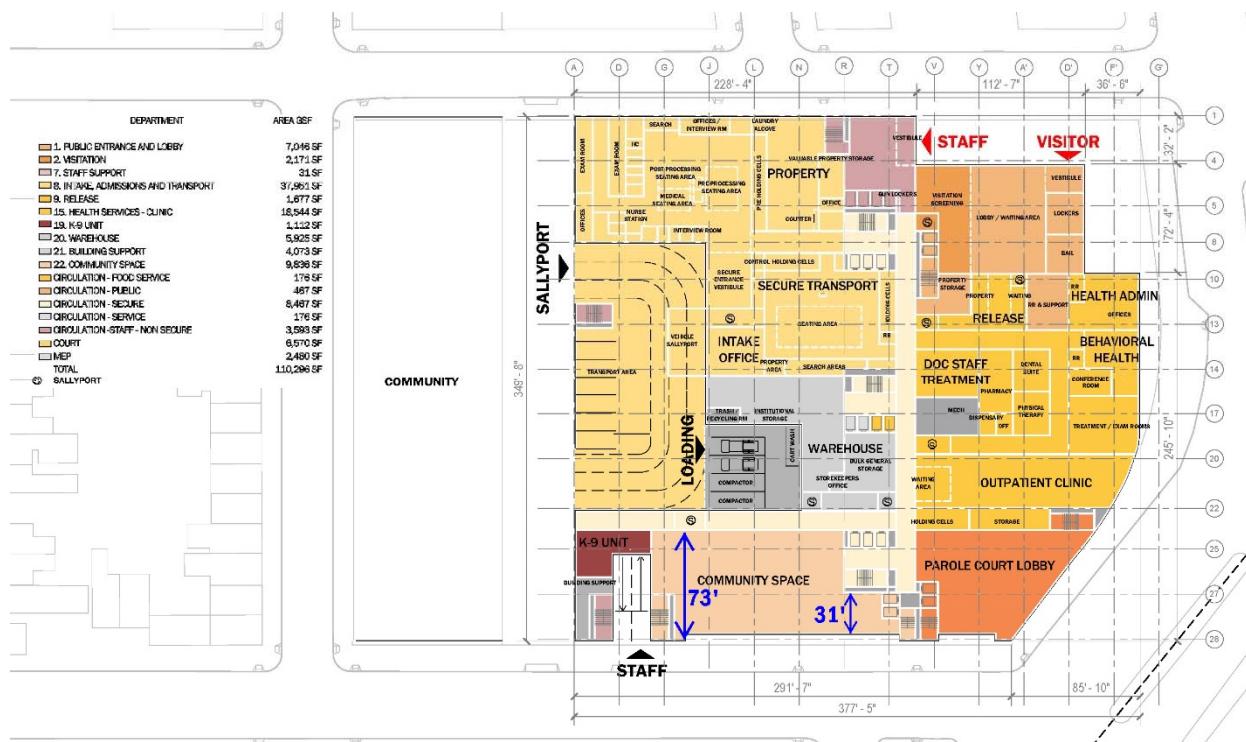


Figure 6: Illustrative conceptual ground floor plan at the Bronx

## Queens Ground Floor Plan:

The ground floor of the Master Plan proposal locates a dedicated public entrance on the site's west frontage on 126th street into the proposed community use space, which is located on the northern-most part of the ground floor. The community space here will not consist of retail uses as it has been determined unviable due to the distance of the jail facility from the commercial thoroughfare of Queens Boulevard.



Figure 7: Illustrative conceptual ground floor plan at Queens

### Environmental Review

#### *14. Bronx – urban design graphics environmental review allegations*

The urban design visuals presented in the DEIS were prepared in accordance with CEQR Technical Manual guidance. The illustrative diagrams represent a reasonable worst-case building that could fit within the requested zoning envelope approvals, which are reflected in the ULURP application currently before the Commission. They are accurate for the purposes of environmental impact assessment and provide context on the proposed project's effects on the neighborhoods' urban design and visual character and a pedestrian's experience of the surrounding area. As part of the project's ongoing environmental review, the urban design visuals and illustrations will be updated in FEIS as necessary to reflect any changes or refinements to the project as a result of the public review process.

Thank you for your attention to this application. We look forward to discussing these topics during the post-hearing follow up review session on July 29, 2019.

Sincerely,

Liz Glazer, Director  
Mayor's Office of Criminal Justice

Cynthia Brann, Commissioner  
NYC Department of Correction