A. INTRODUCTION

The City of New York, through the New York City Department of Correction (DOC) and the Mayor's Office of Criminal Justice (MOCJ), is proposing to implement a borough-based jail system (the proposed project) as part of the City's continued commitment to create a modern, humane, and safe justice system. The proposed project would 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 sites under consideration consist of the following (see **Figure S-1**):

- Bronx Site—745 East 141st Street[1]
- Brooklyn Site—275 Atlantic Avenue
- Manhattan Site—124-125 White Street[2]
- Queens Site—126-02 82nd Avenue

Given the City's success in reducing both crime and the number of people in jail, coupled with the current physical and operational deficiencies at the correctional facilities located on Rikers Island (Rikers Island), the City committed to closing the jails on Rikers Island. The 2017 report *Smaller, Safer, Fairer*[3] provides the City's roadmap for creating a smaller, safer, and fairer criminal justice system. Central to this effort is the City's goal to provide a system of modern borough-based detention facilities while reducing the number of people in the City's jails to a total average daily population of 5,000 persons.

Under the proposed project, all individuals in DOC's custody would be housed in the new borough-based detention facilities and the City would close the jails on Rikers Island. Each proposed facility location is City-owned property, but requires a number of discretionary actions that are subject to the City's Uniform Land Use Review Procedures (ULURP) including, but not limited to, site selection for public facilities, zoning approvals, and for certain sites, changes to the City map.

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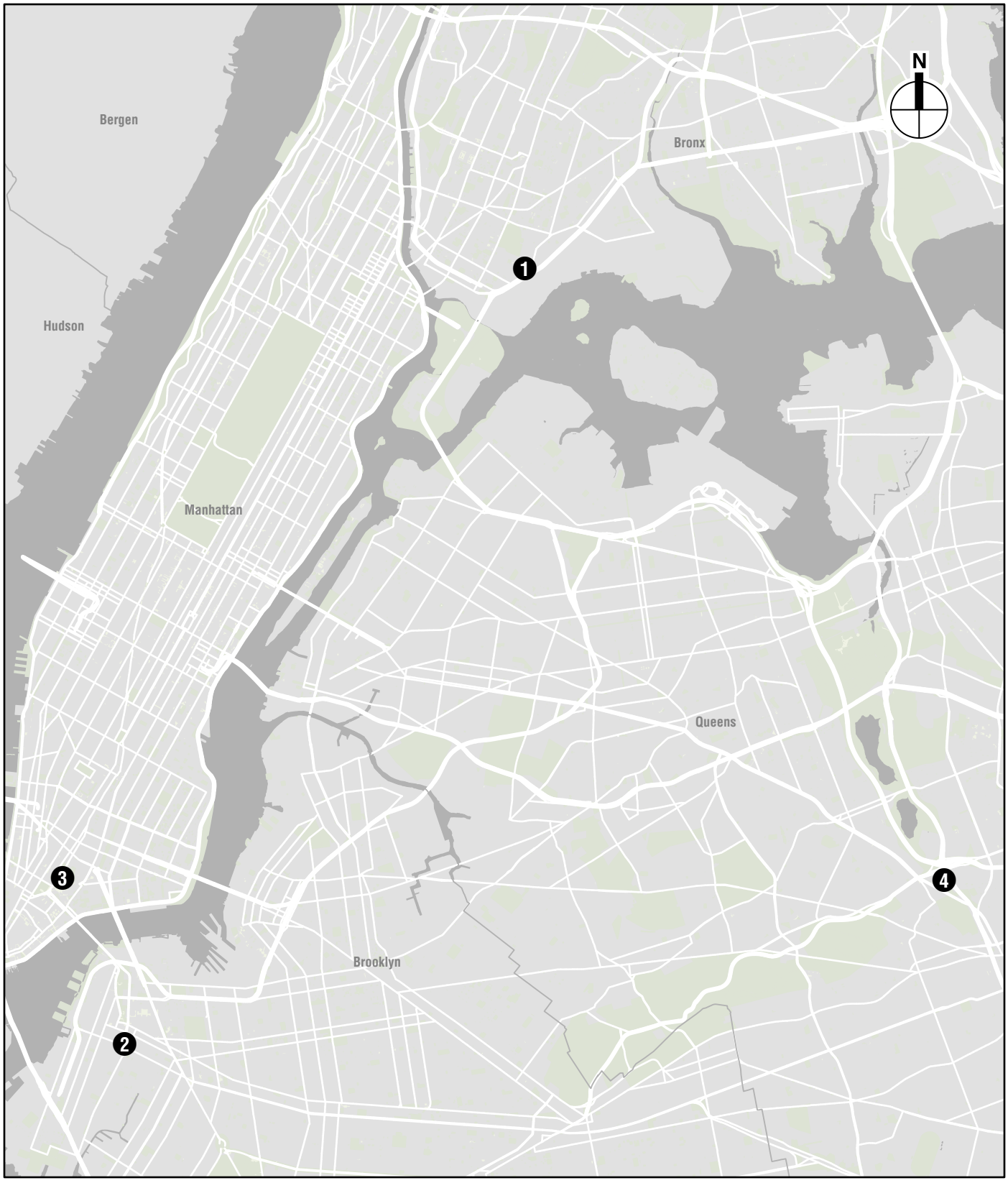
[1] In previous documents such as the Draft Scope of Work, this site was identified as 320 Concord Avenue; the address 745 East 141st Street is the same site as 320 Concord Avenue. It is expected that the Bronx detention facility address would be 745 East 141st Street and the proposed mixed-use building address would be 320 Concord Avenue.

[2] 80 Centre Street was also evaluated as a potential site for the proposed detention facility in Manhattan and was identified as the site in the Draft Scope of Work. Refer to Section H, "Site Selection," for further discussion of this site.

[3] New York City Mayor's Office of Criminal Justice. *Smaller, Safer, Fairer: A Roadmap to Closing Rikers Island*. Available: https://rikers.cityofnewyork.us/the-plan/. Last accessed March 20, 2019.

3/5/2019



1. *Bronx Site - 745 East 141st Street*
2. *Brooklyn Site - 275 Atlantic Avenue*
3. *Manhattan Site - 124-125 White Street*
4. *Queens Site - 126-02 82nd Avenue*

BOROUGH-BASED NYC JAIL SYSTEM

Project Overview Map
Figure S-1

This executive summary describes the proposed project, the purpose and need, and the potential significant adverse environmental impacts of the proposed project. A summary of the potential impacts of the proposed project is provided in **Table S-24** at the end of the document.

B. BACKGROUND

HISTORICAL CHANGES IN THE CRIMINAL JUSTICE SYSTEM

In the last four years, New York City has experienced an acceleration in the trends that defined the City's public safety landscape over the last three decades. While jail and prison populations around the country have increased, New York City's jail population has fallen by half since 1990, and declined by 30 percent since Mayor de Blasio took office. Indeed, in the last four years, the City experienced the steepest four-year decline in the jail population since 1998. This decline in jail use has occurred alongside record-low crime. Major crime has fallen by 78 percent in the last 25 years (since 1993) and by 14 percent in the last five (since 2013). 2018 was the safest year in CompStat[4] 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 Rikers Island, was released 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, defenders, mayoral agencies, service providers, City Council, and others within the justice system. When New York City released its roadmap in June 2017, the City's jails held an average of 9,400 people on any given day. In December 2018, the population dropped to approximately 8,000, a 15 percent decline that puts the City ahead of schedule in its efforts to reduce the population (see **Chart S-1**).

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

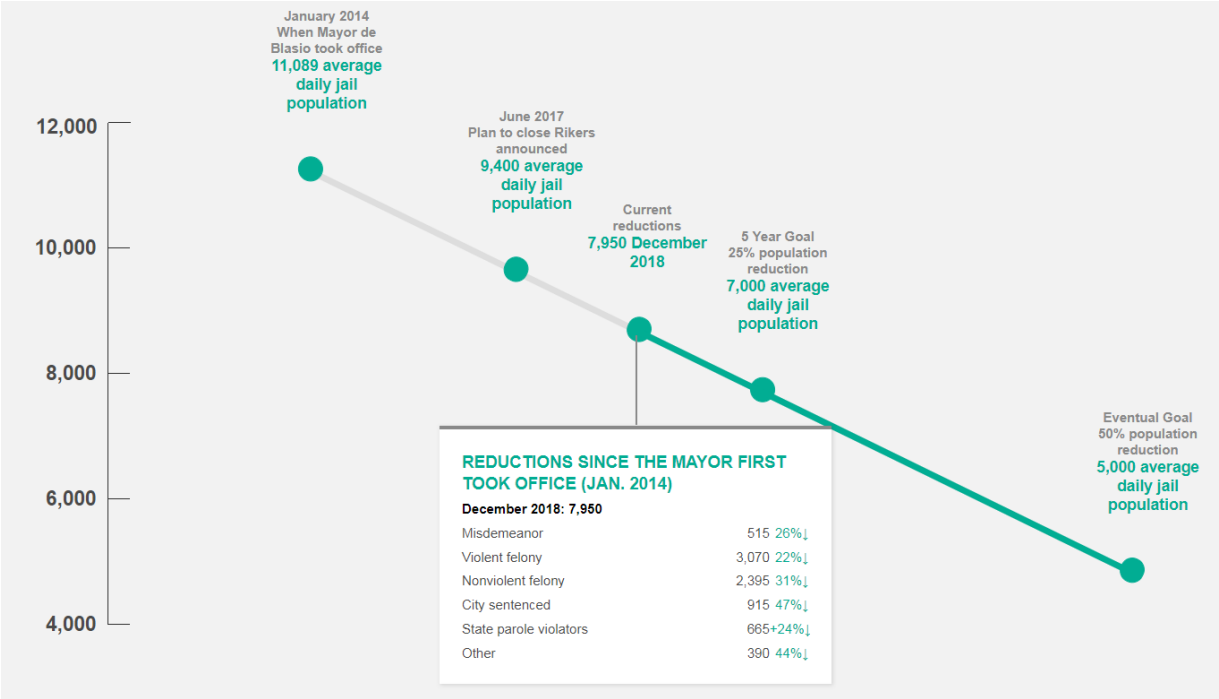
- **Reduced crime and arrest rates.** Major crime decreased by 14 percent in the City in the last five years and arrests have fallen by 37 percent. The City has invested in reducing crime through the Mayor's Action Plan for Neighborhood Safety (MAP) and the Office to Prevent Gun Violence (OPGV), among other initiatives.
- **Fewer people enter jail.** Among other system dynamics, interventions aimed at reducing the number of low- and medium-risk people entering jail contributed to about 60 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[5]

[4] CompStat, short for Compare Statistics, is an organizational management tool for police departments that is used to reduce crime.

[5] 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.

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).

Chart S-1
NYC Average Daily Population in Detention



Source: New York City Mayor's Office of Criminal Justice.

FACILITIES AT RIKERS ISLAND

Currently, the majority of the people held in the City's jail system are held at Rikers Island. Rikers Island 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.[6] 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,

[6] "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.

social service providers, and other service providers and visitors to access their jobs, loved ones, and clients.

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. The Mayor's Office of Criminal Justice 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 an additional number of people to hospital care appointments, and this inevitably causes some to miss court appearances. 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.

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 Detention Complex, Manhattan Detention Complex, Queens Detention Complex (currently decommissioned), and the Vernon C. Bain Center. These facilities can accommodate approximately 2,500 people in detention.[7] The Brooklyn Detention Complex, Manhattan Detention Complex, and Queens Detention Complex are located on sites that are proposed for redevelopment with modern detention facilities under the proposed project and are described in Section C, "Project Description." 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. It is located in the East River near the Hunts Point neighborhood of the Bronx.

These existing facilities cannot be expanded 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 1960s, 1970s, and 1980s and have not been renovated since the early 1990s. Facility layouts are outdated and do not provide for the quality of life sought in more modern detention facilities, with regard to space needs, daylight, and social spaces.

PROJECTED REDUCTIONS IN THE NUMBER OF PEOPLE IN THE CITY'S JAILS

The number of people who enter and the length of time they stay determine the size of the population in the City's jails. The City is in the process of implementing the strategies laid out in *Smaller, Safer, Fairer*, which are expected to reduce the average daily jail population to approximately 7,000 people over the next three years, with the goal of achieving a total average population of 5,000 by 2027.[8] Eighteen months after the release of *Smaller, Safer, Fairer*, the

[7] Not including the existing capacity in the Queens Detention Complex, which is no longer used as a detention facility.

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

City's jail population fell to below 8,000 for the first time in almost 40 years, a decrease of almost 15 percent that puts the City ahead of schedule in its efforts to reduce the population.

C. PROJECT DESCRIPTION

The City's success in reducing crime and lowering the number of people in jail, coupled with grassroots support for closing the jails on Rikers Island, has facilitated the City of New York, through DOC and MOCJ, to propose implementing a borough-based jail system as part of the City's continued commitment to create a modern, humane, and safe justice system.

Under the proposed project, the City would establish a system of four new modern borough-based detention facilities to house a total population of 5,000 in order to no longer detain people in the jails on Rikers Island. One facility will be located in each of the boroughs of the Bronx, Brooklyn, Manhattan, and Queens. Each of the proposed facilities would provide approximately 1,437 beds to house people in detention. In total, the proposed project would provide approximately 5,748 beds to accommodate an average daily population of 5,000 people in a system of four borough-based jails, 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 would 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 would 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 their families and communities by allowing them to remain closer to their loved ones and other people. This would promote better engagement of incarcerated individuals with attorneys, social service providers, and community supports and increase their chances to succeed upon leaving jail and be less likely to return to jail.

The proposed project would implement streetscape improvements at each site. The specific improvements at each site would vary, but in general would include sidewalk improvements, new benches, landscape features, improved lighting, and signage and wayfinding features.

The proposed project would 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 would 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, medical clinics and therapeutic units, and administrative space. The community space is intended to provide useful community amenities, such as community facility programming or street-level retail space.

Each facility would be designed to integrate with the surrounding neighborhood while also achieving efficient and viable floorplans that optimize access to program space, outdoor space, and natural light. The borough facilities would be designed to be self-sufficient buildings, with more manageable housing units (i.e., a standardized module consisting of cells with a common dayroom, support spaces, and recreation yard) that allow officers to better supervise as a result of the improved floorplans. The proposed project contemplates implementing new borough-based facilities that provide sufficient space for effective and tailored programming, appropriate housing

for those with medical, behavioral health and mental health needs, and the opportunity for a more stable reentry into the community. Additionally, the facilities would provide a normalized environment of operations that supports the safety and well-being of both staff and those who are detained in the City's correctional custody. People who are detained would have access to recreation yards in their housing unit and recreation space would be provided in each facility for staff.

The program components for each site are summarized in **Table S-1**.

Table S-1
Program Components by Project Site

Site Name	Address	Housing for People in Detention[1]	Support Services[2]	Community Facility Space and/or Retail[3]	Centralized Care Services[5]	Court/Court-Related Facilities[6]	Parking	Residential Use	Maximum Zoning Height (in feet)[4]
Bronx	745 East 141st Street	870,000 gsf *(1,437 beds)*	350,000 gsf	40,000 gsf *(community and/or retail)* 31,000 gsf *(community and/or retail)*	0	10,000 gsf	*575 (accessory)*	178,025 gsf *(approx. 235 units)*	245
Brooklyn	275 Atlantic Avenue	900,000 gsf *(1,437 beds)*	260,000 gsf	30,000 gsf *(community and/or retail)*	0	0	292 *(accessory)*	0	395
Manhattan	124-125 White Street	910,000 gsf *(1,437 beds)*	340,000 gsf	20,000 gsf *(community and/or retail)*	0	0	*125 (accessory)*	0	450
Queens	126-02 82nd Avenue	875,000 gsf *(1,437 beds)*	233,000 gsf	25,000 gsf *(community)*	125,000 gsf	0	*1,281 (605 accessory and 676 public)*	0	270

Notes:

1) Includes beds for the general population as well as for persons who are detained with medical or mental health conditions (i.e., "therapeutic units").

2) Support services include public entrance and lobby, visitation space, space for quality educational programming and services for people in detention, health services and therapeutic unit support, and administrative space.

3) At the Bronx Site, for analysis purposes, it is assumed that 13,000 gsf would be allocated for retail use and 27,000 gsf would be allocated for community facility use. In addition, it is assumed that 15,500 gsf would be allocated for retail use and 15,500 gsf would be allocated for community facility use in connection with the adjacent proposed mixed-use development.

4) As measured from ground-floor base plane. Maximum height is based on conceptual designs for each facility and does not include possible rooftop mechanical penthouses. Actual building height above grade would include an additional 40 feet at each location for rooftop mechanical space.

5) Centralized infirmary and maternity ward services for the entire borough-based jail system.

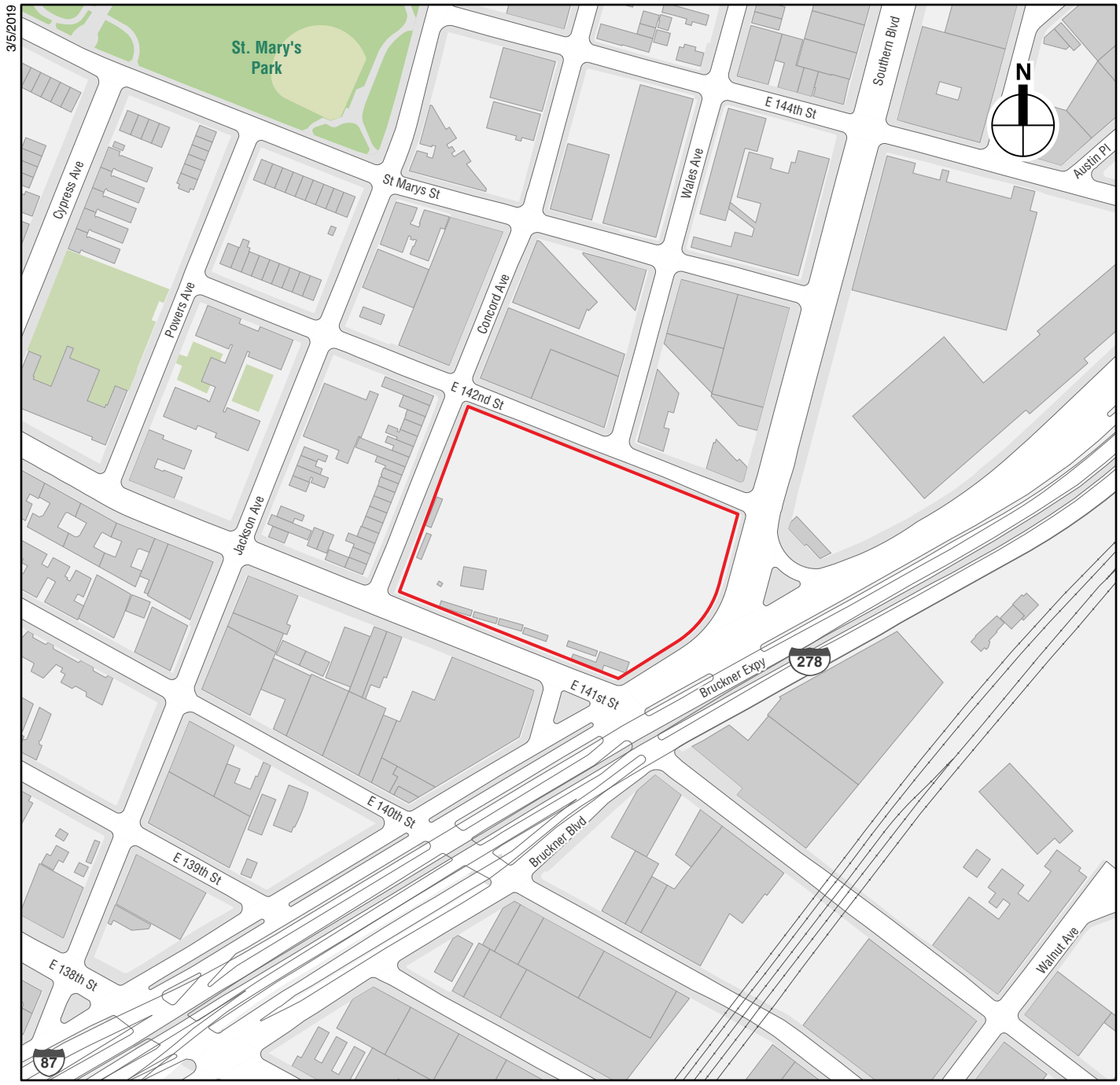
6) The court facilities would be a parole court in the Bronx.

Source: Perkins Eastman.

BRONX SITE

The Bronx Site is located at 745 East 141st Street (Block 2574, Lot 1) in the Mott Haven neighborhood of the Bronx Community District 1 (see **Figure S-2**). The site is within the block bounded by East 142nd Street, Southern Boulevard, Bruckner Boulevard, East 141st Street, and Concord Avenue. The site is within an M1-3 zoning district.

The site is currently occupied by the New York City Police Department (NYPD)'s Bronx Tow Pound. The site contains a small office structure, storage sheds, space for vehicle storage, and is surrounded by a fence and trees. The City intends to relocate the tow pound prior to completion of the proposed detention facility on the Bronx site. The relocation of the tow pound would be



Bronx Site
Project Location - 745 East 141st Street

BOROUGH-BASED NYC JAIL SYSTEM

Figure S-2

subject to a future planning and public review process, including separate approvals and environmental review as warranted.

The proposed project would redevelop the eastern portion of the site with a new detention facility containing approximately 1,270,000 gsf of above-grade floor area, including approximately 1,437 beds for people in detention; support space; community facility and/or retail space; and court/court-related facilities. This site would also provide approximately 575 below-grade accessory parking spaces. Access to the court facilities space would be from East 141st Street. Loading and the sallyport[9] entrance would be on the western portion of the building (see **Figures S-3 and S-4**). The maximum zoning height for the purposes of analysis would be approximately 245 feet (see **Figures S-5 through S-7**).

With the proposed project, the western portion of the site (to a depth of 100 feet from Concord Avenue) would be rezoned from the existing M1-3 zoning district to a Special Mixed Use M1-4/R7-X district (see **Figure S-8**). The Special Mixed Use M1-4/R7-X district allows a broad mix of uses including residential, commercial, and manufacturing uses. In addition, the re-zoned portion of the site would be mapped as a mandatory inclusionary housing (MIH) area. The rezoning is intended to facilitate a future development on the site. The program for this development has not yet been identified, but for the purposes of analysis and based on a conceptual design, the proposed mixed-use building is assumed to contain approximately 209,025 gsf of floor area, with approximately 31,000 gsf of ground-floor retail and community facility use and approximately 235 dwelling units. For the purposes of the EIS analysis, it is assumed that all of the dwelling units would be affordable.. The proposed zoning would permit a maximum zoning height of 145 feet and a maximum floor area ratio (FAR) of 6.0.

BROOKLYN SITE

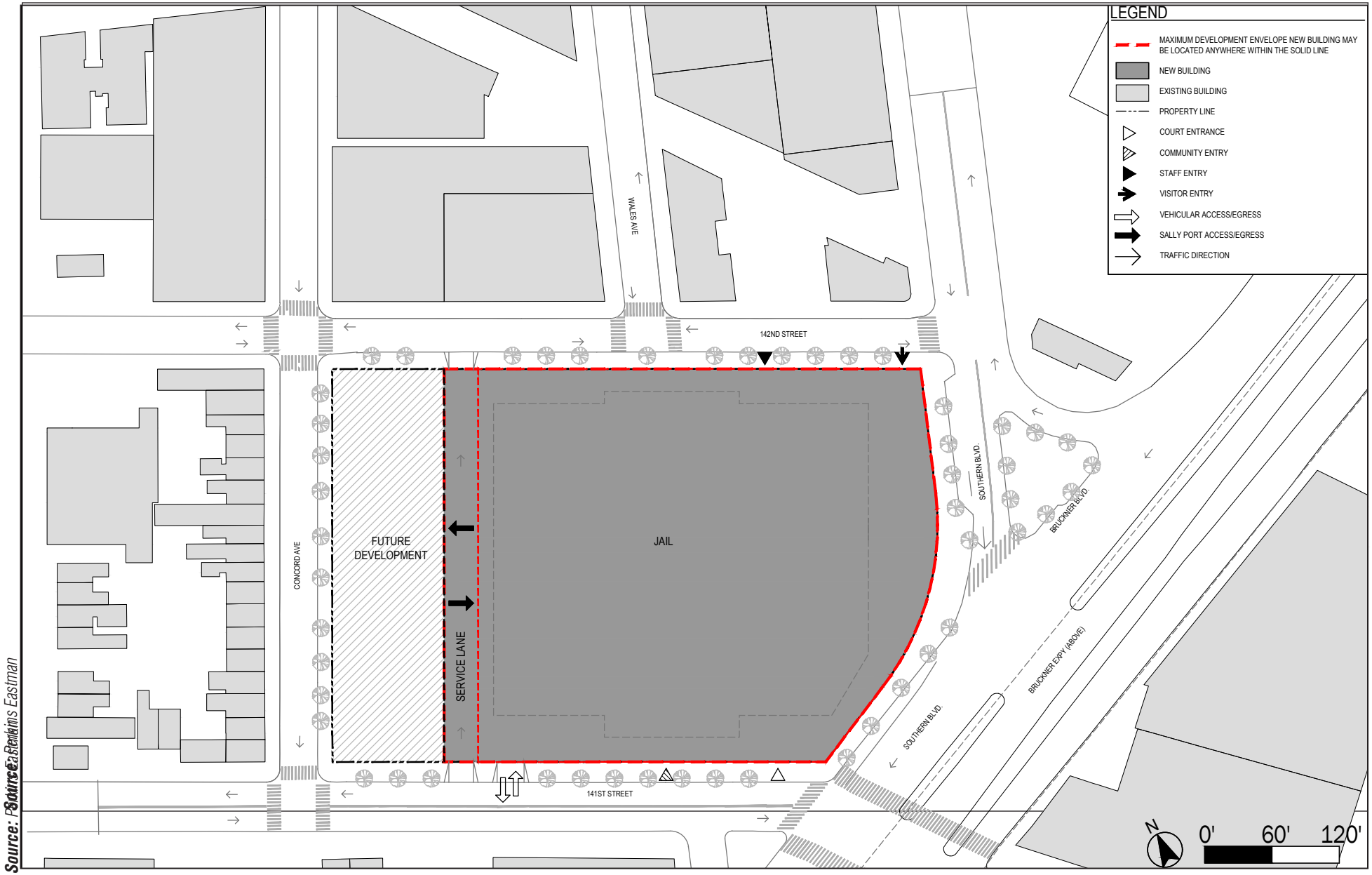
The Brooklyn Site is located at 275 Atlantic Avenue (Block 175, Lot 1) in the Downtown Brooklyn neighborhood of Brooklyn Community District 2 (see **Figure S-9**). The site occupies the entire block bounded by Atlantic Avenue, Smith Street, State Street, and Boerum Place. A tunnel below State Street connects this site to the Brooklyn Central Courts Building at 120 Schermerhorn Street. The site would also involve the demapping of above- and below-grade volumes of State Street between Boerum Place and Smith Street to facilitate the construction of pedestrian bridges and/or tunnels connecting the proposed detention facility to existing court facilities to the north and allow the potential placement of accessory space below the street. These connections would facilitate the efficient movement of staff and people in detention in a secure enclosed environment between the proposed facility and the existing courts. State Street would remain as a mapped public street open to vehicular and pedestrian traffic with utilities in the streetbed. The site is within a C6-2A zoning district in the Special Downtown Brooklyn District.

The site contains the existing Brooklyn Detention Complex.[10] Opened in 1957, this detention facility has 815 beds.

The proposed project would replace the existing Brooklyn Detention Complex with a new detention facility containing approximately 1,190,000 gsf of above-grade floor area, including approximately 1,437 beds for people in detention; support space; and community facility and/or retail space. This site would also provide approximately 292 below-grade accessory parking

[9] A sallyport is a secured, controlled entryway.

[10] The Brooklyn Detention Complex is different from the Metropolitan Detention Center, the federal prison located on 29th Street in Brooklyn.

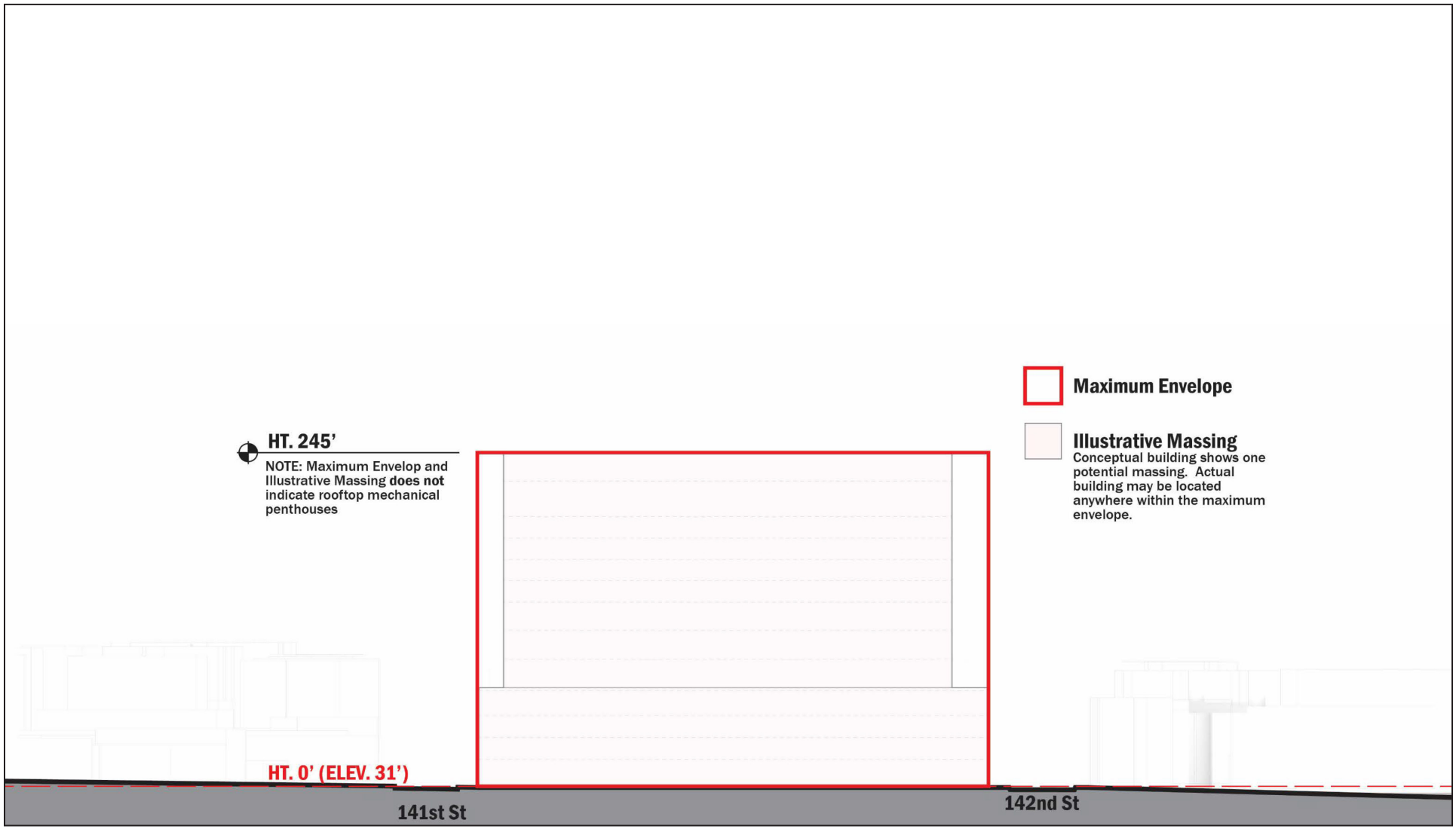


Source: Perkins Eastman

Bronx Site - 745 East 141st Street
Site Plan

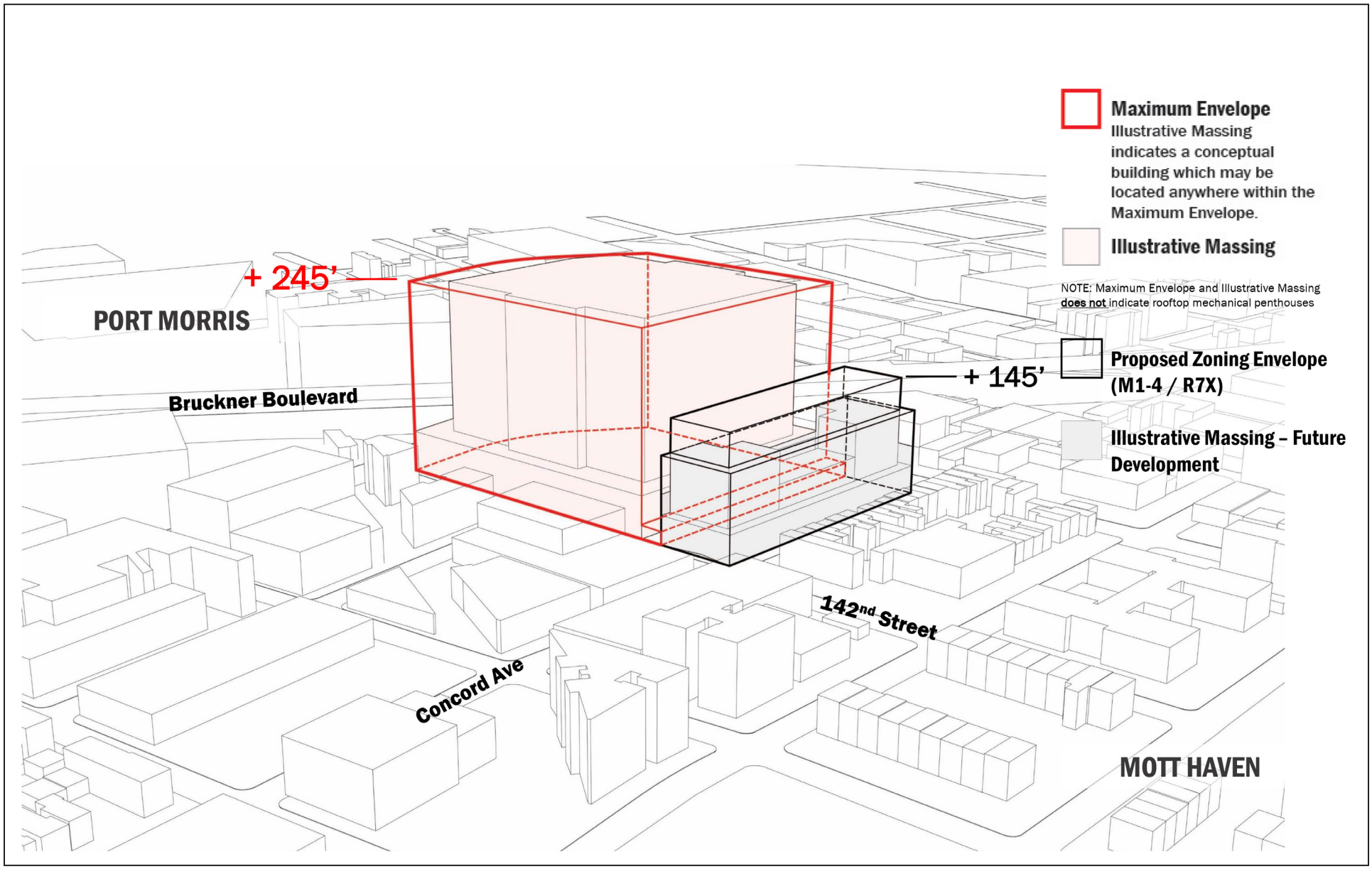
Source: Perkins Eastman

Bronx Site - 745 East 141st Street
Access/Circulation Plan



Source: Perkins Eastman

Bronx Site - 745 East 141st Street
Elevation



Source: Perkins Eastman

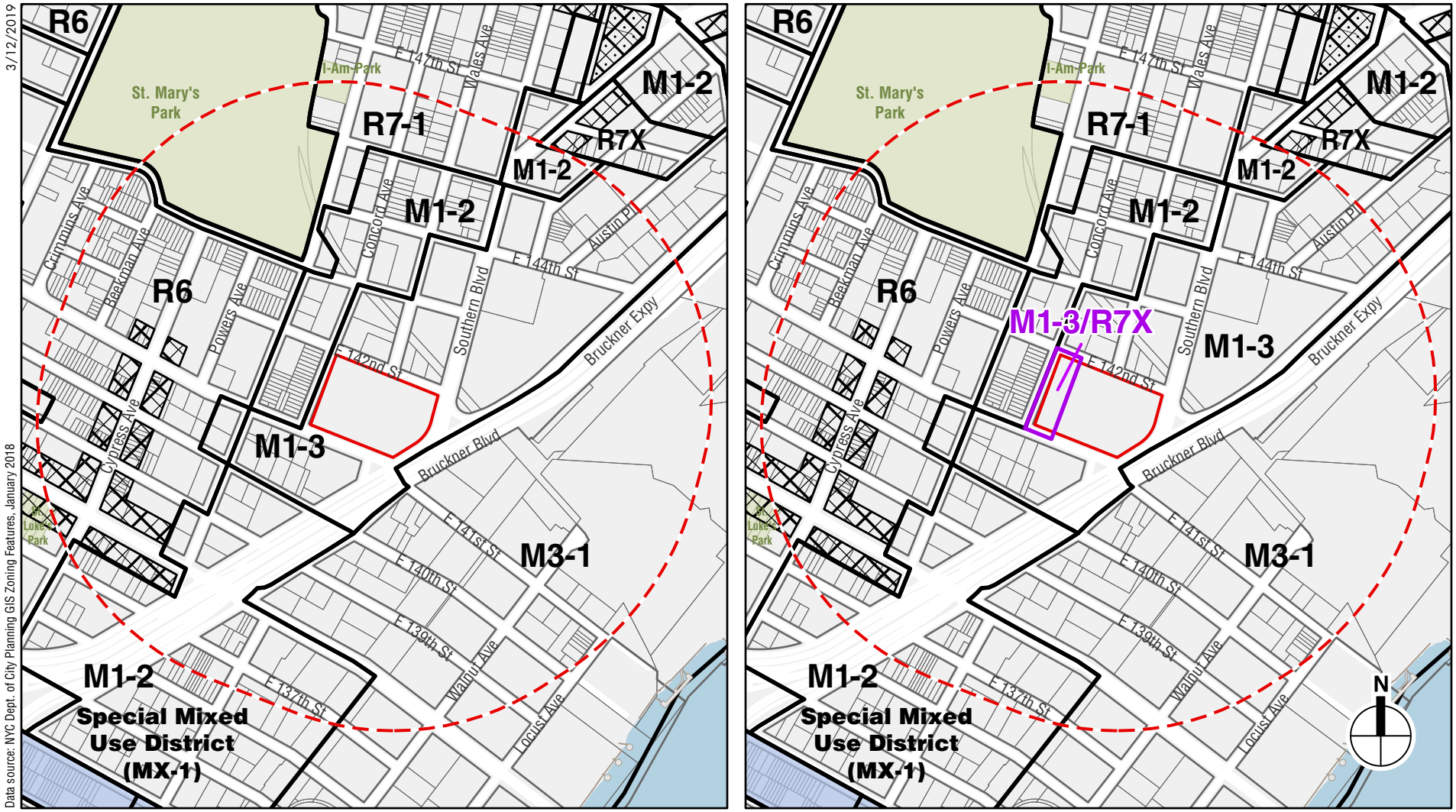
Bronx Site - 745 East 141st Street
3D Massing

For Illustrative Purposes Only

Source: *Perkins Eastman*

Bronx Site - 745 East 141st Street
Illustrative Street Level Rendering

Figure S-7



Existing Zoning ***Proposed Zoning***

- *Project Site Boundary*
- *Study Area Boundary (1/4-mile boundary)*
- *Rezoning Area*
- *Zoning District Boundaries*
- *C1-4 Commercial Overlay District*
- *C2-4 Commercial Overlay District*
- *Special Purpose District*
- *Park Boundary*

BOROUGH-BASED NYC JAIL SYSTEM

Existing and Proposed Zoning
Figure S-8

Brooklyn Site
Project Location - 275 Atlantic Avenue

BOROUGH-BASED NYC JAIL SYSTEM

Figure S-9

spaces. The community facility and/or retail space would be located along Boerum Place, Atlantic Avenue, and Smith Street. Loading functions would be located along State Street and sallyport access would be located on Smith Street and State Street (see **Figures S-10 and S-11**). The maximum zoning height for the purposes of analysis would be approximately 395 feet (see **Figures S-12 through S-14**).

MANHATTAN SITE

The Manhattan Site is located at 124-125 White Street (Block 198, Lot 1 and part of Block 167, Lot 1) in the Civic Center neighborhood of Manhattan Community District 1 (see **Figure S-15**). The site is the block generally bounded by Centre Street, Hogan Place (the extension of Leonard Street) Walker Street, and Baxter Street. The site would also involve the demapping of above- and below-grade volumes of White Street between Centre Street and Baxter Street to facilitate the construction of the structure above the streetbed and a cellar below the streetbed. The site is within a C6-4 zoning district.

The Manhattan Site is currently occupied by the Manhattan Detention Complex (MDC),[11] which consists of a 9-story North Tower (124 White Street) and a 14-story South Tower (125 White Street) with approximately 435,000 gross square feet (gsf) of court and detention center uses and 898 beds for people in detention. MDC's two towers operate largely as one facility and are connected to the Manhattan Criminal Court at 100 Centre Street by two bridges and a tunnel at the cellar level. An aerial walkway above White Street connects the North Tower to the South Tower. The South Tower, formerly the Manhattan House of Detention was opened in 1983, after a complete remodeling. The North Tower was opened in 1990. The complex houses men in detention who cannot make bail or whose sentence is three years or less or facing sentencing in Manhattan. The complex contains ground floor retail in the base of the North Tower.

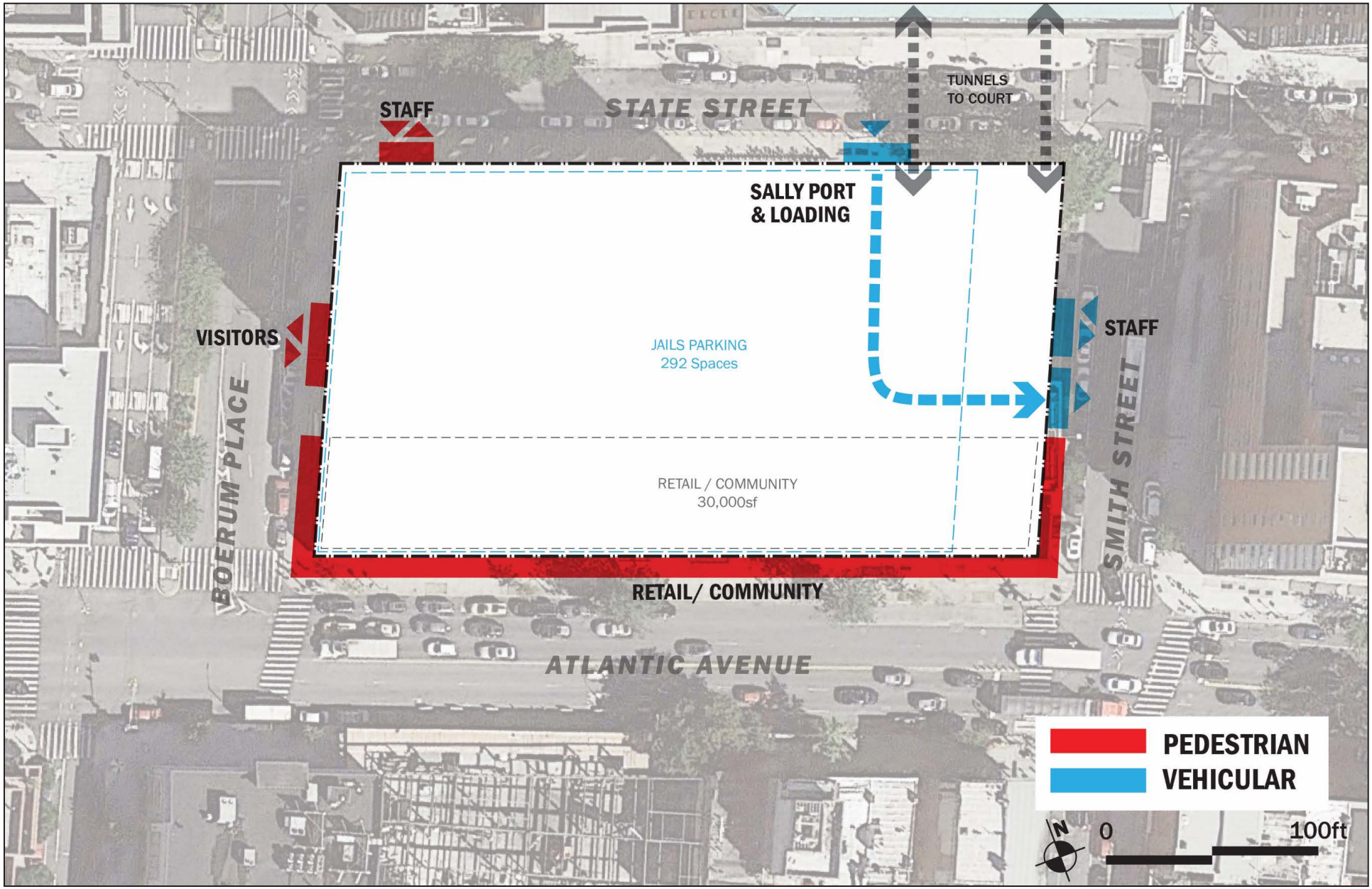
The proposed project would redevelop the site with a new detention facility containing approximately 1,270,000 gsf of above-grade floor area, including approximately 1,437 beds for people in detention; support space; and community facility and/or retail space. This site would also provide approximately 125 below-grade accessory parking spaces. The community facility space would be located along Baxter Street and White Street. Loading functions and a sallyport would be reestablished and abut 100 Centre Street (see **Figures S-16 and S-17**). The proposed detention facility would cover most of the site and would provide streetwalls along the Centre and Baxter Street frontages. With the proposed project, White Street would function as a pedestrian-only right-of-way between Baxter Street and Centre Street. This pedestrian corridor would be covered by the building above, extending the full width of the block between Centre and Baxter streets, and would be unenclosed at the portals and publicly accessible.

The proposed project would be connected to the Manhattan Criminal Court at 100 Centre Street at the ground level and via upper level pedestrian bridges, with the expectation that the pedestrian bridges would attach to 100 Centre Street at the same points as is the current condition of the pedestrian bridges connecting the South Tower at 125 White Street and 100 Centre Street. The pedestrian bridges would facilitate the efficient movement of staff and people in detention in a secure, enclosed environment. The maximum zoning height for the purposes of analysis would be approximately 450 feet (see **Figures S-18 through S-20**).

[11] The existing Manhattan Detention Complex is different from the Metropolitan Correctional Center, a federal prison located on Park Row in Manhattan.

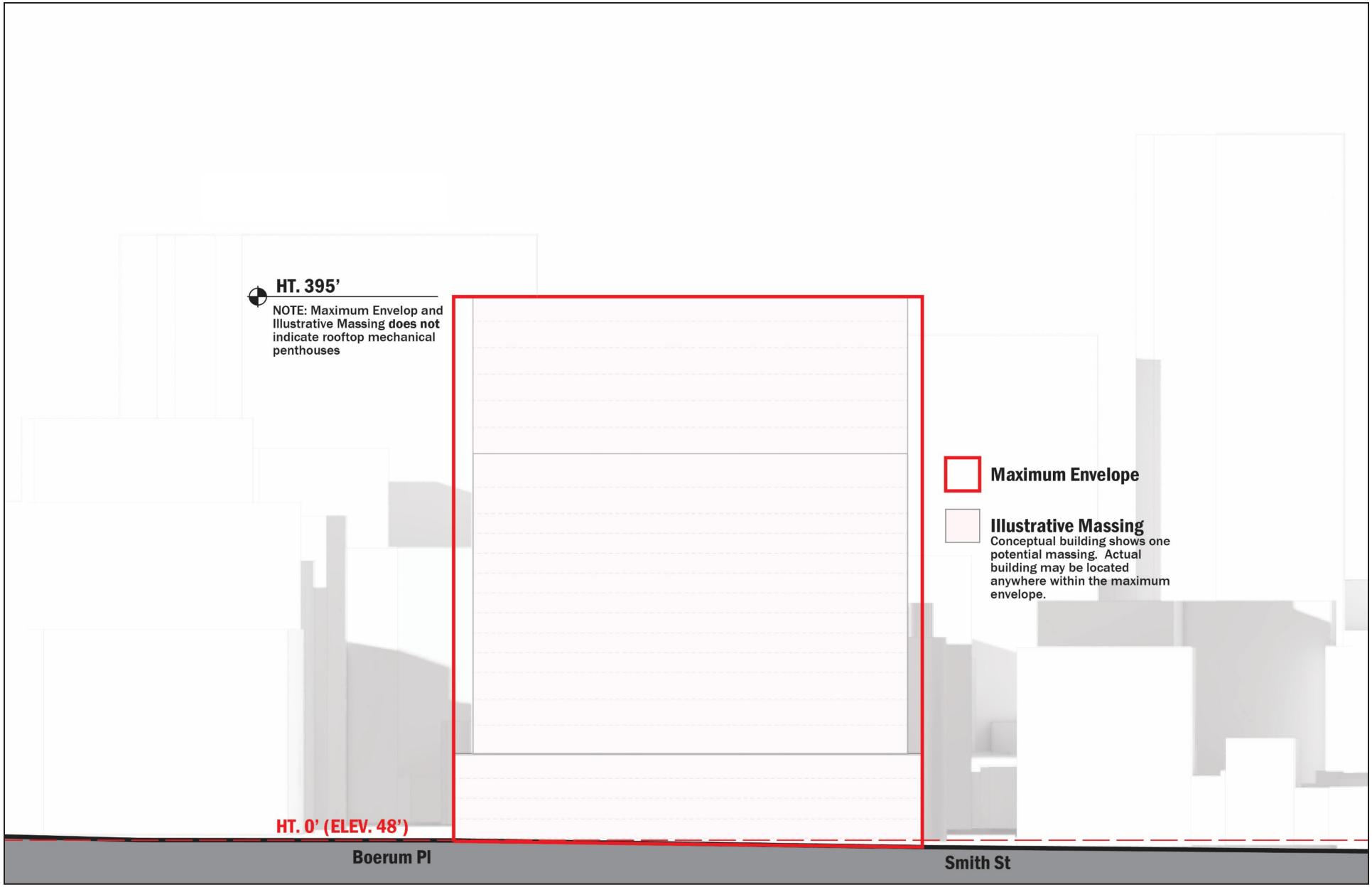
Source: Perkins Eastman

Brooklyn Site - 275 Atlantic Avenue
Site Plan
Figure S-10



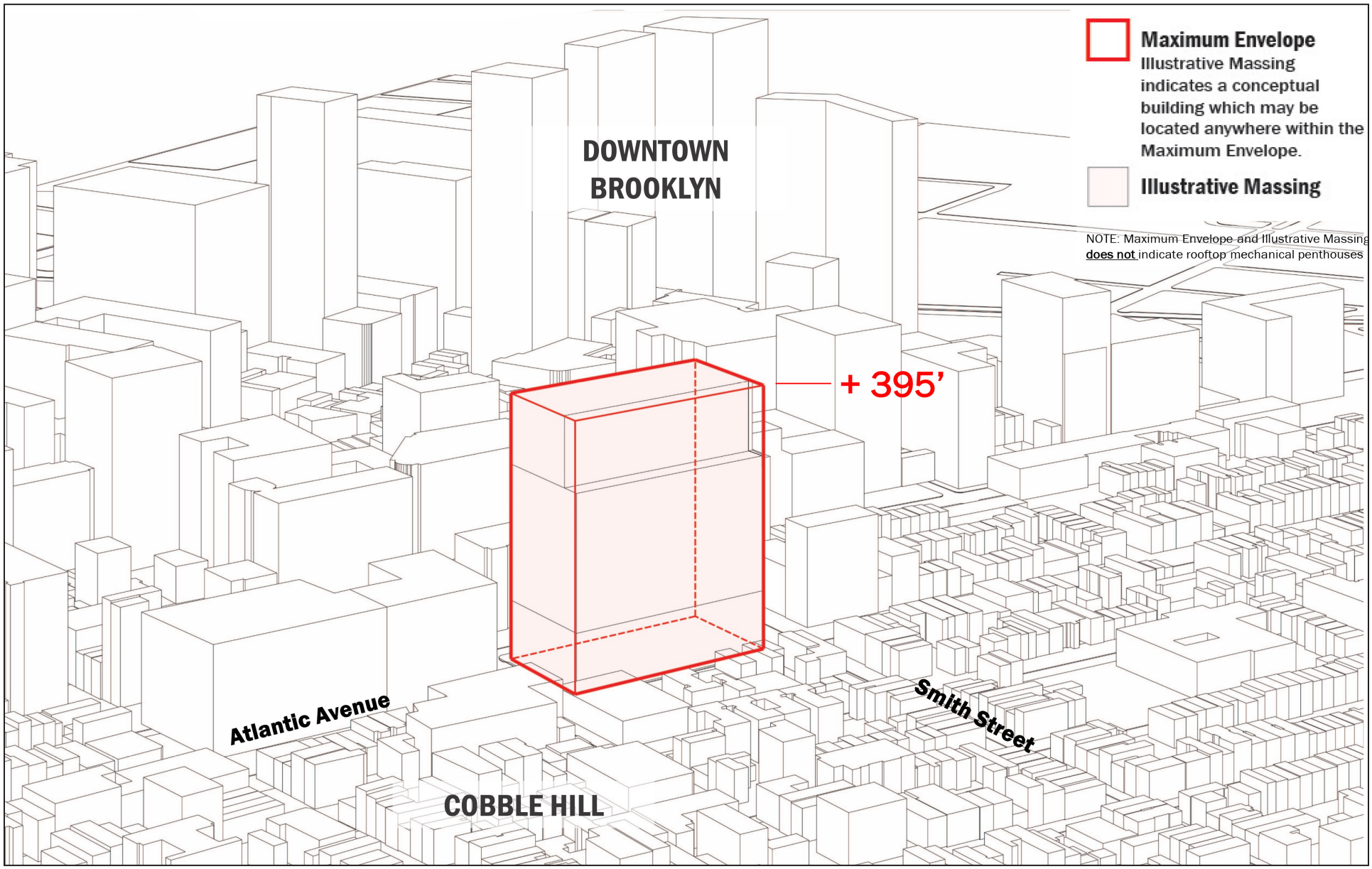
Source: *Perkins Eastman*

Brooklyn Site - 275 Atlantic Avenue
Access/Circulation Plan



Source: Perkins Eastman

Brooklyn Site - 275 Atlantic Avenue
Elevation

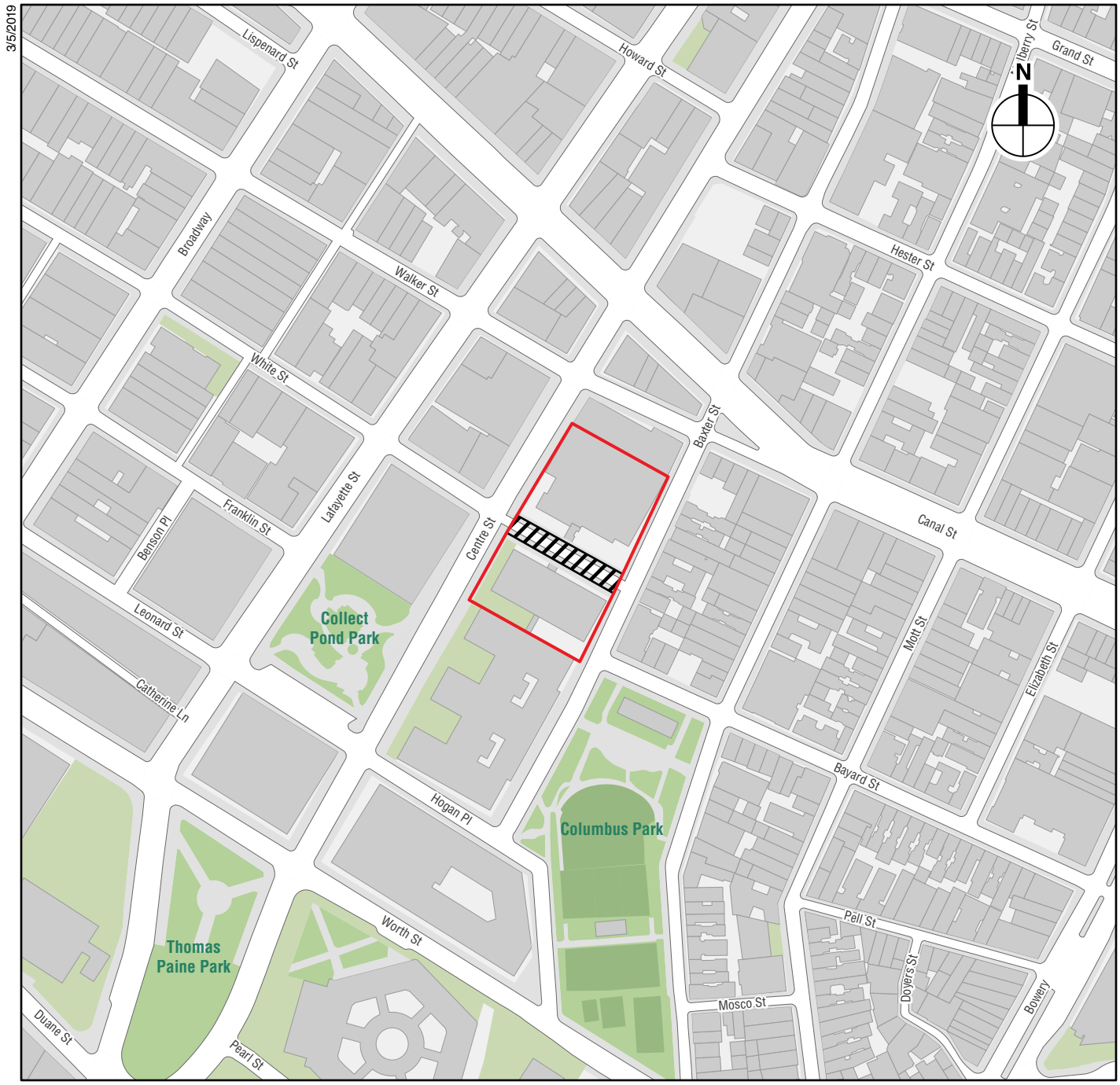


Source: Perkins Eastman

Brooklyn Site - 275 Atlantic Avenue
3D Massing
Figure S-13

Source: *Perkins Eastman*

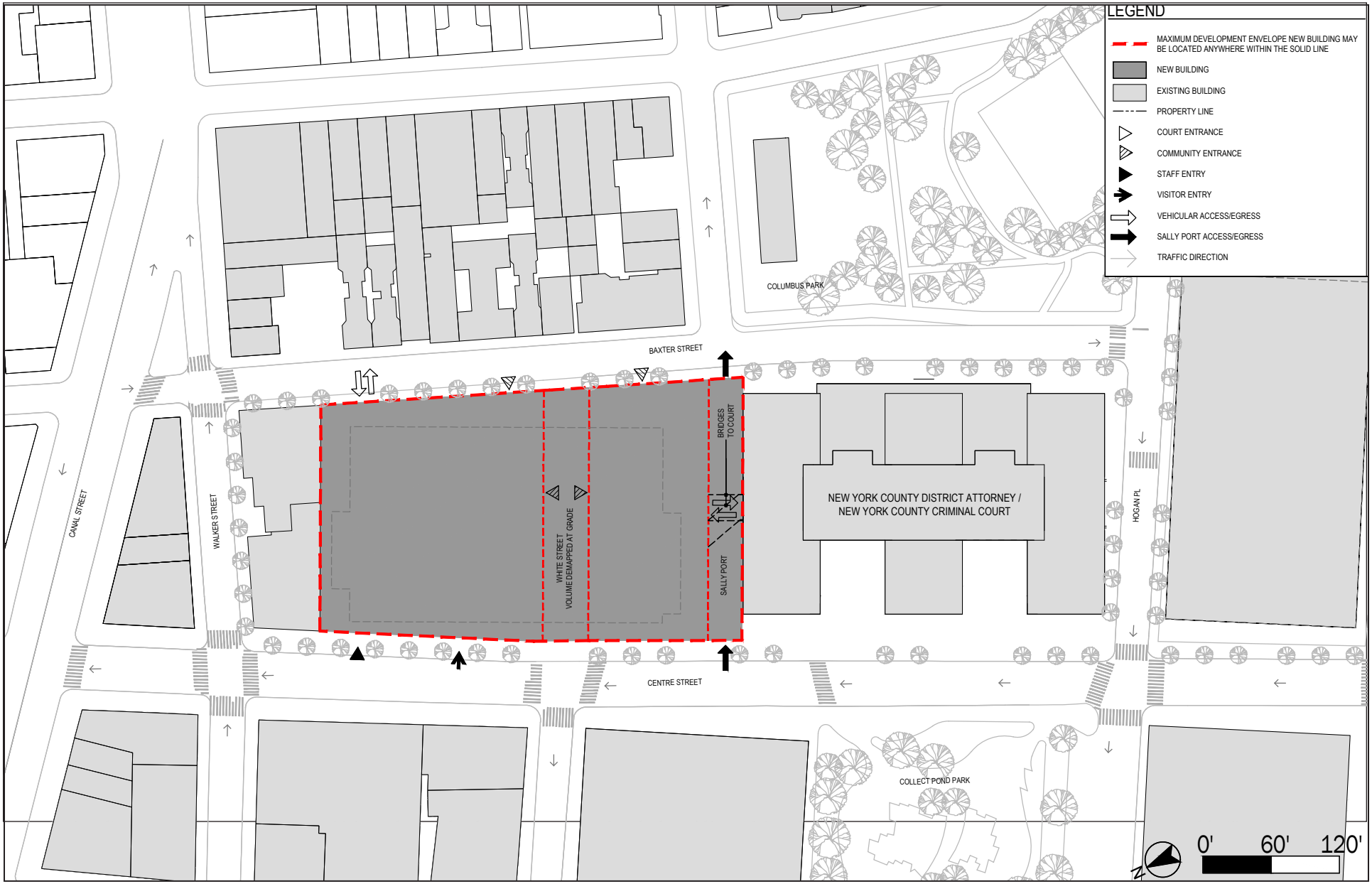
Brooklyn Site - 275 Atlantic Avenue
Illustrative Street Level Rendering



Manhattan Site
Project Location - 124-125 White Street

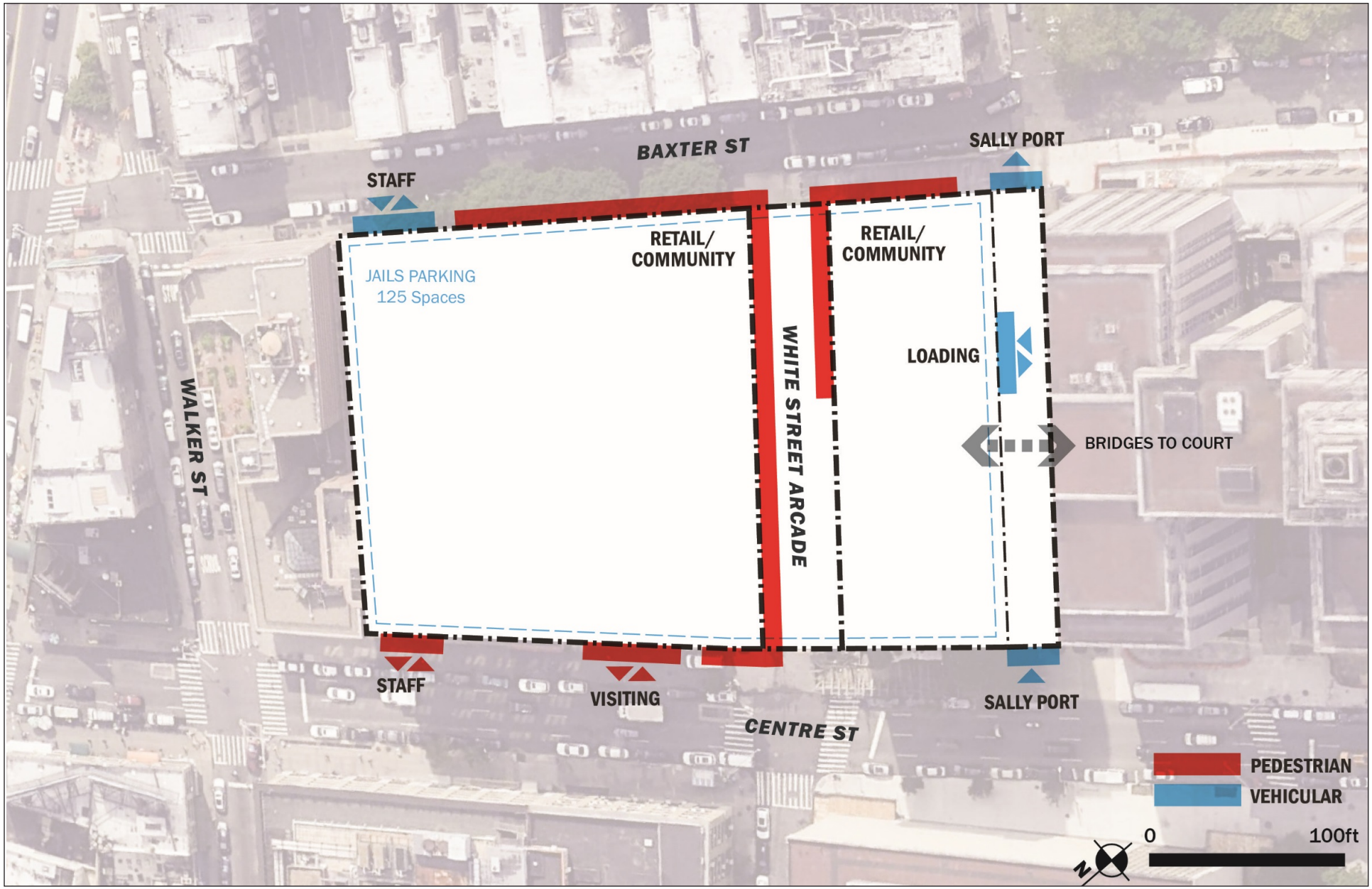
BOROUGH-BASED NYC JAIL SYSTEM

Figure S-15



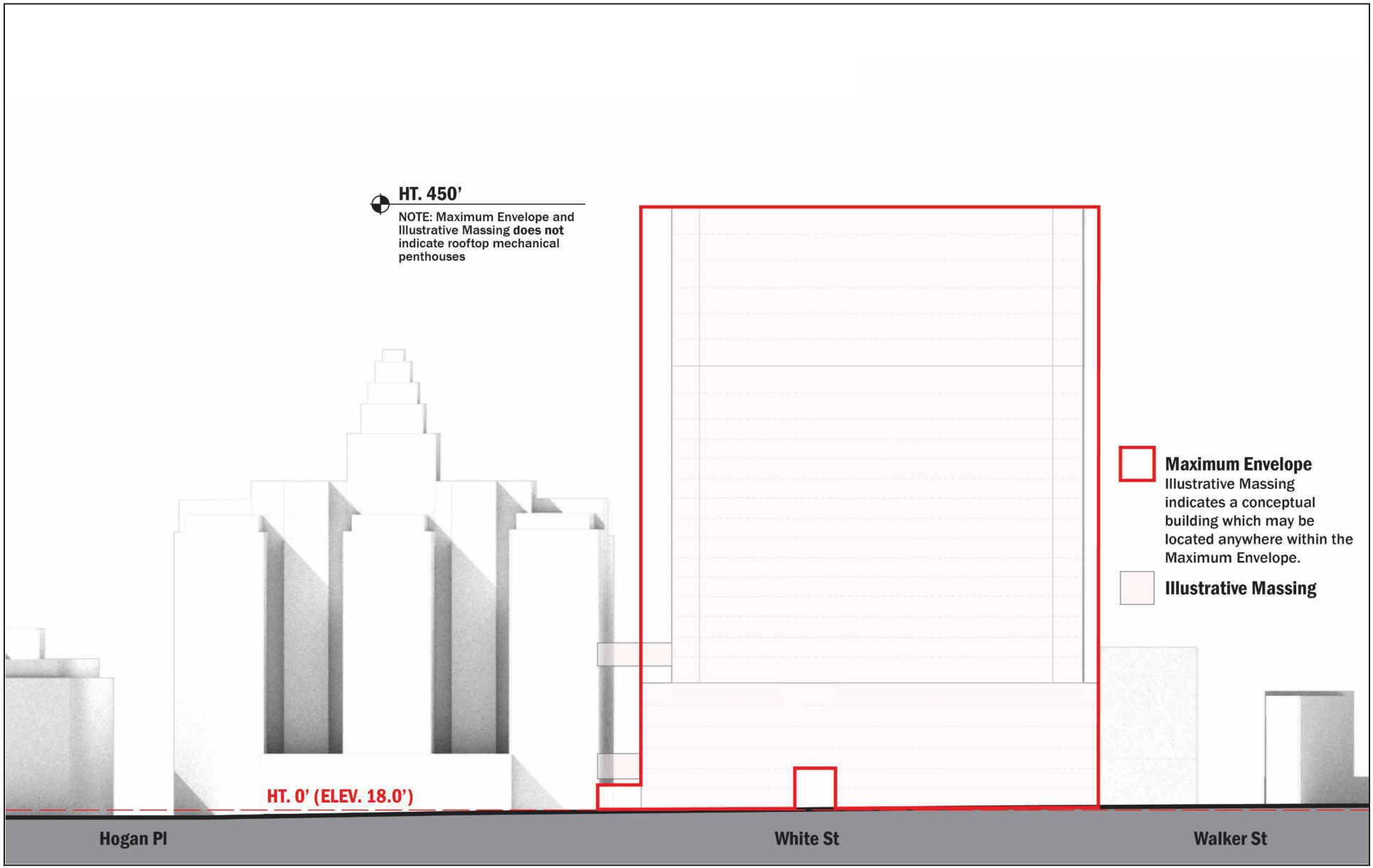
Source: *Perkins Eastman*

Manhattan Site - 124-125 White Street
Site Plan



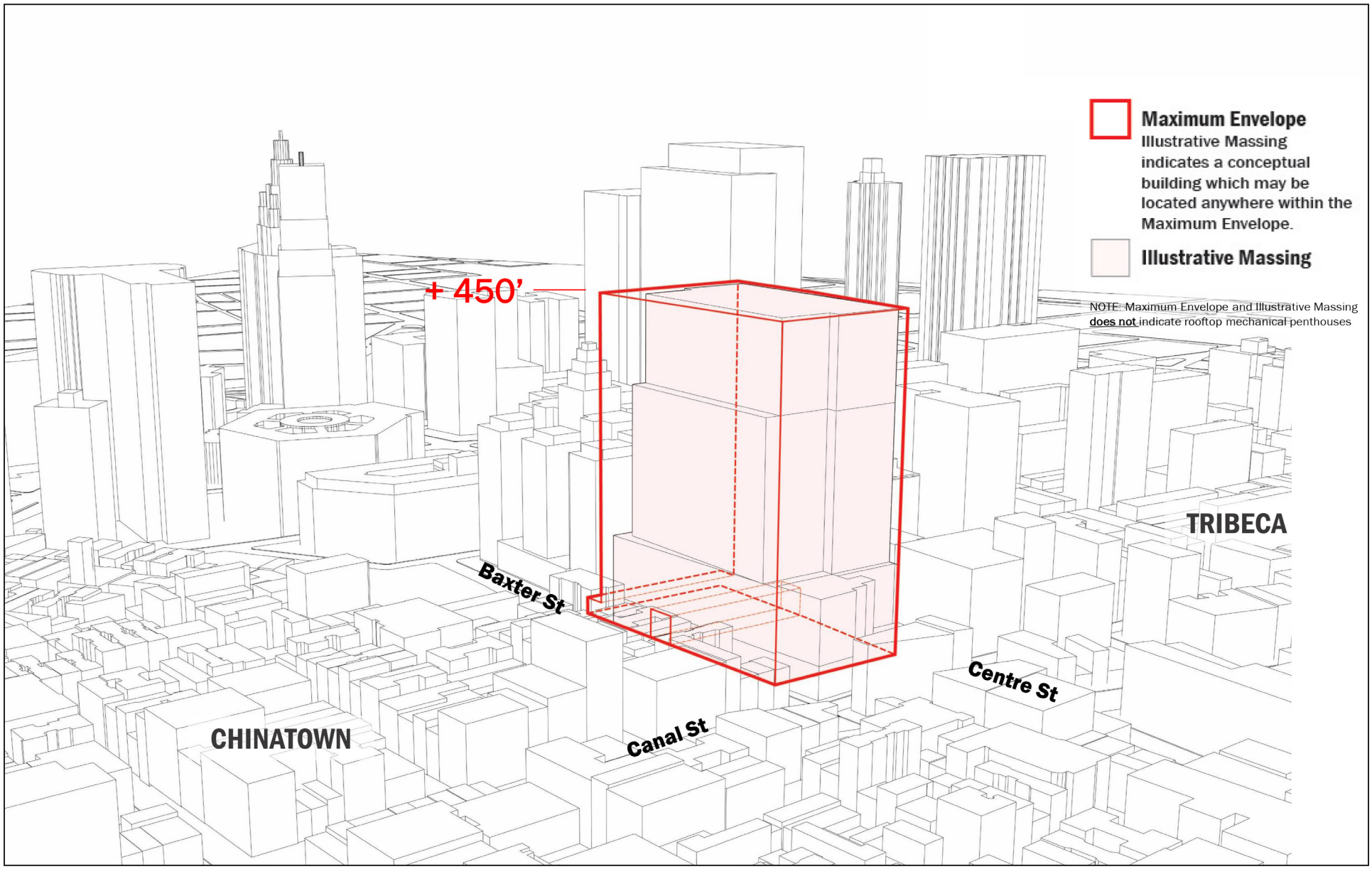
Source: Perkins Eastman

Manhattan Site - 124-125 White Street
Access/Circulation Plan



Source: Perkins Eastman

Manhattan Site - 124-125 White Street
Elevation



Source: Perkins Eastman

Manhattan Site - 124-125 White Street
3D Massing

Source: *Perkins Eastman*

Manhattan Site - 124-125 White Street
Illustrative Street Level Rendering

QUEENS SITE

The Queens Site is located at 126-02 82nd Avenue and 80-25 126th Street (Block 9653, p/o Lot 1; Block 9657, Lot 1) in the Queens Civic Center area of the Kew Gardens neighborhood of Queens Community District 9 (see **Figure S-21**). The site occupies the northern portion of an irregularly shaped parcel bounded by 132nd Street, 82nd Avenue, Queens Boulevard, and Hoover Avenue and the entire block bounded by a service road of Union Turnpike, 126th Street, 82nd Avenue, and 132nd Street. The site also includes the streetbed of 82nd Avenue between 126th Street and 132nd Street, which would be demapped as part of the proposed project to facilitate development of the proposed facility at-grade within the demapped streetbed. The site is within a C4-4 zoning district.

The site contains the existing Queens Detention Complex,[12] which is no longer used as a detention facility. Currently, it is used for court operations—people are held there when brought to the Queens Courthouse for a court appearance. The existing facility has approximately 209,000 gsf of floor area and is connected to the Queens County Criminal Court Building that houses courts and the Queens District Attorney. The northern portion of the site contains the Queens Borough Hall Municipal Parking Field on the block bound by the Union Turnpike service road, 126th Street, 82nd Avenue, and 132nd Street. This parking lot has approximately 302 public spaces.

The proposed project would redevelop the existing Queens Detention Complex and adjacent parking lot with a new detention facility containing approximately 1,258,000 gsf of above-grade floor area, including approximately 1,437 beds for people in detention; support space; community facility space; and approximately 605 below-grade accessory parking spaces. The proposed project at the Queens Site would also provide an adjacent parking garage structure of approximately 202,800 gsf providing approximately 676 public spaces. The public parking structure would be located on the northwestern portion of the project site, with potential entrances from the Union Turnpike service road and/or 132nd Street. The proposed detention facility would also include a centralized infirmary and maternity ward services that would serve the entire proposed borough-based jail system. Community facility space would be located along 126th Street and loading and sallyport access would be on 132nd Street (see **Figures S-22 and S-23**). Furthermore, pedestrian bridges would connect the proposed detention facility to the existing Queens District Attorney's office and Queens Criminal Courts building, which would facilitate the efficient movement of staff and people in detention in a secure enclosed environment. The maximum zoning height for the purposes of analysis would be approximately 270 feet (see **Figures S-24 through S-26**).

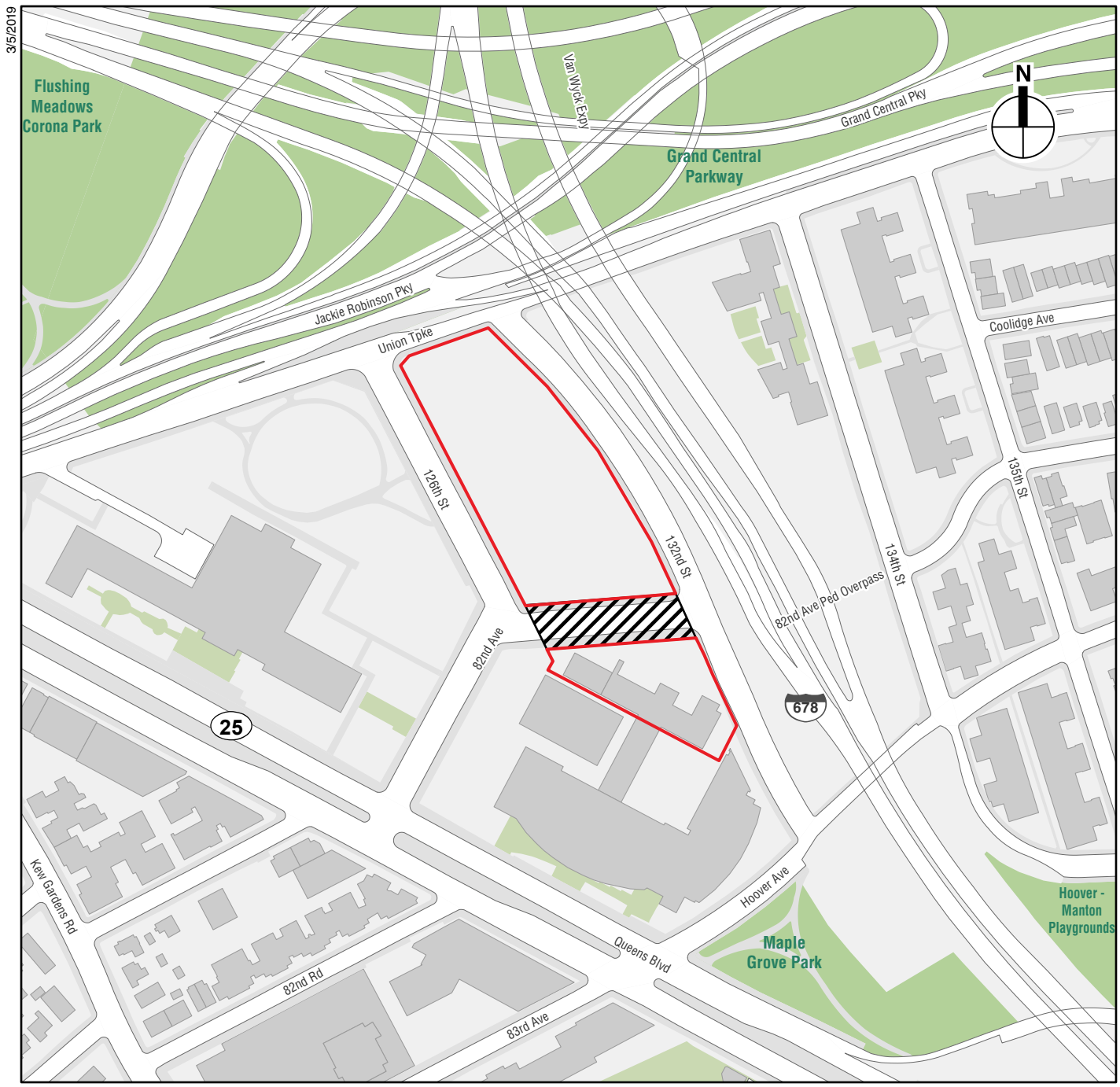
D. PROPOSED ACTIONS

The proposed project requires several city approvals. Site selection actions are required at each site to allow the City to select the location for the proposed facilities. In addition, the proposed project would require a zoning text amendment to create a special permit, exclusively for borough jail facilities (the Borough-Based Jail System special permit),[13] to modify zoning requirements for use; bulk, including an increase in FAR related to prison use;[14] and accessory and public parking

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

[13] The Borough-Based Jail System special permit would only be available for the borough-based jail system and would not be available for other applicants or sites.

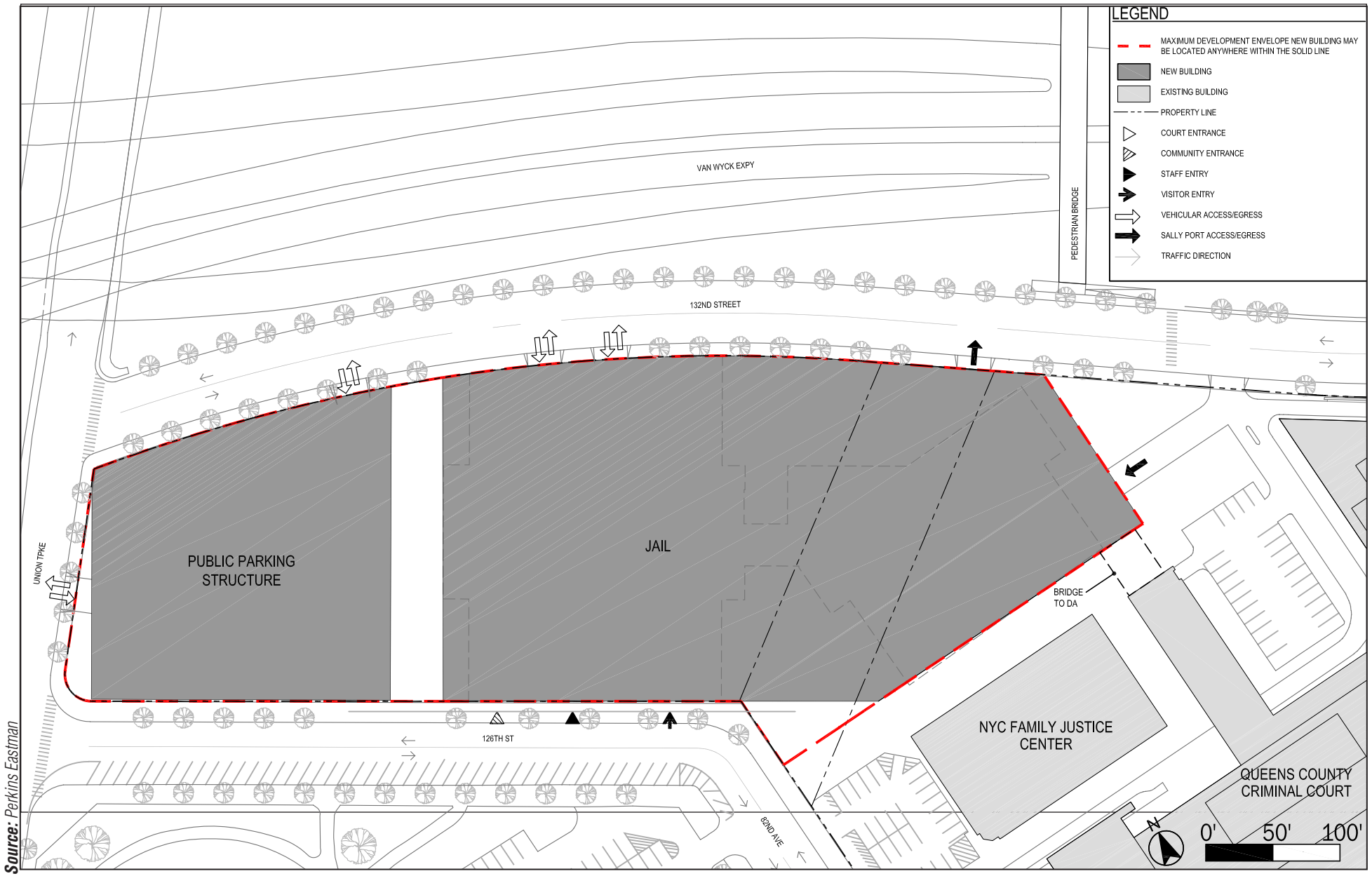
[14] "Prison" is the term used in the New York City Zoning Resolution.



Queens Site
Project Location - 126-02 82nd Avenue

BOROUGH-BASED NYC JAIL SYSTEM

Figure S-21

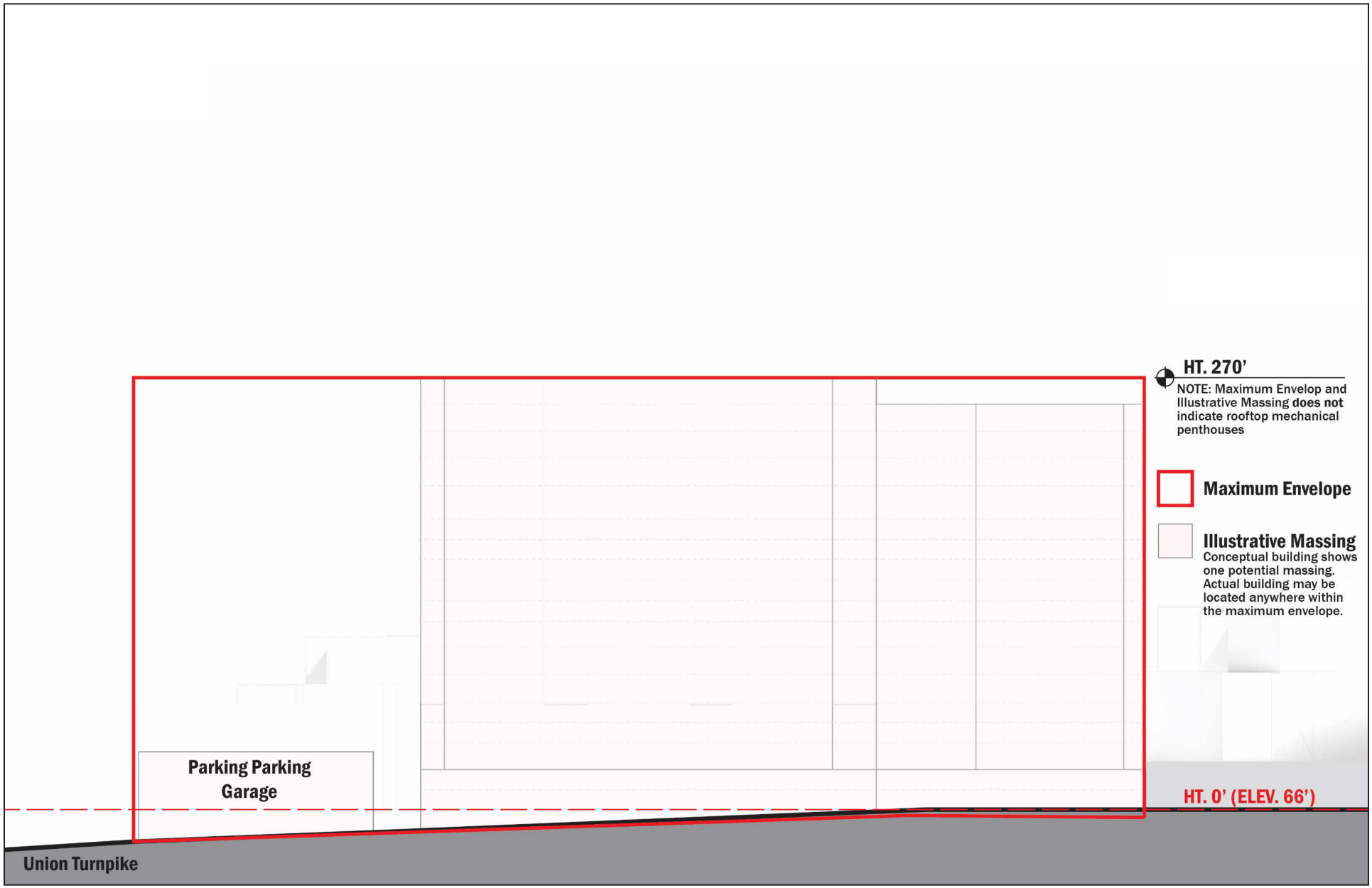


Source: *Perkins Eastman*

Queens Site - 126-02 82nd Avenue
Site Plan

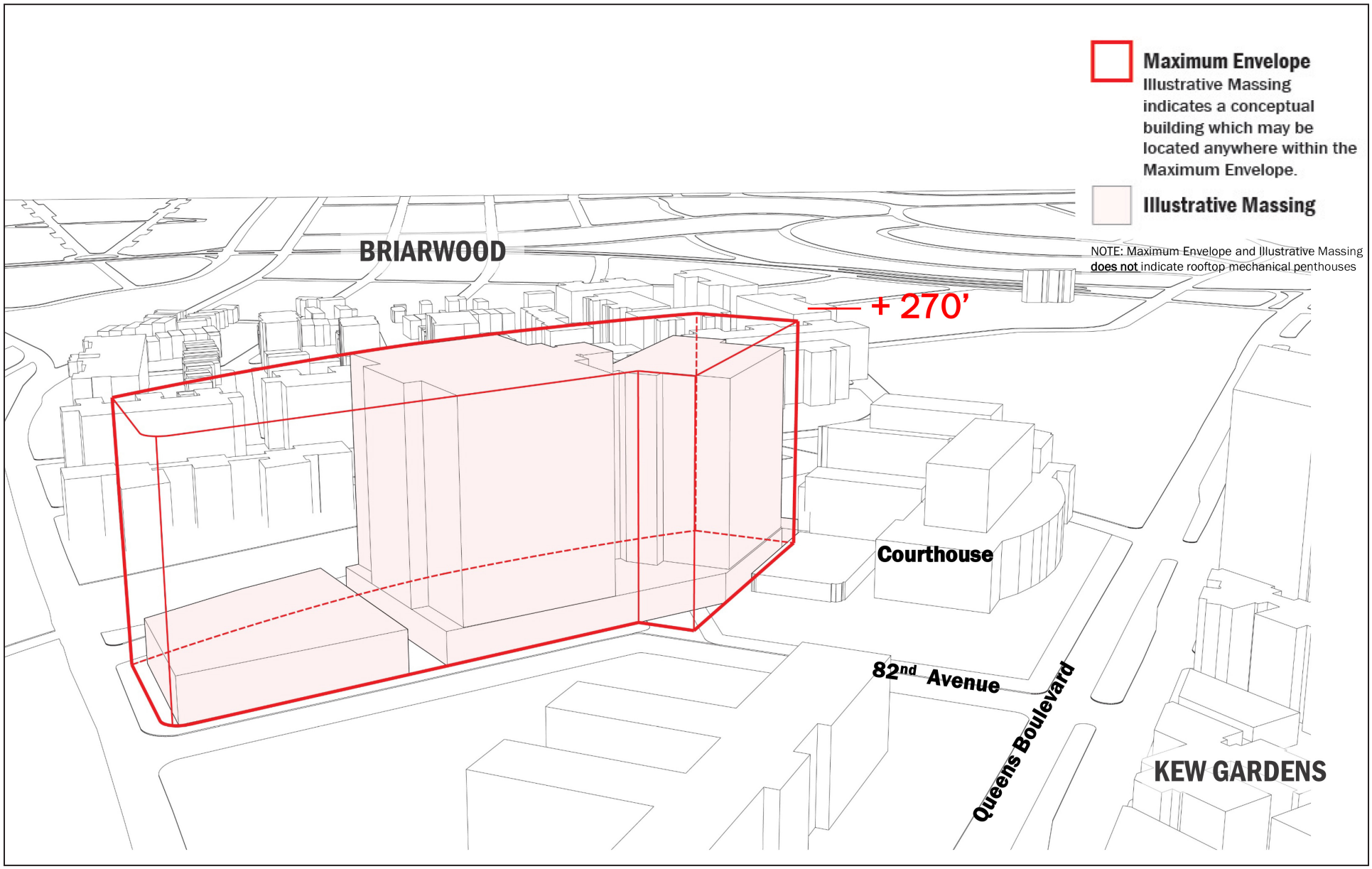
Source: *Perkins Eastman*

Queens Site - 126-02 82nd Avenue
Access/Circulation Plan



Source: Perkins Eastman

Queens Site - 126-02 82nd Avenue
Elevation



Source: Perkins Eastman

Queens Site - 126-02 82nd Avenue
3D Massing

Source: *Perkins Eastman*

Queens Site - 126-02 82nd Avenue
Illustrative Street Level Rendering

and loading. A Borough-Based Jail System special permit would be sought for each site to waive zoning requirements and allow a zoning envelope that would accommodate the proposed structure, permit the necessary density, and/or permit the proposed parking. Certain sites would also require changes to the City map. The actions necessary to develop the proposed project at each site are shown in **Table S-2**.

Table S-2
Proposed Actions for Each Site

Site Name	Address	Actions
Overall Project		Zoning Text Amendment establishing a special permit allowing use, bulk, parking and loading modifications for borough-based jails Site Selection for public facilities*
Bronx	745 East 141st Street	Special permit to modify regulations pertaining to use, bulk, parking and loading (eastern portion of site) Zoning Map Amendment to map an M1-4/R7X District (western portion of site) Zoning Text Amendments to designate a Mandatory Inclusionary Housing (MIH) Area (western portion of site) and establish Special Mixed Use District (MX) (western portion of site) Designation of an Urban Development Action Area (UDAA) an Urban Development Action Area Project (UDAAP) for such area and approval of future site disposition (western portion of site)**
Brooklyn	275 Atlantic Avenue	Special permit to modify regulations pertaining to use, bulk, parking and loading City map change to demap above- and below-grade volumes of State Street between Boerum Place and Smith Street
Manhattan	124-125 White Street	City map change to change White Street between Centre Street and Baxter Street with a narrower right-of-way and a slightly different alignment and bounding street volume bounded by vertical planes Special permit to modify regulations pertaining to use, bulk, and loading Acquisition allowing the City to acquire the lessee's leasehold interest in the existing approximately 6,300-sf ground floor retail space in MDC North***
Queens	126-02 82nd Avenue	City map change to demap 82nd Avenue between 126th Street and 132nd Street and remove the Public Place designation from Blocks 9653 and 9657 Special permit to modify regulations pertaining to use, bulk, parking and loading

Note: *The New York City Department of Citywide Administrative Services (DCAS) is a co-applicant for this action.
** The New York City Department of Housing Preservation and Development (HPD) is the applicant for this action.
*** DCAS is the applicant for this action.
Source: DCP, Perkins Eastman, PHA.

Although not known at this time, the proposed project may also involve the use of public financing for the development of permanently affordable housing from the New York City Department of Housing Preservation and Development (HPD) or the New York City Housing Development Corporation (HDC).

E. PURPOSE AND NEED

The purpose of the proposed project is to develop a network of four modern detention facilities distributed in the four boroughs with the goal of creating humane facilities that provide appropriate conditions for those who work and are detained there, provide community assets in the

neighborhoods, foster connections to families and communities by improving visiting conditions, and allow the City to close the jails on Rikers Island. As discussed above, independent of the proposed project the City is implementing strategies to reduce the average daily jail population to 7,000 persons over the next three years, with the ultimate goal to reduce the total number of people in custody to 5,000. Since existing borough jail facilities not on 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.

In keeping with the City's fundamental principles to build a safe and humane system in line with modern approaches to correctional practices, the City's 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, increasing their chances of succeeding upon leaving jail;
- Improving access to natural light and space with 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 would complement existing justice facilities (i.e., courts) near each site, by reducing travel time delays and transportation costs that often result in delaying disposition of individual cases.

The proposed project seeks to create four detention facilities of sufficient size to efficiently achieve the goals and objectives described above. Multiple smaller detention facilities would not allow for the criminal justice reform measures that are inherent in the current facility programming. Programming such as access to in-unit spaces for service providers, natural sunlight, and access to outdoor recreation space help reduce recidivism and would increase safety for staff and persons in detention. Smaller detention centers that incorporate these programmatic elements would be more costly and would be operationally inefficient, as they would need to provide redundant facility programming to serve smaller populations in each location and would be farther from the courts.

F. ANALYSIS FRAMEWORK

The analyses contained in this Environmental Impact Statement (EIS) have been developed in conformance with City Environmental Quality Review (CEQR) regulations and the guidance of the 2014 *CEQR Technical Manual*. The EIS evaluates potential impacts in the analysis year of 2027, the year by which the proposed project is expected to be completed. Although the proposed project could potentially be completed earlier than 2027, the analysis year of 2027 is appropriate for EIS purposes, as it is generally conservative and accounts for more potential background growth.

EXISTING CONDITIONS

For each technical area to be assessed in the EIS, the existing (year of 2018) conditions at each of the project sites will be described. The analysis framework begins with an assessment of existing conditions, which serves as a starting point for the projection of future conditions both with and without the proposed project and the analysis of impacts. Certain technical analyses in this EIS rely on comparisons of existing project populations of workers and visitors, the population for which for each project site is estimated.

THE FUTURE WITHOUT THE PROPOSED PROJECT (NO ACTION CONDITION)

In the future without the proposed project (the No Action condition), it is assumed that the proposed project is not implemented and that each of the proposed project sites would remain in their current condition. Therefore, under the No Action condition, the existing DOC borough facilities would not be rebuilt or closed and are assumed to remain at the total current capacity of approximately 2,500 people in detention. It is assumed that the City would continue to implement strategies to reduce the number of people in jail to 5,000, but would use the current facilities.

THE FUTURE WITH THE PROPOSED PROJECT (WITH ACTION CONDITION)

The EIS will evaluate the potential impacts of a new detention facility at each site for the 2027 analysis year. The proposed project would provide approximately 5,748 beds to accommodate an average daily population of 5,000 people in detention, while providing sufficient space for fluctuations in this population. For each of the technical areas of analysis identified in the *CEQR Technical Manual*, conditions with the proposed project (the With Action condition), will be compared with the No Action condition at each project site in the 2027 analysis year.

The projected With Action population of workers and visitors at each project site is compared to the No Action population in relevant technical areas. The With Action population would include people in detention, facility staff and visitors, such as uniformed staff, court staff, clinical staff, authorized visitors, and visitors for people in detention.

With the completion of the proposed project, the City would close and decommission the jails on Rikers Island and the Vernon C. Bain Center; the City's population of people in detention would be housed at the four borough-based detention facilities. The EIS will not evaluate the potential reuse or redevelopment of Rikers Island or Vernon C. Bain Center as part of the proposed project. Any future proposal for the redevelopment of Rikers Island, should it move forward, would be subject to future planning and public review processes, including a separate approval and environmental review process as necessary. Any future proposal for the reuse of Vernon C. Bain Center, should it move forward, would be subject to future planning and public review processes, including a separate approval and environmental review process as necessary.

In addition, the City intends to relocate the NYPD Bronx Tow Pound prior to completion of the proposed detention facility on the Bronx Site. The relocation of the tow pound would be subject to a future planning and public review process, including separate approvals and environmental review as warranted.

The proposed program includes a centralized Specialized Medical Annex (SMA) and therapeutic housing units serving people with enhanced medical, mental health and substance use disorder-related needs. The SMA is for the treatment of the general population as well as those in therapeutic housing units and includes an infirmary, an urgent care center, dialysis treatment, and a communicable disease unit. The DEIS analysis of project-generated impacts conservatively

accounts for therapeutic housing units at each of the four detention facilities and a central SMA at the proposed Queens detention facility.

The City is exploring the feasibility for a small subset of therapeutic housing units as well as the SMA's central infirmary component to be located at other sites unrelated to the proposed project. Improving access to health care for people in detention is a fundamental goal that has already been underway since 2015 when the City decided to transfer responsibility for correctional health services from NYC Department of Health and Mental Hygiene, to NYC Health + Hospitals (H+H). Continuing with that initiative, the City has begun exploring the feasibility of such a program, including identifying locations within or adjacent to existing H+H facilities that could potentially serve as suitable locations for an infirmary and a subset of therapeutic housing units that serve patients who would benefit from close and frequent access to specialty and subspecialty care available in H+H facilities. These outposted therapeutic housing units would absorb the infirmary and dialysis beds, and eliminate the need for a central urgent care center. Studies are being undertaken to determine the feasibility of such a program. If a program is determined to be feasible and appropriate sites are identified, separate environmental review and approvals would be undertaken as warranted based on the site-specific programming, and the City would move forward with siting these therapeutic housing units and central infirmary in the appropriate H+H locations, irrespective of whether the proposed borough detention facilities are approved and constructed. As a result, the detention facilities would include smaller building envelopes with decreased operational activities related to the infirmary and/or therapeutic housing units and would be expected to result in fewer impacts in some technical areas than currently assumed and analyzed in the DEIS.

ANALYSES NOT INCLUDED

As noted above, preliminary screening assessments of the proposed project were conducted in all technical areas utilizing the analysis thresholds defined by the *CEQR Technical Manual*. In some technical areas, the proposed project did not exceed the *CEQR Technical Manual* thresholds warranting a detailed analysis. These areas include natural resources, solid waste, and energy. The extent of these analyses is summarized below.

NATURAL RESOURCES

The proposed project would have no impact on natural resources as the project sites are not adjacent to any natural resources and are not located within the Jamaica Bay Watershed. Therefore, no significant impacts to natural resources would occur, and no further analysis is necessary.

SOLID WASTE AND SANITATION SERVICES

The proposed project is limited to the construction of new detention center facilities (along with a mixed-use building at the Bronx Site) and would result in a minimal increase in solid waste generation from people in detention, residents, and workers at these buildings. Any increase in solid waste generation would be below the 100,000 pounds per week requiring a detailed analysis. The solid waste generated by the proposed project would not significantly increase the demand for solid waste and sanitation services and, therefore, would not result in any significant impacts on solid waste and sanitation services, and no further analysis is necessary.

ENERGY

As described in the *CEQR Technical Manual*, all new structures requiring heating and cooling are subject to the New York City Energy Conservation Code. Therefore, the need for a detailed assessment of energy impacts would be limited to projects that may significantly affect the transmission or generation of energy. The proposed project would not significantly affect the transmission or generation of energy. Therefore, the proposed project would not be expected to result in any significant impacts to energy generation or transmission, and no further analysis is necessary.

G. COMMUNITY OUTREACH MEETINGS

Prior to the public scoping meeting, four community outreach meetings (one in each borough) were held regarding the environmental review process for the proposed project, as well as additional meetings with local elected officials. These community outreach meetings are not required under CEQR or ULURP and are separate from the meetings that will be conducted for the CEQR and ULURP processes. Nonetheless, the City has committed to providing additional opportunities during the environmental review process to gain insight and input from the community and to establish strategies for working with the community through the planning, design, and construction stages of the proposed project.

The City has established a number of forums for people to give input and participate in helping to shaping the plan. These efforts include establishing the Justice Implementation Task Force, composed of multiple working groups with more than 75 members and continuing to meet regularly with stakeholders including tenants' associations, homeowners, criminal justice advocates, and service providers. Additionally, in response to public feedback, the City created a structure for conducting a formalized community engagement process, namely Neighborhood Advisory Committees ("NACs") for all four proposed sites. The NACs are comprised of community leaders tasked with developing recommendations regarding the facilities and surrounding community needs.

H. SITE SELECTION

As noted above, the purpose of the proposed project is to develop a network of four modern detention facilities distributed in the four boroughs. The selection of the proposed sites for the borough-based jail system was based on the following primary factors:

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 can 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.
4. City-owned land that would allow for development of the new jail and could accommodate a new facility while enhancing and supporting the existing community.

Having a direct connection to the courthouse is important operationally to DOC. The City's starting point for identifying the proposed sites was looking at the three existing DOC borough facilities (Manhattan Detention Center, Brooklyn Detention Center, and Queens Detention Facility). Since direct court adjacency exists at all three existing DOC facilities and they have easy access to public transportation, are on city-owned property, and have sufficient size, these were selected as the proposed sites. Those three sites were the only viable sites adjacent to the courts.

The Bronx Site at 745 East 141st Street was selected due to the ample area available for new construction and because it is City-owned. The proposed site is closer to courthouses than both Rikers Island and the Vernon C. Bain Center (VCBC) and is accessible by public transportation. Current planning designates a portion of the site for future community development of affordable housing and retail/community facility use, separated by an access drive from the new detention center site. The remaining area is adequate for a detention facility. The City also sought to identify a viable site with direct adjacency to the Bronx Criminal Court. A site at 231 East 161st Street with direct adjacency to the Bronx Criminal Court was evaluated but rejected after extensive study determined it was too small and constrained to accommodate the proposed program.

The Brooklyn Site at 275 Atlantic Avenue was selected due to the presence of an existing City-owned detention facility on the site, its proximity to courthouses, and accessibility to public transportation. The existing facility is appropriate for redevelopment since the existing building does not comply with zoning, is out of compliance with cell size and organization, and is in poor condition. This site is also bordered on all sides by street faces, thereby eliminating the need to set back from the adjacent buildings, and facilitating access to the site for construction purposes.

The Manhattan Site at 124-125 White Street was selected due to the presence of an existing City-owned detention facility on the site and its proximity to courthouses, most notably its connection to the Manhattan Criminal Court at 100 Centre Street. Additionally, the site is well-served by public transportation. The site at 124-125 White Street was identified as the Manhattan Site early in the project planning process, but was subsequently moved to the Louis J. Lefkowitz State Office Building at 80 Centre Street as project planning advanced. The Manhattan Site at 80 Centre Street was identified in the Draft Scope of Work, but was subsequently removed from consideration after further evaluation and public review. The 80 Centre Street site was removed from consideration due to challenges associated with relocating various existing offices at 80 Centre Street that would make siting a jail there far more complicated and costly than had been originally anticipated and in response to community opposition expressed through the CEQR public scoping process and the City's community engagement effort.

The Queens Site at 126-02 82nd Avenue was selected due to the presence of an existing City-owned detention facility and parking lot on the site and its proximity to courthouses, and accessibility to public transportation. The existing Queens Detention Complex is similar in construction and organization to the Brooklyn Detention Complex and is not suitable for further use as a detention facility. The Queens Site is suitable for new construction as it is centrally situated among various highways and expressways, is able to connect directly to the exiting Queens Courthouse, and has sufficient adjacent lot area to allow for a detention facility, with staff parking and vehicular movement.

The proposed project does not include a new detention facility on Staten Island because a jail to accommodate approximately 200 people would not be operationally efficient or an efficient use of funds in terms of the construction cost per person in detention. At the end of 2018 there were approximately 350 people in detention from Staten Island, representing approximately four percent of the total jail population. At the time a total average daily jail population of 5,000 people is achieved, it is expected that only approximately 200 people in detention will be from Staten Island.

I. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION

Table S-24 (found at the end of this chapter) summarizes the potential environmental impacts and proposed mitigation measures for the proposed project. The analysis conclusions are discussed in more detail for each borough in the sections that follow.

J. BRONX SITE—PROBABLE IMPACTS OF THE PROPOSED PROJECT

LAND USE, ZONING, AND PUBLIC POLICY

The proposed project would not result in significant adverse impacts to land use, zoning, or public policy. While the proposed project would introduce a new detention facility to the study area, existing uses would be buffered by the expressway to the east and the proposed mixed-use residential building to the west. The proposed rezoning from M1-3 to the Special Mixed Use M1-4/R7X district would be in keeping with the existing R6 residential zoning district to the west of the project site and would be consistent with the existing manufacturing zones surrounding the project site. In addition, the special permit would apply only to the detention facility on the project site and would not adversely affect zoning within the study area. The proposed project would also be supportive of public policies, including the goals of *Smaller, Safer, Fairer*.

SOCIOECONOMIC CONDITIONS

The following summarizes the analysis findings for each area of socioeconomic concern. As detailed below, the proposed project would not result in significant adverse environmental impacts due to changes in socioeconomic conditions.

DIRECT RESIDENTIAL DISPLACEMENT

The project site currently does not contain any residential dwelling units (DUs). Therefore, the proposed project would not result in any direct residential displacement.

DIRECT BUSINESS DISPLACEMENT

The project site does not contain any private businesses that would be directly displaced by the proposed project. The site is currently being used as the site of a public facility, the NYPD Bronx Tow Pound. The City intends to relocate the tow pound prior to completion of the proposed detention facility. The relocation of the tow pound would not lead to significant adverse indirect socioeconomic effects because the tow pound does not directly support businesses in the area, nor does it bring people to the area that form a customer base for local businesses.

INDIRECT RESIDENTIAL DISPLACEMENT

A preliminary assessment finds that the proposed project would not result in significant adverse impacts due to indirect residential displacement. The technical analysis under CEQR as regards to indirect residential displacement is whether a project would introduce a trend or accelerate a trend of changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of a neighborhood may change. Generally, an indirect residential displacement analysis is conducted only in cases in which the potential impact may be experienced by renters living in privately held units unprotected by rent control, rent stabilization,

or other government regulations restricting rents, or whose incomes or poverty status indicate that they may not support substantial rent increases. According to the *CEQR Technical Manual*, socioeconomic changes could result if a proposed project would introduce a new population with average household incomes that exceed the average incomes of the study area households. While the proposed project would include a future mixed-use building with residential units, which could add a new population with a higher average household income as compared with existing study area households, there is a high concentration of rent-regulated housing as well as a readily observable trend toward higher market rents in the study area. According to the 2012–2016 U.S. Census American Community Survey (ACS), median gross rents have been increasing in the study area since 2010. The proposed project is not expected to accelerate these trends because all of the proposed DUs would be affordable to low-, moderate-, and/or middle-income residents, and would serve to maintain a more diverse range of household incomes within the study area.

INDIRECT BUSINESS DISPLACEMENT

A preliminary assessment of indirect business displacement finds that the proposed project would not produce any significant adverse impacts from indirect business displacement due to increased property values or rents, nor would the project introduce a concentration of uses that would offset positive trends within the study area. The proposed project would result in a mix of public facility, affordable residential, and retail uses, all of which are currently found in the study area. The proposed project would also be the first justice and correction facility in the area, so it would not cause an undue concentration of similar facilities. Finally, the proposed project would promote positive trends within the study area by developing new community and retail facilities intended to serve both the existing community and new workers and residents introduced by the proposed project. While the project has the potential to result in the indirect displacement of some study area businesses, any displacement would be minimal and similar to trends which are expected to occur in the future without the proposed project. The proposed project would thus not substantially change business conditions within the socioeconomic study area.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

As the proposed project would not result in direct business displacement on the project site, and the potential for any indirect business displacement would be limited and not specific to any industry, an assessment of adverse effects on specific industries is not warranted.

COMMUNITY FACILITIES

PUBLIC SCHOOLS

This analysis presents an assessment of the potential effects of the proposed project on public elementary and intermediate schools serving the project site. The proposed project is assumed to result in the development of approximately 235 DUs on the project site. The proposed project would be located in Subdistrict 2 of Community School District (CSD) 7. As a whole, CSD 7 includes three subdistricts, one of which (Subdistrict 3) is within the Northern Priority Area, while the other two (Subdistrict 1 and 2) comprise the Southern Priority Area. For elementary schools, Bronx CSD 7 is a "Choice District," which means that there are no zoned elementary schools in the district. Therefore, this assessment of elementary schools analyzes the potential effects of the proposed project within its subdistrict (Subdistrict 2) as well as the larger Southern Priority Area (Subdistricts 1 and 2). CSD 7 is not a Choice District for intermediate schools, and therefore, for

intermediate schools, this assessment analyzes the potential effects of the proposed project only within Subdistrict 2 of CSD 7.

The proposed project would introduce approximately 87 elementary students and 45 intermediate students. Although utilization rates would increase at the subdistrict level and Southern Priority Area level, the change in utilization over the No Action condition would remain under the CEQR *Technical Manual* threshold of five percentage points or the overall utilization of schools within a particular study area would be less than 100 percent in the With Action condition. Therefore, the proposed project would not result in any significant adverse impacts to elementary or intermediate schools on the subdistrict level or the Southern Priority Area level.

PUBLICLY FUNDED CHILD CARE FACILITIES

In the future with the proposed project, child care facilities in the study area would operate over capacity, but the increase in the utilization rate with the proposed project would be less than 5 percentage points (approximately 1.5 percentage points). Therefore, the proposed project would not result in a significant adverse impact on child care facilities.

OPEN SPACE

The proposed project would not alter or eliminate any public open space resources on the project site. Based on the shadows, air quality, noise, and construction analyses, study area open spaces would not experience project-related significant adverse shadows, air quality, or noise impacts. Therefore, the proposed project would not have the potential to result in significant adverse impacts related to direct effects on open space.

The proposed project would introduce new residents and non-residents (i.e., workers and visitors) to the project site, and therefore increase demand on public open space resources within their respective study areas. In the residential study area, the total and active residential open space ratios would not meet the guidelines indicated in the *CEQR Technical Manual*, but the decreases in these open space ratios would be less than 5 percent. The passive open space ratio in the residential study area would be above the City's guideline, and the decrease as a result of the proposed project would be less than 5 percent. Open spaces within the study area that have low utilization and additional open space resources outside the study area would further reduce the effect of the additional demand generated by the proposed project. Therefore, the proposed project would not have the potential to result in significant adverse impacts on residential open space resources in the residential study area.

The proposed project would not have the potential to result in significant adverse impacts to open space in the non-residential study area, as workers and visitors introduced by the proposed project could be accommodated at the nearby public open space resources within the residential study area and within a ¼ mile of the project site (e.g., St. Mary's Park), the open space demand of workers and visitors introduced by the proposed project would likely be less than this analysis has conservatively projected due to facility security and strict staff schedules, and the proposed project would provide on-site recreational spaces for facility staff. Therefore, the proposed project would not have the potential to result in significant adverse impacts on passive open space resources in the non-residential study area.

SHADOWS

The proposed project would result in incremental shadow on St. Mary's Park in winter and on two Greenstreets traffic medians in certain seasons, but in no case would the incremental shadow result in significant adverse impacts to either the use or the vegetation of those resources.

HISTORIC AND CULTURAL RESOURCES

ARCHAEOLOGICAL RESOURCES

Pursuant to the *CEQR Technical Manual*, information regarding the proposed project was submitted to the New York City Landmarks Preservation Commission (LPC) to initiate its initial evaluation of the Bronx Site's potential for archaeological sensitivity. In a comment letter dated August 8, 2018, LPC determined that the Bronx Site is not archaeologically significant. Therefore, additional archaeological analysis of the Bronx Site is not warranted and the construction of the proposed project on the Bronx Site would not have the potential to result in significant adverse impacts on archaeological resources.

ARCHITECTURAL RESOURCES

The project site is occupied by the Bronx Tow Pound, which includes a paved parking lot and several temporary trailers. In a letter dated August 8, 2017, LPC determined that the project site has no architectural significance. In addition, no known or potential architectural resources were identified within the study area. Therefore, the proposed actions would have no adverse impacts on architectural resources.

URBAN DESIGN AND VISUAL RESOURCES

The proposed project is designed with a mixed-use building (up to 145 feet in height) along Concord Avenue and with the detention facility (up to 245 feet tall) located along Bruckner Boulevard/Southern Boulevard. This would place the tallest portion of the development at the eastern end of the project site near the large Bruckner Expressway (I-278) viaduct and large-footprint industrial buildings located along the highway, thereby limiting the impact on existing residential development and the pedestrian experience in the western portion of the study area. According to conceptual designs, the proposed project is anticipated to have an approximately 55-foot-tall, three-story base, which would be compatible with the heights/streetwalls of buildings in the study area, including buildings located along East 142nd Street and Southern and Bruckner Boulevards. The proposed mixed-use project along Concord Avenue does not have a proposed base height, though the building's maximum height of 145 feet would be more compatible with the three-story residential buildings fronting Concord Avenue than the taller building at the eastern end of the project site.

The proposed project would replace a tow pound enclosed primarily by a tall, metal fence and bordered by narrow and discontinuous sidewalks and would introduce a more active pedestrian environment than that of the No Action condition. In addition to improved, widened, and landscaped sidewalks, the proposed project would provide pedestrian entrances on all street fronts including for court facilities and community facility space on East 141st Street. Neighborhood-serving uses located along Concord Avenue would face the existing residential uses, activating the ground floor and enhancing the pedestrian experience.

The study area contains a mix of residential, industrial, and transportation uses that vary in appearance and with buildings that do not exceed a height of approximately 121 feet in the primary and secondary study areas. Although the project site is located at a point of transition between a mixed-use residential neighborhood and a homogenous industrial area, with the east end of the project site located along the elevated I-278 viaduct, the proposed project would be larger and taller than the surrounding buildings in the study area, introducing a development of a scale out of context with the surrounding area. Based on the *CEQR Technical Manual* guidance, the Urban Design and Visual Resources assessment considers whether and how a project may change the experience of the pedestrian. The scale of surrounding buildings is not the only benchmark for measuring urban design impacts, as the determination of the significance of an urban design impact requires consideration of the built environment's arrangement, appearance, and functionality, and whether the change would negatively affect a pedestrian's experience of the area. The size and height of the project would constitute a substantial change; however, the proposed facility would positively contribute to the pedestrian's experience of the area, as described above. Therefore, the proposed project would not have a significant adverse impact.

The proposed project would not obstruct views to visual resources in the study area. The proposed project would be visible from a distance in the study area, including from visual resources such as St. Mary's Park and Samuel Gompers Industrial High School, though the proposed project would not adversely affect the pedestrian's experience of these resources. Therefore, the proposed project would have no potential for impact on visual resources.

HAZARDOUS MATERIALS

Evaluation of the project site was performed via review of the Phase I Environmental Site Assessment (ESA) and the results of the Environmental Testing Report. The Phase I ESA revealed evidence of recognized environmental conditions (RECs) at the project site. ASTM, in the E1527-13 Standard for conducting Phase I ESAs, identifies these as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property." The subsurface testing, while finding signs of historical fill material, did not indicate evidence of a petroleum spill or other release.

Consistent with the existing trailers, utility sheds, and storage containers that would have to be removed from the project site being relatively recent, testing found no regulated concentrations of asbestos-containing materials (ACM), lead-based paint (LBP), or polychlorinated biphenyls (PCBs). However, should such materials be present in hidden areas or areas otherwise not tested, there are a variety of federal, state, and local regulatory requirements that would be followed to address disturbing and disposing of these materials.

Construction of the new building would require extensive excavation. Impacts would be avoided by implementing the Remedial Action Plan (RAP) and associated Construction Health and Safety Plan (CHASP), during the subsurface disturbance associated with construction. The RAP and CHASP were approved by the New York City Department of Environmental Protection (DEP) and occupancy permits for the new facilities would only be issued once DEP receives and approves a Remedial Closure Report, certified by a New York-licensed Professional Engineer, that documents the RAP and CHASP were properly implemented.

With the implementation of applicable regulatory requirements for ACM, LBP, etc., should such materials be present in the existing structures and the measures required by the RAP/CHASP, the potential for significant adverse hazardous materials impacts from construction at the project sites

would be avoided. Following construction, there would be no potential for significant adverse impacts relating to hazardous materials.

WATER AND SEWER INFRASTRUCTURE

The proposed project is not anticipated to result in significant adverse impacts related to the City's water supply or to wastewater and stormwater conveyance and treatment infrastructure.

WATER SUPPLY

By 2027, the With Action condition would generate an incremental water demand of 567,174 gallons per day (gpd) as compared with the No Action condition. This represents a 0.05 percent increase in demand on the New York City water supply system. It is expected that there would be adequate water service to meet the incremental water demand, and there would be no significant adverse impacts on the City's water supply.

SANITARY SEWAGE

By 2027, the With Action condition would generate an incremental 315,740 gpd of sewage over the future without the proposed project. This incremental volume in sanitary flow to the combined sewer systems would represent approximately 0.16 percent of the average daily flow to the Wards Island Wastewater Treatment Plant (WWTP). This volume would not result in an exceedance of the Wards Island WWTP's capacity and is not anticipated to create a significant adverse impact on the City's sanitary sewage treatment system.

STORMWATER

The project site is located in one sub catchment area of the Wards Island WWTP. As compared with the No Action condition, the With Action condition would result in an increase in stormwater flows to the WWTP during wet weather due to an increase in impervious surfaces. A reduction in stormwater peak flows to the combined sewer system would be achieved with the incorporation of stormwater source control best management practices (BMPs) in accordance with the City's site connection requirements. Therefore, the proposed actions are not anticipated to have a significant adverse impact on the City's combined sewer system or the City's sewage treatment system.

TRANSPORTATION

TRAFFIC

Traffic conditions were evaluated for the weekday 6:30-7:30 AM and 2:45-3:45 PM (midday) peak hours, and the Saturday 2:45-3:45 PM peak hour, which are the periods when incremental traffic associated with the proposed project is expected to be highest as they coincide with the peak hour within the uniformed DOC staff shift periods. The traffic study area includes a total of 18 intersections (10 signalized and 8 stop-controlled) in proximity to the Bronx Site where incremental vehicle trips generated by the proposed project are expected to exceed the 50 trips/hour CEQR analysis threshold. As summarized in **Tables S-3 and S-4**, the results of the

Table S-3
Number of Potentially Impacted Intersections and Lane Groups by Peak Hour

	Peak Hour		
	Weekday AM	Weekday Midday	Saturday
Lane Groups	11	15	11
Intersections	7	8	6

Table S-4
Summary of Potential Significantly Impacted Intersections

Intersection	Control	Peak Hour		
		Weekday AM	Weekday Midday	Saturday
East 141st Street & Jackson Avenue	Signal	X	X	
East 140th Street & Jackson Avenue	Two-way Stop	X	X	X
East 138th Street & Jackson Avenue	Signal	X	X	X
East 141st Street & Bruckner Boulevard (SB)	Signal	X	X	X
East 141st Street & Bruckner Boulevard (NB)	Signal	X	X	X
East 140th Street & Bruckner Boulevard (SB)	Signal		X	
East 138th Street & Bruckner Boulevard (SB)	Signal	X	X	X
East 138th Street & Bruckner Boulevard (NB)	Signal	X	X	X

traffic impact analysis indicate the potential for significant adverse impacts at eight intersections during one or more analyzed peak hours. The potential for significant adverse impacts was identified to 11 lane groups at seven analyzed intersections during the weekday AM peak hour, 15 lane groups at eight analyzed intersections during the weekday midday peak hour, and 11 lane groups at six analyzed intersections during the Saturday peak hour. The "Mitigation," section below, discusses potential measures to mitigate these potential significant adverse traffic impacts.

TRANSIT

Transit analyses typically focus on the weekday AM and PM commuter peak periods as it is during these periods that overall demand on the subway and bus systems is usually highest.

Subway

Two MTA New York City Transit (NYCT) subway stations are located in proximity to the Bronx Site—the Cypress Avenue station to the west and the East 143rd Street-St. Mary's Street station to the north. Both of these stations are served by No. 6 trains operating on the Pelham Line.

During the weekday AM and PM commuter peak hours, the proposed project would generate approximately 142 and 168 incremental subway trips, respectively, less than the *CEQR Technical Manual* analysis threshold of 200 incremental trips/hour. Therefore, potential significant adverse impacts to subway station and line haul conditions are not anticipated as a result of the proposed project, and a detailed subway analysis is not warranted.

Bus

Two NYCT local bus routes operate within ¼ mile of the Bronx Site—the Bx17 which runs in the Bronx between Port Morris and Fordham Plaza, and the Bx33 which runs between Port Morris and Harlem in Manhattan. Both of these routes serve stops along East 138th Street in the vicinity of the site.

During the weekday AM and PM commuter peak hours, the proposed project would generate a total of approximately 50 and 103 incremental transit bus trips, respectively, at the Bronx Site. These trips would be distributed in both directions on both bus routes serving the Bronx Site. Given these numbers of peak hour trips, no single route is expected to meet the *CEQR Technical Manual* analysis threshold of 50 or more incremental trips/hour in one direction. Therefore, under *CEQR Technical Manual* guidance, a detailed transit bus analysis is not warranted.

PEDESTRIANS

The proposed project would generate a net increment of approximately 78, 834, 436, and 505 walk-only trips at the Bronx Site in the weekday AM, midday and PM peak hours, and the Saturday peak hour, respectively. Persons walking en route to and from subway station entrances and bus stops would bring the total number of project-generated pedestrian trips on area sidewalks and crosswalks to 270, 1,260, 707, and 841 during these same periods, respectively. The total number of pedestrian trips in all analysis peak periods would therefore exceed the *CEQR Technical Manual* analysis threshold of 200 incremental trips/hour. These trips would be most concentrated on sidewalks and crosswalks in the immediate vicinity of the site. A total of five pedestrian elements—two sidewalks and three corner areas—are expected to experience an incremental increase of 200 or more trips in the weekday midday and/or Saturday peak hours and were selected for detailed analysis. In the weekday AM and PM peak hours, no pedestrian element is expected to experience an incremental increase of 200 or more trips. Therefore, the detailed analysis of pedestrian elements focuses on the weekday midday and Saturday periods only. Based on *CEQR Technical Manual* criteria, none of these analyzed pedestrian elements would be significantly adversely impacted by the proposed project.

VEHICULAR AND PEDESTRIAN SAFETY

The *Vision Zero Bronx Pedestrian Safety Action Plan* was released on February 18, 2015. In the vicinity of the Bronx Site, Bruckner Boulevard and East 138th Street were identified as Priority Corridors, and the intersection of Bruckner Boulevard with East 138th Street was identified as a Priority Intersection. Much of the South Bronx to the west of the Bronx site has been designated a Priority Area, although not the site itself, and it is also not located within a New York City Department of Transportation (DOT) -designated Senior Pedestrian Focus Area (SPFA).

Crash data for intersections within ¼ mile of the Bronx site were obtained from DOT for the three-year reporting period between January 1, 2014, and December 31, 2016 (the most recent period for which data were available for all locations). During this period, 305 reportable and non-reportable crashes, 49 pedestrian/bicyclist-related injury crashes and one fatality occurred at study area intersections. A review of the crash data identified one intersection—Bruckner Boulevard and East 138th Street—as a high crash location (defined as an intersection with 48 or more total reportable and non-reportable crashes or five or more pedestrian/bicyclist injury crashes occurring in any consecutive 12 months of the most recent three-year period for which data are available).

Measures that could be employed to increase pedestrian/bicyclist safety could include installation of additional high visibility crosswalks where not already present, and improved street lighting.

PARKING

The parking analyses document changes in the parking supply and utilization within a ¼-mile radius of the Bronx Site under both No Action and With Action conditions. Under the proposed project 575 on-site accessory parking spaces would be provided for DOC and Correctional Health Services staff, while the remaining demand generated by the site would park off-site. It is anticipated that spaces available on-street and in the one off-street public parking lot within the parking study area would not be sufficient to accommodate this demand in the analyzed weekday midday peak period. As the Bronx Site is located within Zone 2 as shown in Map 16-2, "CEQR Parking Zones, May 2010," in the 2014 *CEQR Technical Manual*, the inability of the proposed project or the surrounding area to accommodate future parking demands would be considered a parking shortfall, but would generally not be considered significant due to the magnitude of available alternative modes of transportation.

AIR QUALITY

Analysis of the emissions and dispersion of nitrogen dioxide (NO_2) and PM less than 10 microns in diameter (PM_{10}) from the heating and hot water systems of the development under the proposed project indicate that these emissions would not result in a violation of National Ambient Air Quality Standards (NAAQS). In addition, the maximum predicted $PM_{2.5}$ incremental concentrations from the proposed project would be less than the applicable 24-hour and annual average criteria. To ensure that there are no significant adverse impacts resulting from the proposed project due to heating and hot water system emissions, certain restrictions would be required.

The mobile source analyses determined concentrations of CO and PM_{10} due to the proposed project at the Bronx Site would not result in any violations of NAAQS at the intersection analyzed, and incremental concentrations of particulate matter less than or equal to 2.5 microns in diameter ($PM_{2.5}$) would not exceed the City's *de minimis* criteria for $PM_{2.5}$. In addition, concentrations of CO and $PM_{2.5}$ from the parking facility associated with the proposed project would not result in any significant adverse air quality impacts.

No permitted activities were identified within the study area. No other sources of emissions were identified in the land use and field surveys; therefore, no significant impacts on the proposed project are anticipated from industrial source emissions.

NOISE

The analysis finds that the proposed actions would not result in any significant adverse noise impacts at nearby noise receptors.

The recreation areas to be included in the proposed project would have the potential to generate noise. An analysis of noise from proposed recreation areas at the Bronx Site determined that due to distance from surrounding receptors, the proposed recreation yards would not have the potential to result in significant adverse noise impacts at any noise receptors.

To meet 2014 *CEQR Technical Manual* interior noise level requirements, the analysis prescribes up to 31 dBA of building attenuation for the proposed building, with an alternate means of ventilation to allow for the maintenance of a closed window condition. These measures would be

included in the design requirements for the proposed building, which would result in interior noise levels within the range considered acceptable for the proposed uses, and there would be no significant adverse noise impact with respect to the proposed building.

PUBLIC HEALTH

The proposed project would not result in significant adverse public health impacts. As described in the relevant analyses of this Draft EIS, the proposed project would not result in unmitigated significant adverse impacts in the areas of air quality, operational noise, water quality, or hazardous materials. However, as discussed in Section 2.15, "Construction-Bronx," the proposed project could result in temporary unmitigated construction noise impacts, as defined by *CEQR Technical Manual* thresholds at 359 Southern Boulevard. However, the *CEQR Technical Manual* thresholds for construction noise are based on quality of life considerations and not on public health considerations. An impact found pursuant to a quality of life framework (i.e., significant adverse construction noise impact) does not definitively imply that an impact will exist when the analysis area is evaluated in terms of public health (i.e., significant adverse public health impact). Furthermore, construction activity would typically be limited to a single shift during the day with limited exceptions that would require variances from the New York City Department of Buildings, leaving the remainder of the day and the evening unaffected by construction noise. Furthermore, the predicted absolute noise levels would be below the threshold for potential hearing loss of 85 dBA at all analyzed receptors. Therefore, the proposed project at the Bronx Site would not result in a significant adverse public health impact.

NEIGHBORHOOD CHARACTER

The proposed detention facility and mixed-use building would introduce new uses and building forms into the study area. However, they would not significantly affect any of the defining features of the neighborhood. There would be no significant adverse impacts to land use, zoning, and public policy, socioeconomic conditions, open space, shadows, historic and cultural resources, urban design and visual resources, and noise. While there would be significant adverse impacts to transportation, the *CEQR Technical Manual* states that a significant adverse impact in one of the technical areas that contribute to neighborhood character is not automatically equivalent to a significant adverse impact on neighborhood character. Therefore these alone or in combination with other moderate effects would not constitute neighborhood character impacts as proposed changes would be limited to the area immediately surrounding the site.

CONSTRUCTION

Construction of the proposed project—as is the case with most construction projects—would have the potential to result in temporary disruptions in the surrounding area. As described in detail below, construction activities at the Bronx Site could have the potential to result in temporary significant adverse transportation and noise impacts during peak periods of construction. Additional information for key technical areas is summarized below.

TRANSPORTATION

Traffic, transit, pedestrian and parking conditions during the period where construction worker vehicle and truck trips are anticipated to be highest were evaluated for the 6:00-7:00 AM and the 3:00-4:00 PM midday peak hours. According to the assessment of conditions during peak construction activity, no significant adverse impacts to transit or parking are anticipated.

The traffic analysis analyzed conditions at 18 intersections around the project site. The potential for significant adverse traffic impacts due to traffic associated with construction worker vehicles and trucks were identified for seven analyzed intersections during the construction AM peak hour and eight analyzed intersections during the construction midday peak hour. A total of nine and 14 lane group impacts were identified at analyzed intersections during the construction AM and midday peak hours, respectively. Although impacts resulting from increases in traffic volumes due to demand generated by construction activity would be temporary, measures to mitigate these temporary impacts were investigated and proposed measures are discussed in the "Mitigation section below.

The analyzed traffic locations as well as others that may experience temporary construction-related disruptions would be included in the robust Construction Transportation Monitoring Plan (CTMP) that would be initiated at the start of construction. Because detailed plans for the proposed detention facility and detailed construction logistics, including any necessary street or sidewalk closures, are not known at this time, the level of specificity necessary to quantify the extent to which traffic operations would be disrupted as a result of street network access accommodations requested to facilitate the construction effort cannot be made at this time. As the design-build process is initiated, an updated assessment of traffic conditions would be made in coordination with the New York City Office of Construction Mitigation and Coordination (OCMC) and DOT as necessary in order to identify feasible measures that could mitigate any potential disruptions.

According to a preliminary assessment of construction generated pedestrian activity, six pedestrian elements were identified as potential impact locations. Because detailed plans for the proposed detention facility and detailed construction logistics, including any necessary street or sidewalk closures, are not known at this time, the level of specificity necessary to quantify the extent to which pedestrian operations would be disrupted as a result of construction activity (construction worker related and due to potential public infrastructure access accommodations requested to facilitate the construction effort) cannot be made at this time. However, as the City is committed to a robust CTMP during construction, an assessment of pedestrian conditions would be made in coordination with OCMC and DOT as necessary in order to identify feasible measures that could mitigate these potential disruptions. Mitigation measures to address potential impacts to pedestrian elements (sidewalks, corners, and crosswalks) typically include signal timing changes, sidewalk and crosswalk widenings or the relocation of street furniture and obstructions. In the event it is found that measures fully mitigating such temporary impacts are infeasible, then unmitigable significant adverse impacts could occur at the identified pedestrian elements.

AIR QUALITY

While construction would have the potential to cause temporary disruptions on the adjacent community, it is expected that any potential disruptions in any given area would be temporary and would not be ongoing for the full duration of the construction period, due to the phasing of construction activities. Measures would be taken to reduce the potential for pollutant emissions during construction as required by laws, regulations, and building codes. These measures would include dust suppression measures, idling restrictions, use of ultra-low sulfur diesel (ULSD) fuel, and best available technologies (BAT), and to the extent practicable the use of newer equipment that meets the United States Environmental Protection Agency (USEPA)'s Tier 4 emission standards and electrification of equipment. With these measures in place, construction activities at the Bronx Site would not have the potential to result in significant adverse air quality impacts.

NOISE AND VIBRATION

Construction of the proposed project would be expected to have the potential to result in elevated noise levels at nearby receptors, and noise due to construction would at times be noticeable. However, noise from construction would be intermittent and of limited duration, and total noise levels would be in the "marginally acceptable" or "marginally unacceptable" range. Based on the prediction of construction noise level increments and the duration of CEQR screening threshold exceedances, construction noise associated with the proposed actions would have the potential to result in a temporary significant adverse impact at the residential building at 359 Southern Boulevard. Noise associated with the construction of the proposed project would not have the potential to rise to the level of a significant adverse noise impact at all other locations within the project area.

As regards vibration, construction would not have the potential to result in vibration at a level that could result in architectural or structural damage to adjacent buildings. Construction would result in vibration at a level that would only have the potential to be noticeable or annoying for limited periods. Therefore, there is no potential for significant adverse vibration impacts from the proposed project.

MITIGATION

TRANSPORTATION

The proposed project would have the potential to result in significant adverse impacts to vehicular traffic at eight intersections during some or all of the peak periods. Mitigation measures that could address these potential transportation impacts are discussed below. In addition, there are no anticipated potential transit, pedestrian or parking impacts likely as a result of the proposed project; therefore, those transportation modes will not be discussed below.

Traffic

The proposed project would have the potential to result in significant adverse traffic impacts at eight study area intersections during one or more analyzed peak hours; specifically, 11 analyzed lane groups at seven analyzed intersections during the weekday AM peak hour, 15 analyzed lane groups at eight analyzed intersections during the midday peak hour, and 11 analyzed lane groups at six analyzed intersections during the Saturday peak hour. Implementation of signal timing changes are being proposed and would mitigate some of the potential anticipated traffic impacts. These proposed traffic engineering improvements are subject to review and approval by DOT. If these measures are deemed infeasible, other potential measures will be considered in consultation with DOT. In the absence of the application of mitigation measures, the impacts would remain unmitigated.

Table S-5 shows, assuming all the proposed mitigation measures were to be implemented, that the potential for significant adverse impacts would be fully mitigated at two analyzed lane groups at two analyzed intersections during the analyzed weekday AM peak hour, one analyzed lane group at one analyzed intersection in the analyzed weekday midday peak hour, and four analyzed lane groups at two analyzed intersections during the analyzed Saturday peak hour. **Table S-5** provides a more detailed summary of the analyzed intersections and lane groups that would have the potential for unmitigated significant adverse traffic impacts. As shown in **Table S-6**, the potential for impacts would remain at 9 analyzed lane groups at six analyzed intersections during

Table S-5
Summary of Lane Groups/Intersections with Potential for Significant Adverse Traffic Impacts

Net Increment	Lane Groups/ Intersections Analyzed	Lane Groups/ Intersections With No Significant Impacts	Lane Groups/ Intersections With Significant Impacts	Mitigated Lane Groups/ Intersections	Unmitigated Lane Groups/ Intersections
Weekday AM	55/18	44/11	11/7	2/1	9/6
Weekday Midday	55/18	40/10	15/8	1/0	14/8
Saturday	55/18	44/12	11/6	4/1	7/5

Table S-6
Lane Groups With Potential for Unmitigated Significant Adverse Traffic Impacts

Intersection	Peak Hour		
	Weekday AM	Weekday Midday	Saturday
Signalized Intersections			
East 141st Street and Jackson Avenue	WB-LTR	WB-LTR	---
East 138th Street and Jackson Avenue	---	SB-LTR	SB-LTR
East 141st Street and Bruckner Boulevard SB	WB-LT	EB-TR, WB-LT	WB-LT
East 141st Street and Bruckner Boulevard NB	EB-L, WB-T	EB-L, WB-T, WB-R	---
East 140th Street and Bruckner Boulevard SB	---	SB-T (Local)	---
East 138th Street and Bruckner Boulevard SB	EB-TR, WB-LT, SB-T (Main)	EB-TR, WB-LT, SB-TR (Local)	EB-TR, WB-LT---
East 138th Street and Bruckner Boulevard NB	EB-L, NB-T (Main to Ramp/Local)	EB-L, EB-LT, NB-T (Main to Ramp/Local)	EB-L, NB-T (Main to Ramp/Local)
Unsignalized Intersections			
East 140th Street and Jackson Avenue	EB-LTR	EB-LTR	EB-LTR

Notes:
NB—northbound, SB—southbound, EB—eastbound, WB—westbound L—left-turn, T—through, R—right-turn

the analyzed weekday AM peak hour, at 14 analyzed lane groups at eight analyzed intersections during the analyzed weekday midday peak hour, and at seven analyzed lane groups at five analyzed intersections during the analyzed Saturday peak hour.

CONSTRUCTION TRANSPORTATION

Traffic conditions during the period when construction-related traffic is anticipated to be highest were evaluated. The analysis determined that construction traffic associated with peak construction period activity would have the potential to result in significant adverse traffic impacts at eight study area intersections during one or more analyzed construction period peak hours. Specifically, nine lane groups at seven analyzed intersections during the construction AM peak hour and 14 lane groups at eight analyzed intersections during the construction midday peak hour. Although these impacts would be temporary, measures to address these temporary impacts were considered. Implementation of signal-timing changes are being proposed and would provide mitigation for some of the temporary traffic impacts. These proposed traffic engineering improvements are subject to review and approval by DOT. In the absence of the application of mitigation measures, the temporary impacts would remain unmitigated.

Table S-7 shows that with the implementation of all of the proposed mitigation measures, potential significant adverse impacts due to construction-related vehicle trips would be fully mitigated at three lane groups at two analyzed intersections during the construction AM peak hour. During the construction midday peak hour, four lane groups at three intersections would be fully mitigated. **Table S-8** provides a more detailed summary of the analyzed intersections and lane groups that have the potential for unmitigated significant adverse traffic impacts during construction. As shown in **Table S-8**, potential impacts would remain at six lane groups at five analyzed intersections during the analyzed construction AM peak hour and at 10 lane groups at six analyzed intersections during the analyzed construction midday peak hour.

Table S-7
Summary of Lane Groups/Intersections with Potentially Significant Adverse Traffic Impacts

Net Increment	Lane Groups/ Intersections Analyzed	Lane Groups/ Intersections With No Significant Impacts	Lane Groups/ Intersections With Significant Impacts	Mitigated Lane Groups/ Intersections	Unmitigated Lane Groups/ Intersections
AM Peak Hour	55/18	46/11	9/7	3/2	6/5
Midday Peak Hour	55/18	41/10	14/8	4/2	10/6

Table S-8
Lane Groups With Potentially Unmitigated Significant Adverse Traffic Impacts

Intersection	AM Peak Hour	Midday Peak Hour
Signalized Intersections		
East 141st Street and Jackson Avenue	---	WB-LTR
East 138th Street and Jackson Avenue	---	SB-LTR
East 141st Street and Bruckner Boulevard SB	WB-LT	---
East 141st Street and Bruckner Boulevard NB	EB-L, WB-T	---
East 140th Street and Bruckner Boulevard SB	---	SB-T(Local)
East 138th Street and Bruckner Boulevard SB	WB-LT	EB-TR, WB-LT, SB-T (Local)
East 138th Street and Bruckner Boulevard NB	NB-T(Main to Ramp/Local)	EB-L, EB-LT, NB-T(Main to Ramp/Local)
Unsignalized Intersections		
East 140th Street and Jackson Avenue	EB-LTR	EB-LTR

Notes:
NB—northbound, SB—southbound, EB—eastbound, WB—westbound L—left-turn, T—through, R—right-turn

A Construction Transportation Monitoring Plan (CTMP) will be developed by DDC prior to commencement of construction-related activities. The CTMP will include transportation data collection as well as traffic and pedestrian analyses. The data collection will include traffic and pedestrian counts, worker shift schedules, worker origin-destination and modal split survey data, parking surveys, and truck frequency data. A traffic management plan for the project would be developed as part of the CTMP in order to address the effect of construction-related activity on transportation systems and verify the need for implementing construction-related mitigation measures identified in this EIS or additional measures if warranted. The CTMP would be submitted to DOT and OCMC for review and approval and would be an on-going process for addressing the effects of construction.

The analyzed traffic locations as well as others that may experience temporary disruptions would be included in the CTMP that would be initiated at the start of construction. Because detailed plans for the proposed detention facility and detailed construction logistics, including any necessary street or sidewalk closures, are not known at this time, the level of specificity necessary to quantify

the extent to which traffic operations would be disrupted as a result of street network access accommodations requested to facilitate the construction effort cannot be made at this time. As the design-build process progresses, an updated assessment of traffic conditions around the project site would be made as part of the CTMP, DDC, through the CTMP, and in coordination with DOT and OCMC, will identify feasible measures that could mitigate any potential disruptions.

In addition to the standard traffic mitigation measures identified above, the City will continue to explore other options to further reduce traffic impacts in the vicinity of the Bronx Site. Potential options could include remote parking and shuttle service for construction workers, incentives to encourage transit use, the use of traffic enforcement agents/construction flaggers to facilitate traffic circulation, staged deliveries and queuing, and staggered work hours.

Pedestrians

According to a preliminary assessment of construction generated pedestrian activity, six pedestrian elements were identified as potential impact locations. Because detailed plans for the proposed detention facility and detailed construction logistics, including any necessary street or sidewalk closures, are not known at this time, the level of specificity necessary to quantify the extent to which pedestrian operations would be disrupted as a result of construction activity cannot be made at this time. However, an assessment of pedestrian conditions would be included in the CTMP described above. In the event it is found that measures fully mitigating such temporary impacts are infeasible, then unmitigable significant adverse impacts could occur at the identified pedestrian elements.

CONSTRUCTION NOISE

Construction of the proposed project would have the potential to result in a significant adverse construction noise impact at the residential building at 359 Southern Boulevard. Source or path controls were considered for feasibility and effectiveness in reducing the level of construction noise at the receptors that have the potential to experience significant adverse construction noise impacts. These measures may include enclosing the concrete pump and concrete mixer trucks at any time that the mixer barrels would be spinning in a shed or tunnel including two or three walls and a roof, with the opening or openings facing away from receptors. Additionally, selecting quieter equipment models for cranes, generators, compressors, and lifts may result in a reduction in noise levels from construction during superstructure and subsequent phases. These measures, if implemented, may partially mitigate the predicted construction noise impacts, because there would still be times when construction of the proposed project may result in exceedances of acceptable noise levels at these receptors. Therefore, construction of the proposed project may result in unmitigated significant adverse noise impacts at the residential building at 359 Southern Boulevard.

UNAVOIDABLE ADVERSE IMPACTS

TRANSPORTATION

The proposed project would have the potential to result in significant adverse traffic impacts at eight study area intersections during one or more analyzed peak hours. Implementation of signal timing changes are being proposed and would provide mitigation for some of the anticipated traffic impacts. These proposed traffic engineering improvements are subject to review and approval by DOT. In the absence of the application of mitigation measures, the impacts would remain unmitigated.

Assuming all the proposed mitigation measures were implemented, unmitigated potential impacts would remain at 9 lane groups at six analyzed intersections during the analyzed weekday AM peak hour, at 14 lane groups at eight analyzed intersections during the analyzed weekday midday peak hour, and at 7 lane groups at five analyzed intersections during the analyzed Saturday peak hour. These unmitigated impacts would constitute unavoidable adverse impacts.

CONSTRUCTION TRANSPORTATION

Traffic

Traffic conditions during the period when construction-related traffic is anticipated to be highest were evaluated. The analysis determined that construction traffic associated with peak construction period activity would have the potential to result in significant adverse traffic impacts at eight study area intersections during one or more analyzed construction period peak hours. Although these impacts would be temporary, measures to address these temporary impacts were considered. Implementation of signal-timing changes are being proposed and would provide mitigation for some of the potential temporary traffic impacts. These proposed traffic engineering improvements are subject to review and approval by DOT. In the absence of the application of mitigation measures, the temporary impacts would remain unmitigated.

With the implementation of all of the proposed mitigation measures, unmitigated potential impacts would remain at 6 lane groups at five analyzed intersections during the analyzed construction AM peak hour and at 10 lane groups at six analyzed intersections during the analyzed construction midday peak hour. These unmitigated impacts would constitute unavoidable adverse impacts.

Pedestrians

According to a preliminary assessment of construction generated pedestrian activity, six pedestrian elements were identified as potential impact locations. In the event it is found that measures fully mitigating such temporary impacts are infeasible, then unmitigable significant adverse impacts could occur at the identified pedestrian elements.

CONSTRUCTION NOISE

The construction analysis concludes that construction of the proposed project would have the potential to result in a significant adverse construction noise impact at the residential building at 359 Southern Boulevard. Source or path controls beyond those already identified in Section 2.15 were considered for feasibility and effectiveness in reducing the level of construction noise at the receptors that have the potential to experience significant adverse construction noise impacts. These measures may include enclosing the concrete pump and concrete mixer trucks at any time that the mixer barrels would be spinning in a shed or tunnel including two or three walls and a roof, with the opening or openings facing away from receptors. Additionally, selecting quieter equipment models for cranes, generators, compressors, and lifts may result in a reduction in noise levels from construction during superstructure and subsequent phases. These measures, if implemented, would partially mitigate the predicted construction noise impacts, because there would still be times when construction of the proposed project would result in exceedances of acceptable noise levels at these receptors. Therefore, the significant adverse construction-period noise impacts would be considered partially mitigated, resulting in unavoidable significant adverse construction-period noise impacts.

K. BROOKLYN SITE—PROBABLE IMPACTS OF THE PROPOSED PROJECT

LAND USE, ZONING, AND PUBLIC POLICY

The proposed project would not result in significant adverse impacts to land use, zoning, or public policy. The proposed project would introduce a new, larger detention facility to the project site than would exist in the No Action condition. The proposed project would be supportive of and compatible with existing institutional civic uses to the north, especially the Kings County Criminal Court, immediately to the north of the project site. In addition, the scale and density of the proposed project would be in keeping with the high-density commercial and residential uses throughout the northern portion of the study area and Downtown Brooklyn. In addition, the special permit would apply only to the detention facility on the project site and would not adversely affect zoning within the study area. The proposed project would also be supportive of public policies, including the goals of *Smaller, Safer, Fairer*.

SOCIOECONOMIC CONDITIONS

The following summarizes the analysis findings for each area of socioeconomic concern. As detailed below, the proposed project would not result in significant adverse environmental impacts due to changes in socioeconomic conditions.

DIRECT RESIDENTIAL DISPLACEMENT

The project site does not contain any residential DUs. Therefore, the proposed project would not result in any direct residential displacement.

DIRECT BUSINESS DISPLACEMENT

The proposed project is located on the site of the existing Brooklyn Detention Complex, a public detention facility. While the proposed project includes the demolition of the existing facility, the proposed project would include facilities similar to those found in existing and No Action conditions. There are no private businesses on the site; therefore, the proposed project would not result in the direct displacement of any private businesses or employment associated with private businesses.

INDIRECT RESIDENTIAL DISPLACEMENT

The concern with respect to indirect residential displacement is whether a proposed project or action could lead to increases in property values, and thus rents, making it difficult for some study area residents to afford their current residences. According to the *CEQR Technical Manual*, residential development of 200 units or less would typically not result in significant socioeconomic impacts due to indirect residential displacement. Since the proposed project would not introduce any residential DUs or substantial new commercial development, it would not result in any significant adverse impacts due to indirect residential displacement.

INDIRECT BUSINESS DISPLACEMENT

A preliminary assessment of indirect business displacement concludes that the proposed project would neither result in indirect business displacement due to increased property values or rents nor introduce a concentration of uses that would offset positive trends within the study area. As

the proposed project is a replacement of the existing detention-facility use, the economic activities associated with the proposed project would be similar to those found in the future without the proposed project. The proposed project would not substantially change business conditions within the socioeconomic study area.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

As the proposed project would not result in direct business displacement on the project site, and the potential for any indirect business displacement would be limited and not specific to any industry, an assessment of adverse effects on specific industries is not warranted.

OPEN SPACE

The proposed project would not alter or eliminate any public open space resources on the project site. Based on the shadows, air quality, noise, and construction analyses, study area open spaces would not experience project-related significant adverse shadows, air quality, or noise impacts. Therefore, the proposed project would not have the potential to result in significant adverse impacts related to direct effects on open space.

The proposed project would introduce new non-residents (i.e. workers and visitors) to the project site, and therefore increase demand on public open space resources within their respective study areas. Currently, the passive open space ratio in the study area for non-residential users is below the City's guidelines as indicated in the *CEQR Technical Manual*, and would remain below the guidelines in both the No Action and With Action conditions. The proposed project would not result in a decrease in the passive open space ratio of more than 5 percent compared with the No Action condition and the resources located within the study area are not currently overburdened by the existing populations using them, as the open spaces have moderate rates of utilization. Several additional open space resources near the project site but outside the study area would further offset the effects of new non-residents. Furthermore, the open space demand of workers and visitors introduced by the proposed project would likely be less than this analysis has conservatively projected due to facility security and strict staff schedules, and the proposed project would provide on-site recreational spaces for facility staff. Therefore, the proposed project would not have the potential to result in any significant adverse impacts on open space resources in the study area.

SHADOWS

The proposed project would result in incremental shadow on two nearby plazas, one park, and two historic buildings with sunlight-sensitive features. For all but one of those resources, the incremental shadow would occur in only one of the four seasons. In no case would the incremental shadow result in significant adverse impacts to either the use or appreciation or the vegetation of any of the affected resources.

HISTORIC AND CULTURAL RESOURCES

ARCHAEOLOGICAL RESOURCES

Pursuant to the *CEQR Technical Manual*, information regarding the proposed project was submitted to LPC to initiate their initial evaluation of the Brooklyn Site's potential archaeological sensitivity. In comment letters dated August 8, 2018 and November 28, 2018, LPC determined that the Brooklyn Site and the adjacent streetbed of State Street are not archaeologically

significant. Therefore, additional archaeological analysis of the Brooklyn Site is not warranted and the construction of the proposed project on the Brooklyn Site would not have the potential to result in significant adverse impacts on archaeological resources.

ARCHITECTURAL RESOURCES

In the future with the proposed project, the existing Brooklyn Detention Complex would be demolished and redeveloped with an approximately 395-foot-tall detention facility. As there are no architectural resources on the project site, the proposed project would have no adverse impacts on such resources.

There are four known architectural resources and two potential architectural resources in the study area. The Brooklyn Central Courthouse, a known architectural resource, is located within 90 feet of the proposed project. Construction-related activities to demolish the existing detention facility on the project site and to build the proposed project could result in inadvertent adverse direct impacts to the Brooklyn Central Courthouse. Therefore, to avoid inadvertent construction-related impacts to this architectural resource, a Construction Protection Plan (CPP) would be prepared in consultation with LPC and implemented in coordination with a licensed professional engineer. The CPP would follow the guidelines set forth in Section 522 of the *CEQR Technical Manual* and LPC's *New York City Landmarks Preservation Commission Guidelines for Construction Adjacent to a Historic Landmark* and *Protection Programs for Landmark Buildings*. The CPP would also comply with the procedures set forth in the New York City Department of Buildings (DOB)'s *Technical Policy and Procedure Notice (TPPN) #10/88*. The Brooklyn Central Courthouse would also be directly and indirectly impacted through the construction of new pedestrian bridges from 275 Atlantic Avenue to the courthouse. Impact avoidance or mitigation cannot be defined because design and details with respect to the proposed pedestrian bridges will be completed as part of the design/build process (and noting also that a tunnel may be constructed in place of or in addition to bridges). Therefore, to mitigate the potential significant adverse impact to the historic appearance of the State Street façade of the courthouse resulting from the construction of pedestrian bridges, consultation would be undertaken with LPC regarding their design. The Applicant is also committed to consider other options, such as construction of a tunnel from 275 Atlantic Avenue to 120 Schermerhorn Street, which would avoid the significant impact. Following consultation with LPC, the significant adverse impact of the new pedestrian bridges may not be fully mitigated or otherwise avoided.

The proposed project would not result in any indirect impacts on known and potential architectural resources. No known or potential architectural resources have sunlight-dependent features that would be impacted by the proposed project, and the proposed project would not significantly impact publicly accessible views to, or significantly alter, the historic setting of the known and potential architectural resources located in the study area.

URBAN DESIGN AND VISUAL RESOURCES

The proposed project would not have a significant adverse impact on urban design. The proposed detention facility would be taller than the existing buildings in the study area, but it would fit within the densely developed Downtown Brooklyn setting. The northern portion of the study area contains multiple buildings that are over 200 feet in height and several that are taller, including buildings over 300 feet tall, and the planned approximately 591-foot-tall building at 11 Hoyt Street, which would be considerably taller than the proposed project. Additionally, the existing facility is already fairly tall at 206 feet and the proposed additional height would have limited

additional effect on the current pedestrian experience. The building's massing with a tower set on a base would be consistent with the existing urban design of the project site and would be consistent with the design of other more recently constructed buildings in the study area. The proposed detention facility's five-story base on Atlantic Avenue, Boerum Place, and Smith Street would be compatible with the lower-density development in the southern portion of the study area, as well as the buildings with three- to seven-story bases on Atlantic Avenue. The taller base would also be more consistent with the urban design of Boerum Place and Smith Street north of Atlantic Avenue, where buildings are designed with streetwalls of at least four stories in height. Overall, the proposed project would replace an existing building designed with a tall tower set on a base with a taller facility that also uses a tower and base massing configuration and that would fill the block.

The study area is developed with a variety of buildings of different ages, designs, and cladding, including on Atlantic Avenue where there are more recently constructed buildings clad in glass curtain walls and brick mixed-use buildings with retail storefronts. The proposed detention facility would fit into this varied urban design context. The proposed detention facility's stone-clad base on Boerum Place and Smith Street would be compatible with the stone-clad municipal buildings in the area, including the Brooklyn Central Courthouse located immediately north of the project site. The proposed detention facility's tall north façade would be compatible with the taller buildings in the northern portion of the study area. An activated ground floor with multiple entries and uses to include retail or community facilities would enliven the pedestrian experience and tend to fit in with the busy Atlantic Avenue street corridor. Relocated servicing and parking entrances along State Street would improve the streetscape along Smith Street and reduce conflicts with existing bike and pedestrian flows.

The proposed project would also involve the demapping of above- and below-grade volumes of State Street between Boerum Place and Smith Street to facilitate the potential construction of pedestrian bridges or tunnels connecting the proposed detention facility to the Brooklyn Central Courthouse. The potential pedestrian bridges would be expected to alter but not obscure the southern façade of the Brooklyn Central Courthouse, which is a visual resource and historic resource in the study area. In addition, State Street is a narrow street, and the State Street façade of the Brooklyn Central Courthouse includes rear of the building uses including a service entrance. Views to the primary Schermerhorn Street façade, which contains the main entrance, would remain unchanged. Views to the prominent Smith Street façade would also not be altered by the potential pedestrian bridges. Therefore, under With Action conditions, potential significant adverse impacts to the Brooklyn Central Courthouse or views to the Brooklyn Central Courthouse would not occur. The proposed project would result in the removal of the "Justice Mandala" mural on the north façade of the building. A portion of the mural would be salvaged and reinstalled in the new building within a publicly accessible location, accompanied by a description of the artwork and its history.

HAZARDOUS MATERIALS

Evaluation of the project site was performed via review of the Phase I ESA and the results of the Environmental Testing Report. The ESA revealed evidence of recognized environmental conditions (RECs) at the project site. ASTM, in the E1527-13 Standard for conducting ESAs, identifies these as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property." The subsurface testing, while finding signs of historical fill material, did not indicate evidence of a petroleum spill or other release.

Not unexpectedly for a building that dates from 1957, testing identified ACM (e.g., in floor tiles, insulation materials and roofing elements) and LBP, but samples of caulk would be considered PCB-free. There are a variety of federal, state, and local regulatory requirements that would be followed to address disturbing and disposing of these materials.

Construction of the new building would require extensive excavation. Impacts would be avoided by implementing the January 2019 Remedial Action Plan (RAP) and associated Construction Health and Safety Plan (CHASP) for implementation during the subsurface disturbance associated with construction. The RAP and CHASP were approved by the New York City Department of Environmental Protection (DEP). Occupancy permits would only be issued once DEP receives and approves a Remedial Closure Report, certified by a New York-licensed Professional Engineer, that documents the RAP and CHASP were properly implemented.

With the implementation of applicable regulatory requirements for ACM, LBP, etc., related to the demolition of the existing building and the measures required by the RAP/CHASP for subsurface disturbance, the potential for significant adverse hazardous materials impacts from construction at the project site would be avoided. Following construction, there would be no potential for significant adverse impacts relating to hazardous materials.

WATER AND SEWER INFRASTRUCTURE

The proposed project is not anticipated to result in significant adverse impacts related to the City's water supply or to wastewater and stormwater conveyance and treatment infrastructure.

WATER SUPPLY

By 2027, the With Action condition would generate an incremental water demand of 306,050 gpd as compared with the No Action condition. This represents a 0.03 percent increase in demand on the New York City water supply system. It is expected that there would be adequate water service to meet the incremental water demand, and there would be no significant adverse impacts on the City's water supply.

SANITARY SEWAGE

By 2027, the With Action condition would generate an incremental 131,800 gpd of sewage over the future without the proposed project. This incremental volume in sanitary flow to the combined sewer systems would represent approximately 0.49 percent of the average daily flow to the Red Hook WWTP. This volume would not result in an exceedance of the Red Hook WWTP's capacity, and is not anticipated to create a significant adverse impact on the City's sanitary sewage treatment system.

STORMWATER

The project site is located in one sub catchment area of the Red Hook WWTP. As compared with No Action condition, the With Action condition would result in an increase in flows to the WWTP during wet weather due to the increase in sanitary flow and impervious surfaces. A reduction in stormwater peak flows to the combined sewer system would be achieved with the incorporation of stormwater source control BMPs in accordance with the City's site connection requirements. Therefore, the proposed actions are not anticipated to have a significant adverse impact on the City's combined sewer system or the City's sewage treatment system.

TRANSPORTATION

TRAFFIC

Traffic conditions were evaluated for the weekday 6:30-7:30 AM and 2:45-3:45 PM (midday) peak hours, and the Saturday 2:45-3:45 PM peak hour, which are the periods when incremental traffic associated with the proposed project is expected to be highest as they coincide with the peak hour within the uniformed DOC staff shift periods. The traffic study area includes 12 intersections (all signalized) in proximity to the Brooklyn Site where incremental vehicle trips generated by the proposed project are expected to exceed the 50 trips/hour *CEQR Technical Manual* analysis threshold. As summarized in **Tables S-9 and S-10**, the results of the traffic impact analysis indicate the potential for significant adverse impacts at 10 analyzed intersections during one or more analyzed peak hours. A potential for significant adverse impacts was identified for seven analyzed lane groups at six analyzed intersections during the weekday AM peak hour, 18 analyzed lane groups at 10 analyzed intersections during the weekday midday peak hour, and 10 analyzed lane groups at seven analyzed intersections during the Saturday peak hour. The "Mitigation" section discusses potential measures under consideration, such as signal timing changes, to mitigate these identified potential significant adverse traffic impacts.

Table S-9
Number of Potentially Impacted Intersections and Lane Groups by Peak Hour

	Peak Hour		
	Weekday AM	**Weekday Midday**	**Saturday**
Lane Groups	7	18	10
Intersections	6	10	7

Table S-10
Summary of Potentially Significantly Impacted Intersections

Intersection	**Control**	**Peak Hour**		
		Weekday AM	**Weekday Midday**	**Saturday**
Columbia Street & Atlantic Avenue	Signal		X	X
Brooklyn-Queens Expressway (BQE) Exist and Entrance Ramps & Atlantic Avenue	Signal		X	X
Clinton Street & Atlantic Avenue	Signal	X	X	X
Court Street & Atlantic Avenue	Signal	X	X	
Boerum Place & Atlantic Avenue	Signal	X	X	X
Smith Street & Atlantic Avenue	Signal	X	X	X
State Street & Boerum Place	Signal		X	
State Street & Smith Street	Signal		X	
Boerum Place & Schermerhorn Street	Signal	X	X	X
Smith Street & Schermerhorn Street	Signal	X	X	X

TRANSIT

Transit analyses typically focus on the weekday AM and PM commuter peak periods, as it is during these periods that overall demand on the subway and bus systems is usually highest. The proposed project is expected to generate its peak travel demand during the weekday AM, weekday midday and Saturday midday periods when uniformed DOC staff are changing shifts. Peak transit demand from the proposed project would therefore only coincide with peak transit system demand during the weekday AM period. There would be fewer transit trips associated with the proposed project during the weekday PM commuter peak period as this period would not coincide with a uniformed DOC staff shift change period.

Subway

Eight MTA NYCT subway stations are located in within ¼ mile of the Brooklyn Site. These include the Bergen Street station served by F and G trains operating on the Culver Line; the three stations that comprise the Borough Hall/Court Street station complex which is served by R trains operating on the Fourth Avenue Line and the Nos. 2, 3, 4, and 5 trains operating on the Eastern Parkway Line; the Hoyt Street-Fulton Mall station served by Nos. 2 and 3 trains operating on the Eastern Parkway Line; the Hoyt-Schermerhorn Street station served by A and C trains operating on the Eighth Avenue Line and G trains operating on the Culver Line; and the two stations that comprise the Jay Street-MetroTech station which is served by A and C trains operating on the Eighth Avenue Line, F trains operating on the Culver Line and R trains operating on the Fourth Avenue Line.

During the weekday AM and PM commuter peak hours, the proposed project would generate a total of approximately 92 and 50 incremental subway trips, respectively, at the eight stations in proximity to the project site—less than the *CEQR Technical Manual* analysis threshold of 200 total incremental trips/hour. Therefore, a potential for significant adverse impacts to subway station and line haul conditions is not anticipated as a result of the proposed project, and a detailed subway analysis is not warranted.

Bus

A total of 12 NYCT local bus routes and one MTA Bus limited-stop route operate within ¼ mile of the Brooklyn Site. These include the B25, B26, B38, B41, B45, B52, B57, B61, B62, B63, B65, and B67 routes operated by NYCT and the B103 limited-stop service operated by MTA Bus. Both local and limited-stop service are provided on the B38 and B41 routes.

During the weekday AM and PM commuter peak hours, the proposed project would generate a total of approximately 23 and 20 new transit bus trips, respectively, on bus routes operating within ¼ mile of the project site. Given these numbers of peak hour trips, no single route would experience an incremental increase of 50 or more trips/hour in one direction. Therefore, under *CEQR Technical Manual* guidance, the potential for significant adverse impacts is considered unlikely, and a detailed bus analysis is not warranted.

PEDESTRIANS

The proposed project would generate a net increment of approximately 18, 757, 392, and 403 walk-only trips at the Brooklyn Site in the weekday AM, midday and PM peak hours, and the Saturday peak hour, respectively. Persons walking en route to and from subway station entrances and bus stops would bring the total number of project-generated pedestrian trips on area sidewalks and crosswalks to 133, 935, 462, and 547 during these same periods, respectively. The total

number of pedestrian trips in the weekday midday, weekday PM and Saturday periods would therefore exceed the *CEQR Technical Manual* analysis threshold of 200 incremental trips/hour. These trips would be most concentrated on sidewalks and crosswalks in the immediate vicinity of the site. Seven pedestrian elements—three sidewalks and four corner areas—are expected to experience an incremental increase of 200 or more trips in the weekday midday and were selected for detailed analysis. In the other peak hours, no pedestrian element is expected to experience an incremental increase of 200 or more trips. Therefore, the detailed analysis of pedestrian elements focuses on the weekday midday period only. Based on CEQR criteria, none of these analyzed pedestrian elements would potentially be significantly adversely impacted by the proposed project.

VEHICULAR AND PEDESTRIAN SAFETY

The *Vision Zero Brooklyn Pedestrian Safety Action Plan* was released on February 19, 2015. In the vicinity of the Brooklyn Site, Atlantic Avenue, Fulton Street and Court Street were identified as Priority Corridors and the intersection of Atlantic Avenue with Court Street was identified as a Priority Intersection. The site is also located in a Priority Area but not within a New York City Department of Transportation (DOT)-designated SPFA.

Crash data for intersections within ¼ mile of the Brooklyn Site were obtained from DOT for the three-year reporting period between January 1, 2014, and December 31, 2016 (the most recent period for which data were available for all locations). During this period, 431 reportable and non-reportable crashes, 164 pedestrian/bicyclist-related injury crashes and two fatalities occurred at study area intersections. A review of the crash data identified five intersections as high crash locations (defined as those with 48 or more total reportable and non-reportable crashes or five or more pedestrian/bicyclist injury crashes occurring in any consecutive 12 months of the most recent three-year period for which data are available). DOT has proposed or recently implemented improvements at four of these five high crash locations. Additional measures that could be employed to increase pedestrian/bicyclist safety could include installation of additional high visibility crosswalks where not already present, and improved street lighting.

PARKING

The parking analyses document changes in the parking supply and utilization within a ¼-mile radius of the Brooklyn Site under both No Action and With Action conditions. There are currently a total of 19 public parking lots and garages within the parking study area with a combined capacity of 3,308 spaces during the weekday midday period and 3,140 spaces during the early AM period (as three facilities are closed overnight). Under the proposed project, 292 on-site accessory parking spaces would be provided for DOC and Correctional Health Services (CHS) staff. There would be a surplus of available accessory parking after accounting for all incremental DOC and CHS parking demand. As these spaces would only be used by authorized staff, parking demand associated with non-staff trips (site visitors and local retail patrons) would need to be accommodated off-site, either on-street or off-street. Surplus on-site accessory parking would accommodate much of the demand associated with existing staff at the Brooklyn Detention Complex. An increase in available public parking capacity resulting from the relocation of much of this existing staff parking demand from on-street or off-street public spaces to the proposed on-site parking area would fully accommodate the incremental project generated demand that would not be accommodated on the project site. As the project would likely result in a net increase in future public parking availability, there would not be a potential for a significant adverse parking shortfall based on *CEQR Technical Manual* criteria.

AIR QUALITY

Analysis of the emissions and dispersion of NO_2 and PM_{10} from the heating and hot water systems of the development under the proposed project indicate that these emissions would not result in a violation of NAAQS. In addition, the maximum predicted incremental concentrations of $PM_{2.5}$ from the proposed project would be less than the applicable 24-hour and annual average criteria. To ensure that there are no significant adverse impacts resulting from the proposed project due to heating and hot water system emissions, certain restrictions would be required.

The mobile source analyses determined concentrations of PM_{10} due to the proposed project at the Brooklyn site would not result in any violations of NAAQS at the intersection analyzed, and incremental concentrations of $PM_{2.5}$ would not exceed the City's *de minimis* criteria for $PM_{2.5}$. In addition, concentrations of CO and $PM_{2.5}$ from the parking facilities associated with the proposed detention facility would not result in any significant adverse air quality impacts.

NOISE

The analysis finds that the proposed actions would not result in any significant adverse noise impacts at nearby noise receptors.

The recreation areas to be included in the proposed project would have the potential to generate noise. An analysis of noise from proposed recreation areas at the Brooklyn Site determined that any recreation yards along the proposed building's north façade would be recessed from the lot line at least 25 feet to avoid the potential for significant adverse noise impacts. With this setback, the proposed recreation yards would not have the potential to result in significant adverse noise impacts at any noise receptors.

To meet 2014 *CEQR Technical Manual* interior noise level requirements, the analysis prescribes up to 31 dBA of building attenuation for the proposed building, with an alternate means of ventilation to allow for the maintenance of a closed window condition. These measures would be included in the design requirements for the proposed building, which would result in interior noise levels would be within the range considered acceptable for the proposed uses, and there would be no significant adverse noise impact with respect to the proposed building.

PUBLIC HEALTH

The proposed project would not result in significant adverse public health impacts. As described in the relevant analyses of this EIS, the proposed project would not result in unmitigated significant adverse impacts in the areas of air quality, operational noise, water quality, or hazardous materials. The proposed project could result in temporary unmitigated construction noise impacts, as defined by *CEQR Technical Manual* thresholds at Kings County Criminal Court and a residential building at 239 State Street. However, the *CEQR Technical Manual* thresholds for construction noise are based on quality of life considerations and not on public health considerations. An impact found pursuant to a quality of life framework (i.e., significant adverse construction noise impact) does not definitively imply that an impact will exist when the analysis area is evaluated in terms of public health (i.e., significant adverse public health impact). Furthermore, construction activity would typically be limited to a single shift during the day with limited exceptions that would require variances from the New York City Department of Buildings, leaving the remainder of the day and the evening unaffected by construction noise. Furthermore, the predicted absolute noise levels would be below the threshold for potential hearing loss of 85 dBA at all analyzed receptors.

Therefore, the proposed project at the Brooklyn Site would not result in a significant adverse public health impact.

NEIGHBORHOOD CHARACTER

The proposed detention facility would introduce a new building form into the study area. However, it would not significantly affect any of the defining features of the neighborhood. There would be no significant adverse impacts to land use, zoning, and public policy, socioeconomic conditions, open space, shadows, and noise. While there would be significant adverse impacts to historic and cultural resources and transportation, the *CEQR Technical Manual* states that a significant adverse impact in one of the technical areas that contribute to neighborhood character is not automatically equivalent to a significant adverse impact on neighborhood character. Therefore these alone or in combination with other moderate effects would not constitute neighborhood character impacts as proposed changes would be limited to the area immediately surrounding the site, the impacts to historic and cultural resources would not adversely affect a defining feature of the neighborhood, and low levels of vehicular traffic are not defining features of the neighborhood.

CONSTRUCTION

Construction of the proposed project—as is the case with most construction projects—would have the potential to result in temporary disruptions in the surrounding area. As described in detail below, construction activities at the Brooklyn Site could have the potential to result in temporary significant adverse transportation and noise impacts during peak periods of construction. Additional information for key technical areas is summarized below.

TRANSPORTATION

Traffic, transit, pedestrian, and parking conditions during the period where construction worker vehicle and truck trips are anticipated to be highest were evaluated for the 6:00 to 7:00 AM and the 3:00 to 4:00 PM midday peak hours. According to the assessment of conditions during peak construction activity, no significant adverse impacts to transit or parking are anticipated.

The traffic analysis analyzed conditions at 15 intersections around the project site. The potential for significant adverse traffic impacts were identified for 12 analyzed intersections during the construction AM peak hour and 11 analyzed intersections during the construction midday PM peak hour. A total of 18 and 15 lane group impacts were identified at analyzed intersections during the construction AM and midday peak hours, respectively. Although impacts resulting from construction activity would be temporary, measures to mitigation these temporary impacts were investigated and proposed measures are discussed below in the “Mitigation” section below.

The analyzed traffic locations as well as others that may experience temporary construction-related disruptions would be included in the robust Construction Transportation Monitoring Plan (CTMP) that would be initiated at the start of construction. Because detailed plans for the proposed detention facility and detailed construction logistics, including any necessary street or sidewalk closures, are not known at this time, the level of specificity necessary to quantify the extent to which traffic operations would be disrupted as a result of street network access accommodations requested to facilitate the construction effort cannot be made at this time. As the design-build process is initiated, an updated assessment of traffic conditions would be made in coordination with OCMC and the DOT as necessary in order to identify feasible measures that could mitigate any potential disruptions.

According to a preliminary assessment of construction generated pedestrian activity, six pedestrian elements were identified as potential impact locations. Because detailed plans for the proposed detention facility and detailed construction logistics, including any necessary street or sidewalk closures, are not known at this time, the level of specificity necessary to quantify the extent to which pedestrian operations would be disrupted as a result of construction activity (construction worker related and due to potential public infrastructure access accommodations requested to facilitate the construction effort) cannot be made at this time. However, as the City is committed to a robust CTMP during construction, an assessment of pedestrian conditions would be made in coordination with OCMC and DOT as necessary in order to identify feasible measures that could mitigate these potential disruptions. Mitigation measures to address potential impacts to pedestrian elements (sidewalks, corners, and crosswalks) typically include signal timing changes, sidewalk and crosswalk widenings or the relocation of street furniture and obstructions. In the event it is found that measures fully mitigating such temporary impacts are infeasible, then unmitigatable significant adverse impacts could occur at the identified pedestrian elements.

AIR QUALITY

While construction would cause temporary disruptions on the adjacent community, it is expected that such disruptions in any given area would be temporary and would not be ongoing for the full duration of the construction period, due to the phasing of construction activities. Measures would be taken to reduce pollutant emissions during construction as required by laws, regulations, and building codes. These measures would include dust suppression measures, idling restrictions, use of ULSD fuel, and BAT, and to the extent practicable the use of newer equipment that meets the USEPA's Tier 4 emission standards and electrification of equipment. With these measures in place, construction activities at the Brooklyn Site would not result in any significant adverse air quality impacts.

NOISE AND VIBRATION

Construction of the proposed project would be expected to have the potential to result in elevated noise levels at nearby receptors, and noise due to construction would at times be noticeable. However, noise from construction would be intermittent and of limited duration, and total noise levels would be in the "marginally acceptable" or "marginally unacceptable" range. Based on the prediction of construction noise level increments and the duration of CEQR screening threshold exceedances, construction noise associated with the proposed actions would have the potential to result in a temporary significant adverse impact at the south and west façades of 239 State Street and the south and east façades of the Kings County Criminal Court. Noise associated with the construction of the proposed project would not have the potential to rise to the level of a significant adverse noise impact at all other locations within the project area.

In terms of vibration, the applicant and/or its contractors would incorporate vibration monitoring for all historic structures located within 90 feet of the project site. Vibration levels during construction would not be permitted to exceed the 0.50 inches/second threshold considered acceptable for historic structures. Vibration-producing equipment would not operate in proximity to non-historic structures such that they could potentially result in damage to these structures. Furthermore, construction would not result in extended periods of perceptible or annoying vibrations at surrounding receptors. Therefore, construction activities would not have the potential to result in significant adverse vibration impacts.

HISTORIC AND CULTURAL RESOURCES

The Brooklyn Central Courthouse may be directly affected through the construction of new pedestrian bridges from 275 Atlantic Street to 120 Schermerhorn Street. Mitigation cannot be fully defined due to the fact that there are no designs or details with respect to the proposed pedestrian bridges. To minimize or mitigate the potential significant adverse impact to the historic appearance of the State Street façade of the courthouse resulting from construction of potential pedestrian bridges, consultation would be undertaken with LPC regarding their design.

MITIGATION

HISTORIC AND CULTURAL RESOURCES

The Brooklyn Central Courthouse (also known as the Kings County Criminal Court) at 120 Schermerhorn Street is located within 90 feet of the project site. To avoid the potential for direct, physical impacts to the courthouse building during construction of the proposed project, a CPP would be developed in coordination with the LPC and implemented in consultation with a licensed professional engineer. The Brooklyn Central Courthouse would also potentially be directly and indirectly impacted through the construction of new pedestrian bridges from 275 Atlantic Street to the courthouse. Mitigation cannot be fully defined due to the fact that there are no designs or details with respect to the proposed pedestrian bridges. Therefore, to minimize or mitigate the potential significant adverse impact to the historic appearance of the State Street façade of the courthouse resulting from the construction of pedestrian bridges, consultation would be undertaken with LPC regarding their design and how and where the bridges would connect to the south façade of the Brooklyn Central Courthouse. Following consultation with LPC, if the significant adverse impact of the new pedestrian bridges cannot be fully or partially mitigated, the bridges would constitute an unmitigated adverse impact. The Applicant may also consider other options, such as the potential construction of a tunnel from 275 Atlantic Avenue to 120 Schermerhorn Street, which would avoid the significant adverse impact.

TRANSPORTATION

The proposed project would have the potential to result in significant adverse impacts to vehicular traffic at 10 analyzed intersections. Mitigation measures that could address these potential traffic impacts are discussed below. In addition, there are no anticipated transit, pedestrian, or parking impacts likely as a result of the proposed project; therefore, those transportation modes will not be discussed below.

Traffic

The proposed project would have the potential to result in significant adverse traffic impacts at 10 study area intersections during one or more analyzed peak hours; specifically, 7 lane groups at six analyzed intersections during the analyzed weekday AM peak hour, 18 lane groups at 10 analyzed intersections during the analyzed midday peak hour, and 10 lane groups at seven analyzed intersections during the analyzed Saturday peak hour. Implementation of signal timing changes are being proposed and would provide mitigation for some of the potential traffic impacts. These proposed traffic engineering improvements are subject to review and approval by DOT. If these measures are deemed infeasible, other potential measures will be considered in consultation with DOT. In the absence of the application of mitigation measures, the potential impacts would remain unmitigated.

Table S-11 shows, assuming all the proposed mitigation measures were to be implemented, that potential significant adverse impacts would be fully mitigated at four lane groups at four analyzed intersections during the analyzed weekday AM peak hour, four lane groups at three analyzed intersections in the analyzed midday peak hour, and four lane groups at two analyzed intersections during the analyzed Saturday peak hour. **Table S-12** provides a more detailed summary of the analyzed intersections and lane groups that have the potential for unmitigated significant adverse traffic impacts. As shown in **Table S-12**, impacts would remain at lane groups at two analyzed intersections during the analyzed weekday AM peak hour, at 14 lane groups at eight analyzed intersections during the analyzed weekday midday peak hour, and 6 lane groups at five analyzed intersections during the analyzed Saturday peak hour.

Table S-11
Summary of Lane Groups/Intersections with Potentially Significant Adverse Traffic Impacts

Net Increment	Lane Groups/ Intersections Analyzed	Lane Groups/ Intersections With No Significant Impacts	Lane Groups/ Intersections With Significant Impacts	Mitigated Lane Groups/ Intersections	Unmitigated Lane Groups/ Intersections
Weekday AM	52/12	45/6	7/6	4/4	3/2
Weekday Midday	50/12	32/2	18/10	4/2	14/8
Saturday	50/12	40/5	10/7	4/2	6/5

Table S-12
Lane Groups With Potentially Unmitigated Significant Adverse Traffic Impacts

Intersection	Peak Hour		
	Weekday AM	Weekday Midday	Saturday
Columbia Street and Atlantic Avenue	---	WB-L	WB-L
Clinton Street and Atlantic Avenue	---	EB-LT, WB-TR	EB-LT, NB-LTR
Court Street and Atlantic Avenue	---	WB-T	---
Boerum Place and Atlantic Avenue	EB-TR	EB-L, EB-TR, WB-LT, SB-R	---
Smith Street and Atlantic Avenue	EB-LT, WB-TR	EB-LT, NB-L	EB-LT
State Street and Smith Street	---	NB-TR	---
Schermerhorn Street and Boerum Place	---	WB-LTR	WB-LTR
Schermerhorn Street and Smith Street	---	NB-L, NB-TR	NB-TR

Notes:
NB—northbound, SB—southbound, EB—eastbound, WB—westbound L—left-turn, T—through, R—right-turn

CONSTRUCTION TRANSPORTATION

Traffic conditions during the period when construction-related traffic is anticipated to be highest were evaluated. The analysis determined that construction traffic associated with peak construction period activity would have the potential to result in significant adverse traffic impacts at 14 study area intersections during one or more analyzed construction period peak hours. Specifically, 18 lane groups at 12 analyzed intersections during the construction AM peak hour and 15 lane groups at 11 analyzed intersections during the construction midday peak hour. Although these impacts would be temporary, measures to address these temporary impacts were considered. Implementation of signal-timing changes are being proposed and would provide mitigation for some of the temporary traffic impacts. These proposed traffic engineering improvements are subject to review and approval by DOT. In the absence of the application of mitigation measures, the temporary impacts would remain unmitigated

Table S-13 shows that with the implementation of all of the proposed mitigation measures, potential significant adverse impacts due to construction-related vehicle trips would be fully mitigated at eight lane groups at six analyzed intersections during the construction AM peak hour. During the construction midday peak hour, five lane groups at five intersections would be fully mitigated. **Table S-14** provides a more detailed summary of the analyzed intersections and lane groups that have the potential for unmitigated significant adverse traffic impacts during construction. As shown in **Table S-14**, potential impacts would remain at 10 lane groups and eight analyzed intersections during both the analyzed construction AM and midday peak hours.

Table S-13
Summary of Lane Groups/Intersections with Potentially Significant Adverse Traffic Impacts

Net Increment	Lane Groups/ Intersections Analyzed	Lane Groups/ Intersections With No Significant Impacts	Lane Groups/ Intersections With Significant Impacts	Mitigated Lane Groups/ Intersections	Unmitigated Lane Groups/ Intersections
AM Peak Hour	73/15	55/3	18/12	8/4	10/8
Midday Peak Hour	76/15	61/4	15/11	5/3	10/8

Table S-14
Lane Groups With Potentially Unmitigated Significant Adverse Traffic Impacts

Intersection	AM Peak Hour	Midday Peak Hour
Columbia Street and Atlantic Avenue	NB-R	WB-L
Hicks Street and Atlantic Avenue	EB-LT	---
Clinton Street and Atlantic Avenue	EB-LT	WB-TR
Court and Atlantic Avenue	---	WB-T
Smith Street and Atlantic Avenue	EB-LT, WB-TR, NB-TR	---
Bond Street and Atlantic Avenue	WB-TR	
Nevins Street and Atlantic Avenue	---	SB-LTR
Smith Street and Livingston Street	SB-TR	EB-LTR
Boerum Place and Livingston Street	---	EB-L, EB-TR
Adams Street and Livingston Street	WB-L	NB-TR
Jay Street and Livingston Street	SB-TR	NB-R, SB-L

Notes:
NB—northbound, SB—southbound, EB—eastbound, WB—westbound L—left-turn, T—through, R—right-turn

A CTMP will be developed by DDC prior to commencement of construction-related activities. The CTMP will include transportation data collection as well as traffic and pedestrian analyses. The data collection will include traffic and pedestrian counts, worker shift schedules, worker origin-destination and modal split survey data, parking surveys, and truck frequency data. A traffic management plan for the project would be developed as part of the CTMP in order to address the effect of construction-related activity on transportation systems and verify the need for implementing construction-related mitigation measures identified in this EIS or additional measures if warranted. The CTMP would be submitted to DOT and OCMC for review and approval and would be an on-going process for addressing the effects of construction.

The analyzed traffic locations would be included in the CTMP that would be initiated at the start of construction. Because detailed plans for the proposed detention facility and detailed construction logistics, including any necessary street or sidewalk closures, are not known at this time, the level of specificity necessary to quantify the extent to which traffic operations would be disrupted as a result of street network access accommodations requested to facilitate the

construction effort cannot be made at this time. As the design-build process is initiated, an updated assessment of traffic conditions around the project site would be made as part of the CTMP. DDC, through the CTMP, and in coordination with DOT and OCMC, will identify feasible measures that could mitigate any potential disruptions.

In addition to the standard traffic mitigation measures identified above, the City will continue to explore other options to further reduce traffic impacts in the vicinity of the Brooklyn Site. Potential options could include remote parking and shuttle service for construction workers, incentives to encourage transit use, the use of traffic enforcement agents/construction flaggers to facilitate traffic circulation, staged deliveries and queuing, and staggered work hours.

PEDESTRIANS

According to a preliminary assessment of construction generated pedestrian activity, seventeen pedestrian elements were identified as potential impact locations. Because detailed plans for the proposed detention facility and detailed construction logistics, including any necessary street or sidewalk closures, are not known at this time, the level of specificity necessary to quantify the extent to which pedestrian operations would be disrupted as a result of construction activity cannot be made at this time. However, an assessment of pedestrian conditions would be included in the CTMP described above. In the event it is found that measures fully mitigating such temporary impacts are infeasible, then unmitigable significant adverse impacts could occur at the identified pedestrian elements.

CONSTRUCTION NOISE

Construction of the proposed project would have the potential to result in a significant adverse construction noise impact at the southern and western façades of 239 State Street and the southern and eastern façades of the Kings County Criminal Court. Source or path controls were considered for feasibility and effectiveness in reducing the level of construction noise at the receptors that have the potential to experience significant adverse construction noise impacts. These measures may include enclosing the concrete pump and concrete mixer trucks at any time that the mixer barrels would be spinning in a shed or tunnel including two or three walls and a roof, with the opening or openings facing away from receptors. Additionally, selecting quieter equipment models for cranes, generators, compressors, and lifts may result in a reduction in noise levels from construction during superstructure and subsequent phases. This is subject to the availability of quieter equipment in the quantities necessary to complete the proposed project in the projected timeframe. These measures, if implemented, would partially mitigate the predicted construction noise impacts, because there would still be times when construction of the proposed project would result in exceedances of acceptable noise levels at these receptors. Therefore, construction of the proposed project would result in unmitigated significant adverse noise impacts at the southern and western façades of 239 State Street and the southern and eastern façades of the Kings County Criminal Court.

UNAVOIDABLE ADVERSE IMPACTS

HISTORIC AND CULTURAL RESOURCES

The Brooklyn Central Courthouse at 120 Schermerhorn Street is located within 90 feet of the project site. To avoid the potential for direct, physical impacts to the courthouse building during construction of the proposed project, a CPP would be developed in coordination with LPC and implemented in consultation with a licensed professional engineer. The Brooklyn Central

Courthouse would also be directly and indirectly affected through the construction of new pedestrian bridges from 275 Atlantic Avenue to the courthouse. Mitigation cannot be fully defined due to the fact that there are no designs or details with respect to the proposed pedestrian bridges. Therefore, to minimize or mitigate the potential significant adverse impact to the State Street façade of the courthouse resulting from the construction of pedestrian bridges, consultation would be undertaken with LPC regarding their design. Following consultation with LPC, if the significant adverse impact of the new pedestrian bridges cannot be mitigated, the Applicant would consider other options, such as the potential construction of a tunnel from 275 Atlantic Avenue to 120 Schermerhorn Street, to avoid the significant adverse impact. However, if the pedestrian bridges are constructed and additional consultation with LPC does not yield mitigation measures, this would constitute an unavoidable significant adverse impact.

TRANSPORTATION

The proposed project would have the potential to result in significant adverse traffic impacts at 10 study area intersections during one or more analyzed peak hours. Implementation of signal timing changes are being proposed and would provide mitigation for some of the anticipated traffic impacts. These proposed traffic engineering improvements are subject to review and approval by DOT. In the absence of the application of mitigation measures, the impacts would remain unmitigated.

Assuming all the proposed mitigation measures were to be implemented, unmitigated potential impacts would remain at 3 lane groups at two analyzed intersections during the analyzed weekday AM peak hour, at 14 lane groups at eight analyzed intersections during the analyzed weekday midday peak hour, and 6 lane groups at five analyzed intersections during the analyzed Saturday peak hour. These unmitigated impacts would constitute unavoidable adverse impacts.

CONSTRUCTION TRANSPORTATION

Traffic

Traffic conditions during the period when construction-related traffic is anticipated to be highest were evaluated. The analysis determined that construction traffic associated with peak construction period activity would have the potential to result in significant adverse traffic impacts at 14 study area intersections during one or more analyzed construction period peak hours. Although these impacts would be temporary, measures to address these temporary impacts were considered. Implementation of signal-timing changes are being proposed and would provide mitigation for some of the potential temporary traffic impacts. These proposed traffic engineering improvements are subject to review and approval by DOT. In the absence of the application of mitigation measures, the temporary impacts would remain unmitigated.

With the implementation of all of the proposed mitigation measures, potential unmitigated impacts would remain at 10 analyzed lane groups and eight analyzed intersections during both the analyzed construction AM and midday peak hours. These unmitigated impacts would constitute unavoidable adverse impacts.

Pedestrians

According to a preliminary assessment of construction generated pedestrian activity, seventeen pedestrian elements were identified as potential impact locations. In the event it is found that

measures fully mitigating such temporary impacts are infeasible, then unmitigable significant adverse impacts could occur at the identified pedestrian elements.

CONSTRUCTION NOISE

Construction of the proposed project would have the potential to result in a significant adverse construction noise impact at the southern and western façades of 239 State Street and the southern and eastern façades of the Kings County Criminal Court. Source or path controls were considered for feasibility and effectiveness in reducing the level of construction noise at the receptors that have the potential to experience significant adverse construction noise impacts. These measures may include enclosing the concrete pump and concrete mixer trucks at any time that the mixer barrels would be spinning in a shed or tunnel including two or three walls and a roof, with the opening or openings facing away from receptors. Additionally, selecting quieter equipment models for cranes, generators, compressors, and lifts may result in a reduction in noise levels from construction during superstructure and subsequent phases. This is subject to the availability of quieter equipment in the quantities necessary to complete the proposed project in the projected timeframe. These measures, if implemented, would partially mitigate the predicted construction noise impacts, because there would still be times when construction of the proposed project would result in exceedances of acceptable noise levels at these receptors. Therefore, the significant adverse construction-period noise impacts would be considered partially mitigated, resulting in unavoidable significant adverse construction-period noise impacts.

L. MANHATTAN SITE—PROBABLE IMPACTS OF THE PROPOSED PROJECT

LAND USE, ZONING, AND PUBLIC POLICY

The proposed project would not result in significant adverse impacts to land use, zoning, or public policy. The proposed project would redevelop the existing MDC on the project site with a new, larger detention facility with ground-floor community facility and/or retail space and accessory parking. The proposed project would be compatible with and supportive of surrounding institutional, civic, and government uses, particularly those in the Manhattan Criminal Court at 100 Centre Street, immediately to the south of the project site and the federal court complex to the southeast of the project site. The proposed project would represent an expansion of existing uses currently at MDC and would be a continuation of this use within the study area. In addition, the special permit would apply only to the detention facility on the project site and would not adversely affect zoning within the study area. The proposed project would also be supportive of public policies, including the goals of *Smaller, Safer, Fairer*.

Portions of the proposed project are located within the City's Coastal Zone. Affected areas would provide resiliency measures intended to support the adopted resiliency policies of New York City regarding resiliency along the waterfront areas of Manhattan, as per *Vision 2020: New York City Comprehensive Waterfront Plan*. The proposed projects were reviewed for consistency with the policies of the City's Waterfront Revitalization Program (WRP). The WRP analysis concluded that the proposed project at the Manhattan Site would support the adopted resiliency policies of New York City and would be consistent with the relevant WRP policies.

SOCIOECONOMIC CONDITIONS

The following summarizes the analysis findings for each area of socioeconomic concern. As detailed below, the proposed project would not result in significant adverse environmental impacts due to changes in socioeconomic conditions.

DIRECT RESIDENTIAL DISPLACEMENT

The project site does not contain any residential DUs. Therefore, the proposed project would not result in any direct residential displacement.

DIRECT BUSINESS DISPLACEMENT

A screening assessment finds that the proposed project would not result in significant adverse impacts due to direct business displacement. The project site currently houses the MDC, which consists of a North Tower at 124 White Street and a South Tower at 125 White Street, which function as one facility operated by DOC. The proposed project would result in the demolition and redevelopment of the existing detention facility with a new modern detention facility. Existing retail tenants located on the ground floor of MDC North would be displaced by construction of the new detention facility, but the City may provide the affected businesses the opportunity to re-tenant retail space in the new detention facility. However even if these businesses were permanently displaced from the Manhattan Site, their displacement would not constitute a significant adverse impact. The potential loss of employment (approximately 28 workers) is well below the 100-employee threshold for assessment, and the potential displacement would not alter the socioeconomic condition of the neighborhood. Further, multiple similar businesses exist within close proximity.

INDIRECT RESIDENTIAL DISPLACEMENT

The concern with respect to indirect residential displacement is whether a proposed project or action could lead to increases in property values, and thus rents, making it difficult for some residents to afford their current residences. According to the *CEQR Technical Manual*, residential development of 200 units or less would typically not result in significant socioeconomic impacts due to indirect residential displacement. As the proposed project would not introduce any residential DUs on the project site, it is not anticipated to result in indirect residential displacement.

INDIRECT BUSINESS DISPLACEMENT

A preliminary assessment of indirect business displacement concludes that the proposed project would neither result in indirect business displacement due to increased property values or rents nor introduce a concentration of uses that would offset positive trends within the study area. The proposed project would replace an existing detention facility (a use that has been located at that site since 1838) with a new modern detention facility and would therefore not introduce a new economic activity or substantially change business conditions within the socioeconomic study area.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

As the potential for any direct and indirect business displacement would be limited and not specific to any industry, an assessment of adverse effects on specific industries is not warranted.

OPEN SPACE

The proposed project would not alter or eliminate any public open space resources on the project site. Based on the shadows, air quality, noise, and construction analyses, study area open spaces would not experience project-related significant adverse shadows, air quality, or noise impacts. Therefore, the proposed project would not have the potential to result in significant adverse impacts related to direct effects on open space.

The proposed project would introduce new non-residents (i.e., workers and visitors) to the project site, and therefore increase demand on public open space resources within the study area. However, this increased demand as compared with the future without the proposed project would not have the potential to result in an indirect significant adverse impact, and a sufficient amount of open space would remain within the study area.

SHADOWS

The proposed project would cast new shadows on Collect Pond Park, Mandarin Plaza, Forsyth Plaza, a Greenstreet, and the Manhattan Bridge Arch. At Collect Pond Park, on the May 6/August 6 analysis day, incremental shadow would fall briefly on a small area near the western boundary of the park, from 7:55 AM to 8:25 AM. On the June 21 analysis day, Collect Pond Park would receive incremental shadow from 7:00 AM to 9:05 AM. Incremental shadow would also fall on the triangle-shaped traffic median Greenstreet at the intersection of Canal, Baxter and Walker Streets. This median would receive between approximately two and three hours of incremental shadow in the spring, summer and fall, depending on the analysis day, but would get six or more hours of direct sunlight throughout the May to August heart of the growing season. At Mandarin Plaza, on the March 21/September 21 analysis day, incremental shadow would pass across this plaza from 7:36 AM to 9:00 AM, eliminating the remaining area of sun during this approximately hour and a half period. It is likely that usage would be low at this early hour, given that the area is primarily commercial and civic in character. Forsyth Plaza and the Manhattan Bridge Arch would receive incremental shadow durations of less than 30 minutes. It was determined that the incremental shadow on these resources would not result in significant adverse impacts due to their limited duration and/or extent, and the specific character and sensitivity of each resource.

HISTORIC AND CULTURAL RESOURCES

ARCHAEOLOGICAL RESOURCES

The study area for archaeological resources includes those areas that would be disturbed by subsurface excavation and, for the purposes of this analysis, includes the project site at 124 White Street (Block 198, Lot 1) and 125 White Street (Block 167, part of Lot 1). In a comment letter dated August 8, 2018, LPC determined that the Manhattan Site is potentially archaeologically significant and requested that an archaeological documentary study be prepared to further clarify these initial findings. Pursuant to LPC's request, a Phase 1A Study was prepared by AKRF in October 2018 to determine the extent to which the study area may be archaeologically sensitive. At the time of the preparation of the Phase 1A Study, the Manhattan Site included only 125 White Street (Block 167, part of Lot 1). A Supplemental Phase 1A Study was prepared by AKRF in December 2018 that assessed the archaeological sensitivity of 124 White Street (Block 198, Lot 1) and the streetbed of White Street between Centre Street and Baxter Street. While the Phase 1A and Supplemental Phase 1A Studies included additional areas that have since been removed from the proposed project, his summary addresses only the sensitivity determinations made for 124 and

125 White Street and the streetbed of White Street as described in the Phase 1A Study and the Supplemental Phase 1A Study.

Southern Portion of the Project Site: 125 White Street

The Phase 1A Study concluded that given the extensive disturbance associated with the construction of the existing building on the 125 White Street site, it is not sensitive for archaeological resources dating to either the precontact or historic periods. In a comment letter dated November 21, 2018, LPC concurred with the conclusions and recommendations of the Phase 1A Study. Therefore, no additional archaeological analysis is warranted for the southern portion of the project site on Block 167, Lot 1.

Northern Portion of the Project Site: 124 White Street

The Supplemental Phase 1A Study determined that the portion of the site at 124 White Street within the footprint of the existing MDC North Tower is not sensitive for archaeological resources. However, there is a slight chance that undisturbed deeply buried precontact resources could be present within the southwestern portion of the project site outside the footprint of the existing building, as this area may not have been fully disturbed as a result of the construction of buildings on the site in the 19th and 20th centuries, before the construction of the existing North Tower. Therefore, the southwestern portion of Block 198, Lot 1 was determined to have low sensitivity for archaeological resources associated with the precontact occupation of Manhattan. The sensitive soil deposits would be expected to be located beneath the depth of disturbance associated with the excavation of basements in the 19th and 20th centuries, which is expected to have extended to a depth of 10 feet below the ground surface or to an approximate elevation of 4 to 5 feet relative to the North American Vertical Datum of 1988 (NAVD88). The upper levels of the peat deposits presumed to represent the upper surface of the floor of the Collect Pond and its associated marshes is expected to be situated at depths ranging between 20 to 40 feet below the ground surface, or an elevation of -6 to -26 feet relative to NAVD88.

Demapping Area: White Street

The Supplemental Phase 1A Study determined that undisturbed portions of the streetbed of White Street were determined to have low to moderate sensitivity for archaeological resources associated with the precontact occupation of Manhattan and moderate sensitivity for resources associated with the historic period. Undisturbed areas in the streetbed were defined as locations where no utilities are present or where there is a space of 5 feet or more between the outer edges of or below existing utilities.

Recommendations for Additional Analysis

The Supplemental Phase 1A Study recommended that additional archaeological analysis in the form of the review of new soil borings, which would be completed as part of the project planning and design phase, be completed in order to determine the extent of disturbance in the southwestern corner of 124 White Street and the White Street streetbed. If the new soil borings reveal that intact peat deposits are not present within the southwestern corner of the site, then that portion of the project site would be considered to have been disturbed as a result of the construction of the existing buildings and no further archaeological analysis would be recommended for 124 White Street as the site would be unlikely to have potential precontact sensitivity and historic fill deposits would be assumed to have been disturbed.

In the event that the final project plans result in disturbance to undisturbed portions of the White Street streetbed, then the additional archaeological analysis in the form of Phase 1B archaeological testing or monitoring as recommended by the Supplemental Phase 1A Study would be completed in consultation with LPC. Prior to the start of any additional analysis, a Phase 1B Work Plan would be prepared and submitted to LPC for review and approval. In the event that archaeological testing or monitoring confirms the presence of archaeological resources within the areas of archaeological sensitivity as identified in the Phase 1A study, then additional archaeological investigations (e.g., a Phase 2 Investigation or a Phase 3 Data Recovery as described above) would be conducted in consultation with LPC. The presence of any significant archaeological resources would be determined through additional archaeological investigations and consultation with LPC. With the completion of the additional archaeological investigations necessary within the areas of archaeological sensitivity and LPC concurrence with the conclusions of those investigations, the proposed project would not result in significant adverse impacts on archaeological resources.

ARCHITECTURAL RESOURCES

In the With Action condition, the project site would be redeveloped with a new, approximately 450-foot-tall detention facility. The MDC South Tower at 125 White Street composes a portion of the Manhattan Criminal Courts Building and Prison at 100 Centre Street,[15] that has previously been determined State/National Register (S/NR)-eligible by the New York State Historic Preservation Office (SHPO) and New York City Landmark (NYCL)-eligible by LPC. In a letter dated March 4, 2019, LPC also determined that 125 White Street was NYCL-eligible. The demolition of 125 White Street would constitute a significant direct adverse impact on the Criminal Courts Building and Prison, requiring that the Applicant develop, in consultation with LPC, appropriate measures to partially mitigate the adverse impact. These are discussed in more detail below.

In addition to the S/NR- and NYCL-eligible Criminal Courts Building and Prison, additional architectural resources have been identified in the study area. Construction-related activities in connection with the proposed project could result in physical, construction-related impacts to architectural resources located within 90 feet of the project site in the study area. Therefore, to avoid inadvertent construction-related impacts, construction protection measures would be set forth in a CPP that would be developed in consultation with LPC and implemented in coordination with a licensed professional engineer. The CPP would describe the measures to be implemented to protect the Criminal Courts Building at 100 Centre Street and other affected architectural resources during construction of the proposed project. The CPP would follow the guidelines set forth in Section 522 of the *CEQR Technical Manual* and LPC's *New York City Landmarks Preservation Commission Guidelines for Construction Adjacent to a Historic Landmark* and *Protection Programs for Landmark Buildings*. The CPP would also comply with the procedures set forth in DOB's *TPPN #10/88*.

The proposed project would result in significant adverse indirect impacts on the Criminal Courts Building at 100 Centre Street due to the proposed demolition of the Prison building (MDC South Tower) at 125 White Street, which is a contributing element of the Criminal Courts Building and Prison architectural resource. As part of the mitigation measures that would be developed to

[15] Collectively, the structures at 100 Centre Street and 125 White Street are referred to as the Criminal Courts Building and Prison in the November 17, 2009 SHPO Resource Evaluation determining that it meets S/NR eligibility criteria. The term "Criminal Courts Building and Prison" has been used in the historic resources discussions for consistency.

partially mitigate the adverse impact, consultation would be undertaken with LPC regarding the design of the new detention facility and how it would connect via pedestrian bridges to the north façade of 100 Centre Street. No other indirect impacts would occur to the architectural resources. No architectural resources have sunlight-dependent features that would be impacted by the proposed project, and the proposed project would not significantly impact publicly accessible views to, or significantly alter, the historic setting of the other architectural resources located in the study area. Potential measures to mitigate the significant adverse impacts to historic and cultural resources are discussed below in the "Mitigation" section.

URBAN DESIGN AND VISUAL RESOURCES

The proposed project would not have a significant adverse impact on the surrounding urban design. The 450-foot-tall proposed detention facility would be taller than buildings in the primary study area, including one- to 14-story buildings on Canal Street, 110- to 354-foot-tall stone-clad municipal buildings along Centre Street, and lower density buildings in the Chinatown and Little Italy neighborhoods. However, the detention facility would be similar in height and form to the 224-foot-tall Manhattan Criminal Courts Building (with 354-foot-high tower) at 100 Centre Street located immediately to the south in the primary study area. The proposed detention facility would also be similar in height to taller buildings within three blocks of the project site, including the 584-foot-tall 41-story Jacob K. Javits building at 26 Federal Plaza and the 462-foot-tall U.S. Courthouse at 500 Pearl Street, as well as other taller buildings in the secondary study area, including the approximately 474-foot-tall Ted Weiss Federal Building at 290 Broadway, the approximately 533-foot-tall building at 7 Thomas Street, and the approximately 552-foot-tall Manhattan Municipal Building at 1 Centre Street. The contemporary materials that are anticipated to be used for the proposed detention facility would be similar to neighboring buildings, such as the Manhattan Civil Court at 111 Centre Street, Jacob K. Javits building, and the hotel at 9 Crosby Street. The glazed ground-story of the proposed building along Baxter Street and Centre Street would maintain the urban design character of the streets in the northern portion of the study area by providing an active and dynamic ground-floor space that is similar to the surrounding buildings that contain ground-floor stores and restaurants. The proposed new detention facility would bridge over White Street, and White Street would continue to serve as a pedestrian passage and would be enhanced with additional street furniture and potential pedestrian entrances to the detention facility.

The study area contains a mixture of building types and size, including the three- to four-story buildings of Little Italy and Chinatown Historic District, the porticoed municipal buildings on Centre Street, and the tall office buildings along Broadway and Worth Street. The proposed detention facility would contribute to the variety of buildings that compose the urban design character of the study area.

The proposed project would not result in a significant adverse impact to visual resources. The proposed project would not affect the characteristics of a visual resource or have the potential to obstruct significant public views of a visual resource. The Criminal Courts Building at 100 Centre Street is a historic building that is a visual resource in the study area; it is located immediately south of the project site and connected to the existing MDC South Tower at 125 White Street on the project site by a pedestrian bridge and connectors above the service entrance at the former Bayard Street streetbed. The proposed detention facility would include two potential pedestrian bridges connecting the south façade of the proposed building to the third story and an upper story of the Manhattan Criminal Courts Building. The pedestrian bridges would alter the north façade of the Manhattan Criminal Court Building. However, the north façade of the Manhattan Criminal

Courts Building is not the building's principal façade, and this façade is also located close to the project site across the narrow service entrance across from 125 White Street so that its north façade is not prominently visible. Principal views of the Manhattan Criminal Courts Building are from the east and west, from Columbus Park and Collect Pond Park. The Manhattan Criminal Courts Building central tower is visible at a distance on Centre Street with the entirety of the building's principal west façade and tower visible from Leonard and Lafayette Streets across Collect Pond Park. Under the With Action condition, these views of the Manhattan Criminal Courts Building would not be impacted.

HAZARDOUS MATERIALS

Evaluation of the Manhattan Site was performed via review of a Phase I ESA. The ESA revealed evidence of RECs. ASTM, in the E1527-13 Standard for conducting ESAs, identifies these as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property."

Given the age of the structures that would need to be demolished at the MDC South Tower, it is likely that they contain substances that are typical of older buildings, for example ACM, LBP, and/or PCBs. Since MDC North was built in 1989, the potential for these materials to be present is lower, but some ACM could still be present. There are a variety of federal, state, and local regulatory requirements that would be followed prior to and during demolition to address disturbance and disposal of these materials.

Construction of the new facilities would require extensive excavation of the Manhattan Site. Impacts would be avoided by conducting subsurface investigations in accordance with Work Plans pre-approved by DEP and then preparing (also subject to DEP approval) a RAP and associated CHASP for implementation during the subsurface disturbance associated with construction. Occupancy permits would only be issued once DEP receives and approves a Remedial Closure Report, certified by a New York-licensed Professional Engineer, which documents that the RAP and CHASP were properly implemented.

With the implementation of applicable regulatory requirements and the measures required by the RAP/CHASP, the potential for significant adverse hazardous materials impacts from construction at the project sites would be avoided. Following construction, there would be no potential for significant adverse impacts relating to hazardous materials.

WATER AND SEWER INFRASTRUCTURE

The proposed project is not anticipated to result in significant adverse impacts related to the City's water supply or to wastewater and stormwater conveyance and treatment infrastructure.

WATER SUPPLY

By 2027, the With Action condition would generate an incremental water demand of 280,214 gpd as compared with the No Action condition. This represents a 0.03 percent increase in demand on the New York City water supply system. It is expected that there would be adequate water service to meet the incremental water demand, and there would be no significant adverse impacts on the City's water supply.

SANITARY SEWAGE

By 2027, the With Action condition would generate an incremental 138,900 gpd of sewage over the future without the proposed project. This incremental volume in sanitary flow to the combined sewer systems would represent approximately 0.07 percent of the average daily flow to the Newtown Creek WWTP. This volume would not result in an exceedance of the Newtown Creek WWTP's capacity, and is not anticipated to create a significant adverse impact on the City's sanitary sewage treatment system.

STORMWATER

The Manhattan Site is located in two sub catchment areas of the Newtown Creek WWTP. As compared with the No Action condition, the With Action condition would result in an increase in stormwater flows to the WWTP during wet weather due to an increase in impervious surfaces. A reduction in stormwater peak flows to the combined sewer system would be achieved with the incorporation of stormwater source control BMPs in accordance with DEP's site connection requirements. Therefore, the proposed project is not anticipated to have a significant adverse impact on the City's combined sewer system or the City's sewage treatment system.

TRANSPORTATION

TRAFFIC

Traffic conditions were evaluated for the weekday 6:30-7:30 AM and 2:45-3:45 PM (midday) peak hours, and the Saturday 2:45-3:45 PM peak hour, which are the periods when incremental traffic associated with the proposed project is expected to be highest as they coincide with the peak hour within the uniformed DOC staff shift periods. The traffic study area includes a total of four intersections (three signalized and one stop-controlled) in proximity to the Manhattan Site where incremental vehicle trips generated by the proposed project are expected to exceed the 50 trips/hour *CEQR Technical Manual* analysis threshold. As summarized in **Tables S-15 and S-16**, the results of the traffic impact analysis indicate the potential for significant adverse impacts at one analyzed intersection in the analyzed weekday midday peak hour. A significant adverse impact to one analyzed lane group at the Centre Street & Walker Street intersection was identified during the weekday midday period. No significant adverse impacts were identified at any analyzed intersection during the analyzed weekday midday and Saturday peak hours. The "Mitigation" section below discusses potential measures to mitigate this significant adverse traffic impacts.

Table S-15
Number of Potentially Impacted Intersections and Lane Groups by Peak Hour

	Peak Hour		
	Weekday AM	Weekday Midday	Saturday
Lane Groups	0	1	0
Intersections	0	1	0

Table S-16
Summary of Potentially Significantly Impacted Intersections

Intersection	Control	Peak Hour		
		Weekday AM	Weekday Midday	Saturday
Centre Street & Hogan Place	Signal			
Centre Street & Walker	Signal		X	
Bayard Street & Mulberry Street	Signal			
Baxter Street & Walker Street	Two-Way Stop			

TRANSIT

Transit analyses typically focus on the weekday AM and PM commuter peak periods, as it is during these periods that overall demand on the subway and bus systems is usually highest. The proposed project is expected to generate its peak travel demand during the weekday AM and midday, and Saturday periods when uniformed DOC staff are changing shifts. Peak transit demand from the proposed project would therefore only coincide with peak transit system demand during the weekday AM period. There would be fewer transit trips during the weekday PM commuter peak period as it would not coincide with a DOC staff shift change period.

Subway

Three MTA NYCT subway stations are located in proximity to the Manhattan Site. To the north of the site are the three stations that comprise the Canal Street Station complex which is served by N and Q express trains and R and W local trains operating on the Broadway Line; Nos. 4 and 5 express trains and No. 6 local trains operating on the Lexington Avenue Line; and J express trains and Z express trains (which provide peak direction, peak period service) operating on the Nassau Street Line. During the weekday AM and PM commuter peak hours, the proposed project would generate approximately 134 and 56 new subway trips, respectively, less than the *CEQR Technical Manual* analysis threshold of 200 incremental trips/hour. Therefore, significant adverse impacts to subway station and line haul conditions are not anticipated as a result of the proposed project, and a detailed subway analysis is not warranted.

Bus

Six NYCT local bus routes operate within or near a ¼-mile radius of the Manhattan Site. These include the M9, M15, M22, M55, and M103 routes and the M15 Select Bus Service (SBS) route. In addition, approximately 10 NYCT express bus routes serve stops within ¼ mile of the site, including the SIM1, SIM1c, SIM2, SIM3c, SIM4/4x, SIM4c, SIM32, and SIM34 Staten Island services and the X27 and X28 Brooklyn services. NJ Transit route 120 buses also stop along Broadway in the vicinity of the site.

During the weekday AM and PM commuter peak hours, the proposed project would generate approximately 29 and 20 new transit bus trips, respectively. As these numbers of trips would be less than the 50 trips/hour *CEQR Technical Manual* analysis threshold for a detailed bus analysis, significant adverse impacts are considered unlikely, and a detailed bus analysis is not warranted.

PEDESTRIANS

The proposed project would generate a net increment of approximately 6, 362, 188, and 225 walk-only trips in the weekday AM, midday, and PM peak hours, and the Saturday peak hour, respectively. Persons walking en route to and from subway station entrances and bus stops would bring the total number of project-generated pedestrian trips on area sidewalks and crosswalks to 169, 598, 264, and 417 during these same periods, respectively. The total number of pedestrian trips in the weekday midday, weekday PM and Saturday periods would therefore exceed the *CEQR Technical Manual* analysis threshold of 200 incremental trips/hour. However, these trips would be distributed among multiple entrances located along three of the project site frontages, and would rapidly disperse to subway station entrances, bus stops and other origins/destinations to the north, south, east and west of the site. It is therefore unlikely that any one pedestrian element (sidewalk, corner area or crosswalk) would experience 200 or more trips in the weekday midday peak hour, and a detailed analysis of pedestrian conditions is not warranted.

VEHICULAR AND PEDESTRIAN SAFETY

The *Vision Zero Manhattan Pedestrian Safety Action Plan* was released on February 18, 2015. In the vicinity of the Manhattan Site, Canal Street was identified as a Priority Corridor and the intersection of Bowery with Canal Street and the Manhattan Bridge approach was identified as a Priority Intersection. The site is also located in both a Priority Area and in the designated Chinatown Senior Pedestrian Focus Area (SPFA).

Crash data for intersections within ¼ mile of the project site were obtained from DOT for the three-year reporting period between January 1, 2014, and December 31, 2016 (the most recent period for which data were available for all locations). During this period, 455 reportable and non-reportable crashes, 186 pedestrian/bicyclist-related injury crashes and one fatality occurred at study area intersections. A review of the crash data identified six intersections as high crash locations (defined as those with 48 or more total reportable and non-reportable crashes or five or more pedestrian/bicyclist injury crashes occurring in any consecutive 12 months of the most recent three-year period for which data are available). DOT has proposed or recently implemented improvements at four of these five high crash locations. Additional measures that could be employed to increase pedestrian/bicyclist safety could include installation of additional high visibility crosswalks where not already present, and improved street lighting.

PARKING

The parking analyses document changes in the parking supply and utilization within a ¼-mile radius of the Manhattan Site under both No Action and With Action conditions. There are currently a total of 12 active public parking lots and garages within the parking study area with a combined capacity of 1,808 spaces during the weekday midday and Saturday midday periods and 1,720 spaces during the early AM period (as two public parking facilities are closed overnight).

Under the proposed project, 125 on-site accessory parking spaces would be provided for DOC and Correctional Health Services (CHS) staff. After accounting for this new accessory capacity and existing displaced spaces dedicated for existing MDC staff, it is estimated that compared with the No Action condition, project-generated incremental parking demand at off-street public facilities and on-street would total approximately 27 spaces in the weekday early AM period, 49 in the weekday midday and 26 on Saturday (this would include demand from staff, authorized services workers and jail visitors). It is anticipated that spaces available on-street and in off-street public parking facilities within the parking study area would be sufficient to accommodate this demand

in the weekday early AM period. Although demand would not be fully accommodated in the weekday midday and Saturday midday periods, this shortfall would not be considered significant per CEQR criteria as drivers would be expected to utilize alternative means of travel in lieu of available parking capacity.

AIR QUALITY

Analysis of the emissions and dispersion of NO_2 and PM_{10} from the heating and hot water systems of the development under the proposed project indicate that these emissions would not result in a violation of NAAQS. In addition, the maximum predicted $PM_{2.5}$ incremental concentrations from the proposed project would be less than the applicable 24-hour and annual average criteria. To ensure that there are no significant adverse impacts resulting from the proposed project due to heating and hot water system emissions, certain restrictions would be required.

The analysis of the parking facility to be developed as part of the proposed project at the Manhattan site determined that there would not be any significant adverse air quality impacts with respect to CO and PM emissions.

NOISE

The analysis finds that the proposed actions would not result in any significant adverse noise impacts at nearby noise receptors.

The recreation areas to be included in the proposed project would have the potential to generate noise. An analysis of noise from proposed recreation areas at the Manhattan Site determined that any recreation yard less than 145 feet above grade along the proposed detention facility's north façade would be recessed at least 34 feet from the lot line to avoid the potential for significant adverse noise impacts. In addition, any recreation yard less than 240 feet above grade along the proposed detention facility's south façade would be recessed at least 5 feet from the southern boundary of the proposed zoning envelope. With these setbacks, the proposed recreation yards would not have the potential to result in significant adverse noise impacts at any noise receptors.

To meet *CEQR Technical Manual* interior noise level requirements, the analysis prescribes up to 28 dBA of building attenuation for the proposed building, with an alternate means of ventilation to allow for the maintenance of a closed window condition. These measures would be included in the design requirements for the proposed building, which would result in interior noise levels would be within the range considered acceptable for the proposed uses, and there would be no significant adverse noise impact with respect to the proposed building.

PUBLIC HEALTH

As described in the relevant analyses of this EIS, the proposed project at the Manhattan Site would not result in unmitigated significant adverse impacts in any of the technical areas related to public health (hazardous materials, water quality, air quality, or noise). This analysis concludes that the proposed project would not result in a significant adverse public health impact.

NEIGHBORHOOD CHARACTER

The proposed detention facility would introduce a new building form into the study area. However, it would not significantly affect any of the defining features of the neighborhood. There would be no significant adverse impacts to land use, zoning, and public policy, socioeconomic conditions, open space, shadows, urban design, and noise. While there would be significant adverse impacts

to historic and cultural resources and transportation, the *CEQR Technical Manual* states that a significant adverse impact in one of the technical areas that contribute to neighborhood character is not automatically equivalent to a significant adverse impact on neighborhood character. Therefore these alone or in combination with other moderate effects would not constitute neighborhood character impacts. The proposed project would result in the demolition of the MDC South Tower at 125 White Street; however, this would not constitute a significant adverse impact to neighborhood character, as it is one of many civic and institutional buildings in the neighborhood, and it would be replaced with another institutional use of similar character (the proposed detention facility). In addition, a low level of vehicular traffic is not a defining feature of the neighborhood, and therefore, the changes in traffic due to the proposed project would not result in significant adverse impacts on neighborhood character.

CONSTRUCTION

Construction of the proposed project—as is the case with most construction projects—would result in temporary disruptions in the surrounding area. As described below, construction activities at the Manhattan Site would result in significant adverse impacts of architectural resources. Additional information for key technical areas is summarized below.

TRANSPORTATION

Traffic, transit, pedestrian and parking conditions during the period where construction worker vehicle and truck trips are anticipated to be highest were evaluated for the 6:00 to 7:00 AM and 3:00 to 4:00 PM midday peak hours. According to an assessment of conditions during peak construction activity, no significant adverse transit or parking impacts are anticipated. In addition, no significant adverse impacts to traffic due to traffic associated with construction worker vehicles and trucks.

Because detailed plans for the proposed detention facility and detailed construction logistics, including any necessary street or sidewalk closures, are not known at this time, the level of specificity necessary to quantify the extent to which traffic operations would be disrupted as a result of street network access accommodations requested to facilitate the construction effort cannot be made at this time. As the design-build process is initiated, an updated assessment of traffic conditions would be made in coordination with OCMC and DOT as necessary in order to identify feasible measures that could mitigate any potential disruptions. This assessment would be made as part of a Construction Transportation Monitoring Plan (CTMP) that would be initiated at the start of construction.

According to a preliminary assessment of construction generated pedestrian activity, five pedestrian elements were identified as potential impact locations. Because detailed plans for the proposed detention facility and detailed construction logistics, including any necessary street or sidewalk closures, are not known at this time, the level of specificity necessary to quantify the extent to which pedestrian operations would be disrupted as a result of construction activity (construction worker related and due to potential public infrastructure access accommodations requested to facilitate the construction effort) cannot be made at this time. However, as the City is committed to a robust CTMP during construction, an assessment of pedestrian conditions would be made in coordination with OCMC and DOT as necessary in order to identify feasible measures that could mitigate these potential disruptions. Mitigation measures to address potential impacts to pedestrian elements (sidewalks, corners and crosswalks) typically include signal timing changes, sidewalk and crosswalk widenings or the relocation of street furniture and obstructions.

In the event it is found that measures fully mitigating such temporary impacts are infeasible, then unmitigatable significant adverse impacts could occur at the identified pedestrian elements.

AIR QUALITY

While construction would cause temporary disruptions on the adjacent community, it is expected that such disruptions in any given area would be temporary and would not be ongoing for the full duration of the construction period, due to the phasing of construction activities. Measures would be taken to reduce pollutant emissions during construction as required by laws, regulations, and building codes. These measures would include dust suppression measures, idling restrictions, use of ULSD fuel, and BAT, and to the extent practicable the use of newer equipment that meets the USEPA's Tier 4 emission standards and electrification of equipment. With these measures in place, construction activities at the Manhattan Site would not result in any significant adverse air quality impacts.

NOISE AND VIBRATION

Construction of the proposed project would be expected to have the potential to result in elevated noise levels at nearby receptors, and noise due to construction would at times be noticeable. However, noise from construction would be intermittent and of limited duration, and total noise levels would be in the "marginally acceptable" or "marginally unacceptable" range. Consequently, noise associated with the construction of the proposed project would not have the potential to rise to the level of a significant adverse noise impact. In terms of vibration, construction of the proposed project would not have the potential to result in vibration at a level that could result in architectural or structural damage to adjacent buildings. In addition, construction would result in vibration at a level that would only have the potential to be noticeable or annoying for limited periods. Therefore, there would be no potential for significant adverse vibration impacts from the proposed project.

HISTORIC AND CULTURAL RESOURCES

With the proposed project, the demolition of 125 White Street would constitute a significant direct adverse impact on the Manhattan Criminal Courts Building and Prison at 100 Centre Street. The Applicant would be required to develop, in consultation with LPC, appropriate measures to partially mitigate the adverse impact.

The proposed project would also result in significant adverse indirect impacts on the Criminal Courts Building at 100 Centre Street due to the proposed demolition of the Prison building (MDC South Tower at 125 White Street), which is a contributing element of the Criminal Courts Building and Prison architectural resource. As part of the mitigation measures that would be developed to partially mitigate the adverse impact, consultation would be undertaken with LPC regarding the design of the new detention facility and how it would connect via pedestrian bridges to the north façade of 100 Centre Street.

MITIGATION

HISTORIC AND CULTURAL RESOURCES

Archaeological Resources

The study area for archaeological resources includes those areas that would be disturbed by subsurface excavation and therefore includes the project site—including the MDC North and South Towers—and the Proposed Demapping Area (above- and below-grade volumes of White Street between Centre Street and Baxter Street).

The Supplemental Phase 1A Study recommended additional archaeological analysis within the streetbed of White Street and within the southwestern corner of Block 198, Lot 1. The Supplemental Phase 1A Study recommended that additional archaeological analysis in the form of the review of new soil borings, which would be completed as part of the project planning and design phase, be completed in order to determine the extent of disturbance in the southwestern corner of 124 White Street and the White Street streetbed. If the new soil borings reveal that intact peat deposits are not present within the southwestern corner of the site, then that portion of the project site would be considered to have been disturbed as a result of the construction of the existing buildings and no further archaeological analysis would be recommended for 124 White Street as the site would be unlikely to have potential precontact sensitivity and historic fill deposits would be assumed to have been disturbed. In the event that additional potentially intact peat deposits are identified, then additional archaeological analysis would be warranted in consultation with LPC. With the completion of the additional archaeological investigations necessary within the areas of archaeological sensitivity and LPC concurrence with the conclusions of those investigations, the proposed project would not result in the potential for significant adverse impacts on archaeological resources.

In the event that the final project plans result in disturbance to undisturbed portions of the White Street streetbed, then the additional archaeological analysis in the form of Phase 1B archaeological testing or monitoring as recommended by the Supplemental Phase 1A Study would be completed in consultation with LPC. The presence of any significant archaeological resources would be determined through additional archaeological investigations and consultation with LPC. With the completion of the additional archaeological investigations necessary within the areas of archaeological sensitivity and LPC concurrence with the conclusions of those investigations, the proposed project would not result in the potential for significant adverse impacts on archaeological resources.

Architectural Resources

As previously stated, the MDC South Tower at 125 White Street would be redeveloped with a new, approximately 450-foot-tall detention facility. The Prison building on the project site is part of the Criminal Courts Building at 100 Centre Street, which is S/NR-eligible. Therefore, demolition of 125 White Street would constitute a potential significant adverse impact on architectural resources. The Applicant will consult with LPC to develop and implement appropriate mitigation measures to partially mitigate the potential for significant adverse impact. Mitigation measures are expected to include Historic American Buildings Survey (HABS) documentation of the architectural resource including sufficient information about 100 Centre Street, to which it is connected. In addition, also as mitigation for the demolition of 125 White Street, consultation would be undertaken with LPC regarding the design of the new detention

facility and how it would connect via pedestrian bridges to the northern façade of 100 Centre Street.

To avoid the potential for direct, physical impacts to nearby historic buildings during construction of the proposed project, a CPP would be developed in coordination with LPC and implemented in consultation with a licensed professional engineer. The CPP would describe the measures to be implemented to protect the Criminal Courts Building at 100 Centre Street and other affected architectural resources during construction of the proposed project. Additionally, two new pedestrian bridges would be built from the project site to the S/NR-eligible Criminal Courts Building at 100 Centre Street. Therefore, the CPP would include those properties that are located within 90 feet of the project site and/or would be directly affected, including the Criminal Courts Building at 100 Centre Street, and the buildings of the S/NR-listed Chinatown and Little Italy Historic District.

TRANSPORTATION

The proposed project would have the potential to result in a significant adverse impact to vehicular traffic at one analyzed intersection. Mitigation measures that could address the potential for traffic impacts are discussed below. There are no anticipated potential transit or pedestrian related impacts likely as a result of the proposed project; therefore, those transportation modes are not discussed below.

Traffic

The proposed project would have the potential to result in a significant adverse traffic impact at one study area intersection during the analyzed midday peak hour, specifically the northbound shared through-right lane group at the intersection of Centre Street and Walker Street. No potential significant adverse impacts are anticipated during the analyzed weekday AM and Saturday peak hours. Implementation of a signal timing change is being proposed and would provide mitigation for the anticipated traffic impact. The proposed traffic engineering improvement is subject to review and approval by DOT. If this measure is deemed infeasible, other potential measures will be considered in consultation with DOT. In the absence of the application of mitigation measures, the potential impact would remain unmitigated.

As summarized in **Table S-17,** the potential for a significant adverse impact anticipated during the analyzed weekday peak hour would be fully mitigated with implementation of the proposed mitigation measure.

Table S-17
Summary of Lane Groups/Intersections with Potential for Significant Adverse Traffic Impacts

Net Increment	Lane Groups/ Intersections Analyzed	Lane Groups/ Intersections With No Significant Impacts	Lane Groups/ Intersections With Significant Impacts	Mitigated Lane Groups/ Intersections	Unmitigated Lane Groups/ Intersections
Weekday AM	8/4	8/4	0/0	0/0	0/0
Weekday Midday	8/4	7/3	1/1	1/1	0/0
Saturday	8/4	8/4	0/0	0/0	0/0

CONSTRUCTION TRANSPORTATION

TRAFFIC

Traffic conditions during the period when construction-related traffic is anticipated to be highest were evaluated. The analysis determined that construction traffic associated with peak construction period activity would not have the potential to result in significant adverse traffic impacts.

A CTMP will be developed by the Department of Design and Construction (DDC) prior to commencement of construction-related activities. The CTMP will include transportation data collection as well as traffic and pedestrian analyses. The data collection will include traffic and pedestrian counts, worker shift schedules, worker origin-destination and modal split survey data, parking surveys, and truck frequency data. A traffic management plan for the project would be developed as part of the CTMP in order to address the effect of construction-related activity on transportation systems and verify the need for implementing construction-related mitigation measures identified in this EIS or additional measures if warranted. The CTMP would be submitted to DOT and OCMC for review and approval and would be an on-going process for addressing the effects of construction.

Because detailed plans for the proposed detention facility and detailed construction logistics, including any necessary street or sidewalk closures, are not known at this time, the level of specificity necessary to quantify the extent to which traffic operations would be disrupted as a result of street network access accommodations requested to facilitate the construction effort cannot be made at this time. As the design-build process is initiated, an updated assessment of traffic conditions around the project site would be made as part of the CTMP. DDC, through the CTMP, and in coordination with DOT and OCMC, will identify feasible measures that could mitigate any potential disruptions.

PEDESTRIANS

According to a preliminary assessment of construction generated pedestrian activity, five pedestrian elements were identified as potential impact locations. Because detailed plans for the proposed detention facility and detailed construction logistics, including any necessary street or sidewalk closures, are not known at this time, the level of specificity necessary to quantify the extent to which pedestrian operations would be disrupted as a result of construction activity cannot be made at this time. However, an assessment of pedestrian conditions would be included in the CTMP described above. In the event it is found that measures fully mitigating such temporary impacts are infeasible, then unmitigable significant adverse impacts could occur at the identified pedestrian elements.

UNAVOIDABLE ADVERSE IMPACTS

HISTORIC AND CULTURAL RESOURCES

The MDC South Tower (Prison building) at 125 White Street would be redeveloped with a new detention facility. The Prison building on the project site is part of the Criminal Courts Building at 100 Centre Street, which is S/NR-eligible. Therefore, demolition of 125 White Street would constitute a significant adverse impact on architectural resources. The Applicant will consult with LPC to develop and implement appropriate mitigation measures to partially mitigate the significant adverse impact. Mitigation measures are expected to include HABS documentation of

the architectural resource including sufficient information about 100 Centre Street, to which it is connected and consultation with LPC regarding the design of the new detention facility and how it would connect via pedestrian bridges to the northern façade of 100 Centre Street.

Despite these measures, this impact would not be completely eliminated. Therefore, the demolition of 125 White Street would constitute an unavoidable significant adverse impact on this historic resource as a result of the proposed project.

TRANSPORTATION

As described in Section 4.9, the proposed project would have the potential to result in a significant adverse traffic impact at one study area intersection during the analyzed midday peak hour, specifically the northbound shared through-right lane group at the intersection of Centre Street and Walker Street. Implementation of a signal timing change is being proposed and would provide mitigation for the anticipated traffic impact. These proposed traffic engineering improvements are subject to review and approval by DOT. In the absence of the application of mitigation measures, the potential impact would remain unmitigated.

CONSTRUCTION TRANSPORTATION

Pedestrians

According to a preliminary assessment of construction generated pedestrian activity, five pedestrian elements were identified as potential impact locations. In the event it is found that measures fully mitigating such temporary impacts are infeasible, then unmitigable significant adverse impacts could occur at the identified pedestrian elements.

M. QUEENS SITE—PROBABLE IMPACTS OF THE PROPOSED PROJECT

LAND USE, ZONING, AND PUBLIC POLICY

The proposed project would not result in significant adverse impacts to land use, zoning, or public policy. The proposed project would reintroduce a detention facility use to the project site. The existing detention facility on the Queens site ceased operations in 2002 and has an existing bed capacity of approximately 500. The proposed detention facility would be larger and accommodate substantially more detainees than the existing vacant facility. The proposed project would also replace an existing surface parking lot on the project site with a new public parking garage to serve the proposed facility and surrounding civic center. The proposed project would be supportive of and compatible with local institutional and civic uses, particularly the Queens County Criminal Court buildings directly to the south and west of the project site, within the existing civic center. The scale and higher density of the proposed facility would be buffered from the surrounding residential neighborhoods by Queens Boulevard to the west, the Van Wyck Expressway to the east, the Jackie Robinson Parkway to the north, and Maple Grove Cemetery to the south. In addition, the proposed ground floor community facility use would be consistent with and supportive of the other active ground floor uses along Queens Boulevard. In addition, the special permit would apply only to the detention facility on the project site and would not adversely affect zoning within the study area. The proposed project would also be supportive of public policies, including the goals of *Smaller, Safer, Fairer*.

SOCIOECONOMIC CONDITIONS

The following summarizes the analysis findings for each area of socioeconomic concern. As detailed below, the proposed project would not result in significant adverse environmental impacts due to changes in socioeconomic conditions.

DIRECT RESIDENTIAL DISPLACEMENT

The project site does not contain any residential DUs. Therefore, the proposed project would not result in any direct residential displacement.

DIRECT BUSINESS DISPLACEMENT

The proposed project is located on the site of the existing Queens Detention Complex site, a disused public detention facility. There are no private businesses on the site; therefore, the proposed project would not result in the direct displacement of any private businesses or employment.

INDIRECT RESIDENTIAL DISPLACEMENT

The concern with respect to indirect residential displacement is whether a proposed project or action could lead to increases in property values, and thus rents, making it difficult for some residents to afford their current residences. According to the *CEQR Technical Manual*, residential development of 200 units or less would typically not result in significant socioeconomic impacts due to indirect residential displacement. Since the proposed project would not introduce any residential dwelling units or new commercial development, it would not result in any significant adverse impacts due to indirect residential displacement.

INDIRECT BUSINESS DISPLACEMENT

A preliminary assessment of indirect business displacement finds that the proposed project would neither result in indirect business displacement due to increased property values or rents nor introduce a concentration of uses that would offset positive trends within the study area. The proposed project would replace the former detention-facility use closed since 2002 and would support additional economic activity within the study area, particularly along Queens Boulevard. The economic activity generated by the proposed project would be similar to the economic activities generated by the Queens County Criminal Court; visitors to the proposed project, such as professional workers and government employees (e.g., lawyers and caseworkers), would be similar to those who have business at the Criminal Court. Therefore, the proposed project would not substantially change business conditions within the socioeconomic study area.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

As the proposed project would not result in direct business displacement on the project sites, and the potential for any indirect business displacement would be limited and not specific to any industry, an assessment of adverse effects on specific industries is not warranted.

OPEN SPACE

The proposed project would not alter or eliminate any public open space resources on the project site. Based on the shadows, air quality, noise, and construction analyses, study area open spaces would not experience project-related significant adverse shadows, air quality, or noise impacts.

Therefore, the proposed project would not have the potential to result in significant adverse impacts related to direct effects on open space.

The proposed project would introduce new non-residents (i.e. workers and visitors) to the project site, and therefore increase demand on public open space resources within the study area. However, this increased demand as compared to the future without the proposed project would not have the potential to result in an indirect significant adverse impact, and a sufficient amount of open space would remain within the study area.

SHADOWS

The proposed project would result in incremental shadow on portions of the Queens Borough Hall grounds in the morning throughout the year, and on several other sunlight-sensitive resources in certain seasons, including portions of Willow Lake Preserve, Flushing Meadows-Corona Park between Union Turnpike and 78th Crescent, Queens Boulevard Malls, Newcombe Square, and the Hoover-Manton Playgrounds. The analysis concludes that the incremental shadow on these resources would not result in significant adverse impacts due to their limited durations and/or extents and the specific character and sensitivity of each resource.

HISTORIC AND CULTURAL RESOURCES

ARCHAEOLOGICAL RESOURCES

Pursuant to the *CEQR Technical Manual*, information regarding the proposed project was submitted to LPC to initiate its initial evaluation of the Queens Site's potential archaeological sensitivity. In a comment letter dated August 8, 2018, LPC determined that the Queens Site is not archaeologically significant. Therefore, additional archaeological analysis of the Queens Site is not warranted and the construction of the proposed project on the Queens Site would not have the potential to result in significant adverse impacts on archaeological resources.

ARCHITECTURAL RESOURCES

In the future with the proposed project, the former Queens Detention Complex and adjacent parking lot would be redeveloped with a 270-foot-tall detention facility. As there are no architectural resources on the project site, the proposed project would have no adverse impacts on such resources.

There are no known architectural resources in the study area. There is one potential architectural resource in the study area, Queens Borough Hall. As it is located more than 90 feet away from the proposed project, no construction-related impacts would occur to this potential architectural resource. Additionally, the proposed project would not result in any indirect impacts on the potential architectural resource. The potential architectural resource has no sunlight-dependent features that would be impacted by the proposed project and the proposed project would not significantly impact publicly accessible views to, or significantly alter, the historic setting of Queens Borough Hall.

URBAN DESIGN AND VISUAL RESOURCES

The proposed project would not have a significant adverse impact on urban design. The proposed project would be buffered from surrounding residential neighborhoods by the wide transportation

corridors that transect the study area, including the Van Wyck Expressway, Queens Boulevard, and the Jackie Robinson and Grand Central Parkways.

The proposed detention facility would contribute to the variety of buildings that compose the urban design character of the study area, and would activate an otherwise under-utilized pedestrian environment on the sidewalks that surround the project site. The proposed garage would be consistent with uses in the study area and the heights of buildings in the study area, and would be located adjacent to parking lots and busy transportation corridors.

The proposed maximum 270-foot-tall detention facility would be taller than its surrounding buildings, though comparable in height to the taller buildings in the secondary study area, including the approximately 228-foot-tall apartment building at 125-10 Queens Boulevard and the approximately 288-foot-tall apartment building at 82-37 Kew Gardens Road. The proposed detention facility would also have a large footprint, but one that is compatible with other institutional buildings in the study area, including the nearby Queens Borough Hall and Queens County Criminal Courts building.

The proposed detention facility would be set back from the main pedestrian corridor of Queens Boulevard, slightly reducing its visibility to the existing pedestrian environment on Queens Boulevard. The proposed project would be buffered from surrounding residential neighborhoods by the wide transportation corridors that transect the study area, including the Van Wyck Expressway, Queens Boulevard, and the Jackie Robinson and Grand Central Parkways. Additionally, the proposed facility would benefit from the proximity to the Queens County Criminal Courts building.

The study area contains a mixture of building types and size, including detached single-family houses of Kew Gardens neighborhood, mixed-use buildings lining Queens Boulevard, and the brick apartment towers in Briarwood neighborhood. The proposed detention facility would contribute to the variety of buildings that compose the urban design character of the study area, and would activate an otherwise under-utilized pedestrian environment on the sidewalks that surround the project site.

The proposed project would not result in a significant adverse impact to visual resources. The proposed project would not affect the characteristics of a visual resource or have the potential to obstruct significant public views of a visual resource. Queens Borough Hall is a visual resource located approximately 290 feet from the project site. Queens Borough Hall with its principal porticoed main entrance faces southwest onto Queens Boulevard, with parking lots and landscaped areas behind it and existing streets—82nd Avenue and 126th Street—separating Queens Borough Hall from the project site, which is located behind it to the northeast. Views from Queens Boulevard to the principal façade of Queens Borough Hall would not be altered. In addition, views to the rear, less significant façade of Queens Borough Hall would also continue to be available from 82nd Avenue and 126th Street, which border the project site to the south and east, with the parking and landscaping and these existing streets continuing to visually separate Queens Borough Hall from the project site. Therefore, the proposed project would not eliminate or screen any significant publicly accessible views of Queens Borough Hall. In addition, the proposed project would not obstruct views to any other visual resources in the primary and secondary study areas, including Maple Grove Park and Maple Grove Cemetery. Therefore, the proposed project would not alter the visual resource's context or the pedestrian's experience of this resource.

HAZARDOUS MATERIALS

Evaluation of the project site was performed via review of a Phase I ESA and the results of environmental testing. The ESAs revealed evidence of RECs at the project site. ASTM, in the E1527-13 Standard for conducting ESAs, identifies these as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property." The subsurface testing, while finding signs of historical fill material, did not indicate evidence of a petroleum spill or other release.

Not unexpectedly for a building that dates from 1960, ACM (e.g., in floor tiles. Insulation materials and roofing elements), LBP, and PCBs (e.g., in caulk) were found. There are a variety of federal, state, and local regulatory requirements that would be followed to address disturbing and disposing of these materials, both prior to and during demolition.

Construction of the new buildings would require extensive excavation. Impacts would be avoided by implementing the RAP and associated CHASP during the subsurface disturbance associated with construction. The RAP and CHASP were approved by DEP. Occupancy permits would only be issued once DEP receives and approves a Remedial Closure Report, certified by a New York-licensed Professional Engineer, that documents the RAP and CHASP were properly implemented.

With the implementation of applicable regulatory requirements for ACM, LBP, PCBs, etc., related to the demolition of the existing building and the measures required by the RAP/CHASP for subsurface disturbance, the potential for significant adverse hazardous materials impacts from construction at the project site would be avoided. Following construction, there would be no potential for significant adverse impacts relating to hazardous materials.

WATER AND SEWER INFRASTRUCTURE

The proposed project is not anticipated to result in significant adverse impacts related to the City's water supply or to wastewater and stormwater conveyance and treatment infrastructure.

WATER SUPPLY

By 2027, the With Action condition would generate an incremental water demand of 449,480 gpd as compared with the No Action condition. This represents a 0.04 percent increase in demand on the New York City water supply system. It is expected that there would be adequate water service to meet the incremental water demand, and there would be no significant adverse impacts on the City's water supply.

SANITARY SEWAGE

By 2027, the With Action condition would generate an incremental 235,620 gpd of sewage over the future without the proposed project. This incremental volume in sanitary flow to the combined sewer systems would represent approximately 0.23 percent of the average daily flow to the Bowery Bay WWTP. This volume would not result in an exceedance of the Bowery Bay WWTP's capacity, and is not anticipated to create a significant adverse impact on the City's sanitary sewage treatment system.

STORMWATER

The project site is located in one sub catchment area of the Bowery Bay WWTP. As compared with the No Action condition, the With Action condition would result in an increase in flows to

the WWTP during wet weather due to the increase in sanitary flow and impervious surfaces. A reduction in stormwater peak flows to the combined sewer system would be achieved with the incorporation of stormwater source control BMPs in accordance with the City's site connection requirements. Therefore, the proposed actions are not anticipated to have a significant adverse impact on the City's combined sewer system or the City's sewage treatment system.

TRANSPORTATION

TRAFFIC

Traffic conditions were evaluated for the weekday 6:30-7:30 AM and 2:45-3:45 PM (midday) peak hours, and the Saturday 2:45-3:45 PM peak hour, which are the periods when incremental traffic associated with the proposed project is expected to be highest as they coincide with the peak hour during the uniformed DOC staff shift change period. The traffic study area includes a total of seven analyzed intersections (three signalized and four stop-controlled) in proximity to the Queens Site where incremental vehicle trips generated by the proposed project are expected to exceed the 50 trips/hour *CEQR Technical Manual* analysis threshold. As summarized in **Tables S-18 and S-19**, the results of the traffic impact analysis indicate the potential for significant adverse impacts at four analyzed intersections (three signalized and one stop-controlled) during one or more analyzed peak hours. Potential significant adverse impacts were identified to six analyzed lane groups at three analyzed intersections during the weekday AM peak hour, three analyzed lane groups at three analyzed intersections during the weekday midday peak hour, and two analyzed lane groups at two analyzed intersections during the Saturday peak hour. The "Mitigation" section below discusses potential measures under consideration, such as signal timing changes, to mitigate these potential significant adverse traffic impacts.

Table S-18
Number of Potentially Impacted Intersections and Lane Groups by Peak Hour

	Peak Hour		
	Weekday AM	Weekday Midday	Saturday
Lane Groups	7	3	3
Intersections	4	3	3

Table S-19
Summary of Potential Significantly Impacted Intersections

Intersection	Control	Peak Hour		
		Weekday AM	Weekday Midday	Saturday
Queens Boulevard & 78th Avenue	Signal	X	X	X
Queens Boulevard & Union Turnpike	Signal	X	X	X
Queens Boulevard & Hoover Avenue/83rd Avenue	Signal	X	X	X
134th Street & Union Turnpike	Two-way Stop	X		

TRANSIT

Transit analyses typically focus on the weekday AM and PM commuter peak periods, as it is during these periods that overall demand on the subway and bus systems is usually highest. The proposed project is expected to generate its peak travel demand during the weekday AM, weekday midday, and Saturday periods when uniformed DOC staff are changing shifts. Peak transit demand from the proposed project would therefore only coincide with peak transit system demand during the weekday AM period. There would be fewer transit trips during the weekday PM commuter peak period as it would not coincide with a DOC staff shift change period.

Subway

One MTA NYCT subway station is located within the vicinity of the Queens Site—the Union Turnpike/Kew Gardens station which is served by E and F trains at all times. During the weekday AM and PM commuter peak hours, the proposed project would generate approximately 85 and 54 new subway trips, respectively, less than the *CEQR Technical Manual* analysis threshold of 200 incremental trips/hour. Therefore, the potential for significant adverse impacts to subway station and line haul conditions are not anticipated as a result of the proposed project, and a detailed subway analysis is not warranted.

Bus

Nine bus routes operate within ¼ mile of the Queens Site. These include the Q10, Q37, and Q60 local routes and QM18 and QM21 weekday-only express services operated by MTA Bus, and the Q46 local route and the X63, X64, and X68 weekday-only express services operated by NYCT. During the weekday AM and PM commuter peak hours, the proposed project would generate approximately 32 and 23 new bus trips, respectively. As these numbers of trips would be less than the 50 trips/hour *CEQR Technical Manual* analysis threshold for a detailed bus analysis, the potential for significant adverse impacts are considered unlikely, and a detailed bus analysis is not warranted.

PEDESTRIANS

The proposed project would generate a net increment of approximately 59, 108, 60, and 68 walk-only trips in the weekday AM, midday, and PM peak hours, and the Saturday peak hour, respectively. Persons walking en route to and from subway station entrances and bus stops would bring the total number of project-generated pedestrian trips on area sidewalks and crosswalks to 176, 265, 137, and 204 during these same periods, respectively. Although the number of trips would exceed than the *CEQR Technical Manual* analysis threshold of 200 incremental trips/hour in the weekday midday and Saturday peak hours, a more detailed analysis of pedestrian conditions is not warranted as no corner, crosswalk or street sidewalk spaced is expected to attract 200 or more incremental trips.

VEHICULAR AND PEDESTRIAN SAFETY

The *Vision Zero Queens Pedestrian Safety Action Plan* was released on February 19, 2015. In the vicinity of the Queens Site, Queens Boulevard was identified as a Priority Corridor and the intersection of Queens Boulevard, 80th Road and Kew Gardens Road was identified as a Priority Intersection. The site is not located in proximity to a Priority Area nor to a designated Senior Pedestrian Focus Area (SPFA).

Crash data for intersections within ¼ mile of the project site were obtained from DOT for the three-year reporting period between January 1, 2014, and December 31, 2016 (the most recent period for which data were available for all locations). During this period, a total of 202 reportable and non-reportable crashes, 37 pedestrian/bicyclist-related injury crashes and no fatalities occurred at study area intersections. A review of the crash data identified no intersections as high crash locations (defined as those with 48 or more total reportable and non-reportable crashes or five or more pedestrian/bicyclist injury crashes occurring in any consecutive 12 months of the most recent three-year period for which data are available).

PARKING

Implementation of the proposed project would displace an existing 302-space public parking facility on the project site (the Queens Borough Hall Municipal Parking Field) along with approximately 224 on-street parking spaces including 69 spaces along the portion of 82nd Avenue within the project site, two spaces along Union Turnpike service road, 110 spaces along 132nd Street, and 43 spaces along 126th Street. It is estimated that the proposed project's detention facility and community facility uses would generate a peak demand of approximately 467 spaces (including 392 staff and 75 visitors). Demand would peak in the weekday midday and be lower in the weekday early AM and Saturday midday periods. To accommodate this demand, the proposed project would include approximately 676 public parking spaces in a new above-ground parking structure on the project site and approximately 605 accessory parking spaces in a below-grade facility beneath the proposed detention facility. This new on-site parking capacity would be sufficient to accommodate all of the new demand generated by the proposed project's detention facility and community facility uses along with the demand displaced from the existing on-site parking facility and on-street spaces along portions of 82nd Avenue, 132nd Street and 126th Street. Therefore, the potential for significant adverse parking impacts is unlikely.

AIR QUALITY

Analysis of the emissions and dispersion of NO_2 and PM_{10} from the heating and hot water systems of the proposed detention facility indicate that these emissions would not result in a violation of NAAQS. In addition, the maximum predicted $PM_{2.5}$ incremental concentrations from the proposed project would be less than the applicable 24-hour and annual average criteria. To ensure that there are no significant adverse impacts resulting from the proposed project due to heating and hot water system emissions, certain restrictions would be required.

The mobile source analyses determined concentrations of CO and PM_{10} due to the proposed project at the Queens Site would not result in any violations of NAAQS at the intersections analyzed, and incremental concentrations of $PM_{2.5}$ would not exceed the City's *de minimis* criteria for $PM_{2.5}$. In addition, concentrations of CO and $PM_{2.5}$ from the parking facilities associated with the proposed detention facility would not result in any significant adverse air quality impacts.

NOISE

The analysis finds that the proposed project would not result in any significant adverse noise impacts at nearby noise receptors.

The recreation areas to be included in the proposed project would have the potential to generate noise. An analysis of noise from proposed recreation areas at the Queens Site determined that due to distance from surrounding receptors, the proposed recreation yards would not have the potential to result in significant adverse noise impacts at any noise receptors.

To meet 2014 *CEQR Technical Manual* interior noise level requirements, the analysis prescribes up to 33 dBA of building attenuation for the proposed building, with an alternate means of ventilation to allow for the maintenance of a closed window condition. These measures would be included in the design requirements for the proposed building, which would result in interior noise levels would be within the range considered acceptable for the proposed uses, and there would be no significant adverse noise impact with respect to the proposed building.

PUBLIC HEALTH

The proposed project would not result in significant adverse public health impacts. As described in the relevant analyses of this EIS, the proposed project would not result in unmitigated significant adverse impacts in the areas of air quality, operational noise, water quality, or hazardous materials. However, as discussed in "Construction," the proposed project could result in temporary unmitigated construction noise impacts as defined by *CEQR Technical Manual* thresholds at the Queens County Criminal Court. However, the *CEQR Technical Manual* thresholds for construction noise are based on quality of life considerations and not on public health considerations. An impact found pursuant to a quality of life framework (i.e., significant adverse construction noise impact) does not definitively imply that an impact will exist when the analysis area is evaluated in terms of public health (i.e., significant adverse public health impact). Furthermore, construction activity would typically be limited to a single shift during the day with limited exceptions that would require variances from the New York City Department of Buildings, leaving the remainder of the day and the evening unaffected by construction noise. Furthermore, the predicted absolute noise levels would be below the threshold for potential hearing loss of 85 dBA at all analyzed receptors. Therefore, the proposed project at the Queens Site would not result in a significant adverse public health impact.

NEIGHBORHOOD CHARACTER

The proposed detention facility and public parking garage would introduce a new building form into the study area. However, it would not significantly affect any of the defining features of the neighborhood. There would be no significant adverse impacts to land use, zoning, and public policy, socioeconomic conditions, open space, historic and cultural resources, urban design, shadows, and noise. While there would be significant adverse impacts to transportation, the *CEQR Technical Manual* states that a significant adverse impact in one of the technical areas that contribute to neighborhood character is not automatically equivalent to a significant adverse impact on neighborhood character. Therefore these alone or in combination with other moderate effects would not result in significant adverse impacts on neighborhood character. Furthermore, low levels of vehicular traffic are not defining features of the neighborhood.

CONSTRUCTION

Construction activities at the Queens Site would result in temporary significant adverse transportation and noise impacts during peak periods of construction. Additional information for key technical areas is summarized below.

TRANSPORTATION

Traffic, transit, pedestrian and parking conditions during the period where construction worker vehicle and truck trips are anticipated to be highest were evaluated for the 6:00 to 7:00 AM and

the 3:00 to 4:00 PM midday peak hours. According to the assessment of conditions during peak construction activity, no significant adverse impacts to transit or parking are anticipated.

The traffic analysis analyzed conditions at 11 intersections around the project site. The potential for significant adverse traffic impacts due to traffic associated with construction worker vehicles and trucks were identified for seven analyzed intersections during the construction AM peak hour and two analyzed intersections during the construction midday peak hour. A total of 13 and three lane group impacts were identified at analyzed intersections during the construction AM and midday peak hours, respectively. Although impacts resulting from construction activity would be temporary, measures to mitigation these temporary impacts were investigated and proposed measures are discussed below in the "Mitigation" section below.

The analyzed traffic locations as well as others that may experience temporary construction-related disruptions would be included in a robust Construction Transportation Monitoring Plan (CTMP) that would be initiated at the start of construction. Because detailed plans for the proposed detention facility and detailed construction logistics, including any necessary street or sidewalk closures, are not known at this time, the level of specificity necessary to quantify the extent to which traffic operations would be disrupted as a result of street network access accommodations requested to facilitate the construction effort cannot be made at this time. As the design-build process is initiated, an updated assessment of traffic conditions would be made in coordination with OCMC and DOT as necessary in order to identify feasible measures that could mitigate any potential disruptions.

According to a preliminary assessment of construction generated pedestrian activity, six pedestrian elements were identified as potential impact locations. Because detailed plans for the proposed detention facility and detailed construction logistics, including any necessary street or sidewalk closures, are not known at this time, the level of specificity necessary to quantify the extent to which pedestrian operations would be disrupted as a result of construction activity (construction worker related and due to potential public infrastructure access accommodations requested to facilitate the construction effort) cannot be made at this time. However, as the City is committed to a robust CTMP during construction, an assessment of pedestrian conditions would be made in coordination with OCMC and DOT as necessary in order to identify feasible measures that could mitigate these potential disruptions. Mitigation measures to address potential impacts to pedestrian elements (sidewalks, corners and crosswalks) typically include signal timing changes, sidewalk and crosswalk widenings or the relocation of street furniture and obstructions. In the event it is found that measures fully mitigating such temporary impacts are infeasible, then unmitigatable significant adverse impacts could occur at the identified pedestrian elements.

AIR QUALITY

While construction would cause temporary disruptions on the adjacent community, it is expected that such disruptions in any given area would be temporary and would not be ongoing for the full duration of the construction period, due to the phasing of construction activities. Measures would be taken to reduce pollutant emissions during construction as required by laws, regulations, and building codes. These measures would include dust suppression measures, idling restrictions, use of ULSD fuel, and BAT, and to the extent practicable the use of newer equipment that meets the USEPA's Tier 4 emission standards and electrification of equipment. With these measures in place, construction activities at the Queens Site would not result in any significant adverse air quality impacts.

NOISE AND VIBRATION

Construction of the proposed project would be expected to have the potential to result in elevated noise levels at nearby receptors, and noise due to construction would at times be noticeable. However, noise from construction would be intermittent and of limited duration, and total noise levels would be in the "marginally acceptable" or "marginally unacceptable" range. Based on the prediction of construction noise level increments and the duration of CEQR screening threshold exceedances, construction noise associated with the proposed actions would have the potential to result in a temporary significant adverse impact at the Queens County Criminal Court. Noise associated with the construction of the proposed project would not have the potential to rise to the level of a significant adverse noise impact at all other locations within the project area. Regarding vibration, construction of the proposed project would not have the potential to result in vibration at a level that could result in architectural or structural damage to adjacent buildings. In addition, construction would only result in vibration at a level that would have the potential to be noticeable or annoying for limited periods. Therefore, there would be no potential for significant adverse vibration impacts from the proposed project.

MITIGATION

TRANSPORTATION

The proposed project would have the potential to result in significant adverse impacts to vehicular traffic at four analyzed intersections. Mitigation measures that could address these potential traffic impacts are discussed below. There are no anticipated transit, pedestrian, or parking impacts likely as a result of the proposed project; therefore, those transportation modes are not discussed below.

TRAFFIC

The proposed project would have the potential to result in significant adverse traffic impacts at four (three signalized and one stop-controlled) study area intersections during one or more analyzed peak hours; specifically, seven lane groups at four analyzed intersections during the analyzed weekday AM peak hour, three lane groups at three analyzed intersections during the analyzed midday peak hour, and three lane groups at three analyzed intersections during the analyzed Saturday peak hour. Implementation of signal timing changes are being proposed and would provide mitigation for some of the potential traffic impacts. These proposed traffic engineering improvements are subject to review and approval by DOT. If these measures are deemed infeasible, other potential measures will be considered in consultation with DOT. In the absence of the application of mitigation measures, the potential impacts would remain unmitigated.

Table S-20 shows that with implementation of all the proposed mitigation measures, the potential significant adverse impacts would be fully mitigated at two lane groups at one analyzed intersection during the analyzed weekday AM peak hour, one lane group at one analyzed intersection during the analyzed midday peak hour, and no lane group during the analyzed Saturday peak hour. **Table S-21** provides a more detailed summary of the analyzed intersections and lane groups that would have the potential for unmitigated significant adverse traffic impacts. During the analyzed weekday AM peak hour, potential impacts would remain at five lane groups at four analyzed intersections. During the analyzed weekday midday peak hour, potential impacts would remain at two lane groups at two analyzed intersections. During the analyzed Saturday peak hour, potential impacts would remain at three lane groups at three analyzed intersections.

Table S-20
Summary of Lane Groups/Intersections with Potentially Significant Adverse Traffic Impacts

Net Increment	Lane Groups/ Intersections Analyzed	Lane Groups/ Intersections With No Significant Impacts	Lane Groups/ Intersections With Significant Impacts	Mitigated Lane Groups/ Intersections	Unmitigated Lane Groups/ Intersections
Weekday AM	27/7	20/3	7/4	2/0	5/4
Weekday Midday	27/7	24/4	3/3	1/1	2/2
Saturday	27/7	24/4	3/3	0/0	3/3

Table S-21
Lane Groups With Potentially Unmitigated Significant Adverse Traffic Impacts

Intersection	Peak Hour		
	Weekday AM	Weekday Midday	Saturday
Signalized Intersections			
Queens Boulevard & 78th Avenue	WB-L	WB-L	WB-L
Queens Boulevard & Union Turnpike	SB-L (Main)	---	SB-L (Main)
Queens Boulevard & Hoover Avenue/83rd Avenue	NB-TR, WB-LTR	WB-LTR	WB-LTR
Unsignalized Intersection			
134th Street & Union Turnpike	NB-R	---	---

Notes:
NB—northbound, SB—southbound, EB—eastbound, WB—westbound L—left-turn, T—through, R—right-turn

CONSTRUCTION TRAFFIC

Traffic conditions during the period when construction-related traffic is anticipated to be highest were evaluated. The analysis determined that construction traffic associated with peak construction period activity would have the potential to result in significant adverse traffic impacts at seven study area intersections during one or more analyzed construction period peak hours. Specifically, 13 lane groups at seven analyzed intersections during the construction AM peak hour and three lane groups at two analyzed intersections during the construction midday peak hour. Although these impacts would be temporary, measures to address these temporary impacts were considered. Implementation of signal-timing changes are being proposed and would provide mitigation for some of the potential temporary traffic impacts. These proposed traffic engineering improvements are subject to review and approval by DOT. In the absence of the application of mitigation measures, the temporary impacts would remain unmitigated.

A CTMP will be developed by DDC prior to commencement of construction-related activities. The CTMP will include transportation data collection as well as traffic and pedestrian analyses. The data collection will include traffic and pedestrian counts, worker shift schedules, worker origin-destination and modal split survey data, parking surveys, and truck frequency data. A traffic management plan for the project would be developed as part of the CTMP in order to address the effect of construction-related activity on transportation systems and verify the need for implementing construction-related mitigation measures identified in this EIS or additional measures if warranted. The CTMP would be submitted to DOT and OCMC for review and approval and would be an on-going process for addressing the effects of construction.

The analyzed traffic locations would be included in the CTMP that would be initiated at the start of construction. Because detailed plans for the proposed detention facility and detailed construction logistics, including any necessary street or sidewalk closures, are not known at this

time, the level of specificity necessary to quantify the extent to which traffic operations would be disrupted as a result of street network access accommodations requested to facilitate the construction effort cannot be made at this time. As the design-build process is initiated, an updated assessment of traffic conditions around the project site would be made as part of the CTMP. DDC, through the CTMP, and in coordination with DOT and OCMC, will identify feasible measures that could mitigate any potential disruptions.

In addition to the standard traffic mitigation measures identified above, the City will continue to explore other options to further reduce traffic impacts in the vicinity of the Queens Site. Potential options could include remote parking and shuttle service for construction workers, incentives to encourage transit use, the use of traffic enforcement agents/construction flaggers to facilitate traffic circulation, staged deliveries and queuing, and staggered work hour.

Table S-22 shows that with the implementation of all of the proposed mitigation measures, potential significant adverse impacts due to construction-related vehicle trips would be fully mitigated at four lane groups at two analyzed intersections during the construction AM peak hour and one lane group at one analyzed intersection during the construction midday peak hour. **Table S-23** provides a more detailed summary of the analyzed intersections and lane groups that have the potential for unmitigated significant adverse traffic impacts during construction. As shown in **Table S-23**, potential, impacts would remain at nine lane groups at six analyzed intersections during the construction AM peak hour. During the midday peak hour, potential impacts would remain at two lane groups at two intersections.

Table S-22
Summary of Lane Groups/Intersections with Potentially Significant Adverse Traffic Impacts

Net Increment	Lane Groups/ Intersections Analyzed	Lane Groups/ Intersections With No Significant Impacts	Lane Groups/ Intersections With Significant Impacts	Mitigated Lane Groups/ Intersections	Unmitigated Lane Groups/ Intersections
AM Peak Hour	48/11	35/4	13/7	4/1	9/6
Midday Peak Hour	48/11	45/9	3/2	1/0	2/2

Table S-23
Lane Groups With Potentially Unmitigated Significant Adverse Traffic Impacts

Intersection	AM Peak Hour	Midday Peak Hour
Signalized Intersections		
Queens Boulevard & 78th Avenue	WB – L, NB-T (Main)	---
Queens Boulevard & Union Turnpike	SB-L (Main)	SB-L (Main)
Queens Boulevard & Hoover Avenue/83rd Avenue	EB-L, WB-LTR, NB-TR	WB-LTR
Queens Boulevard & 82nd Avenue	NB-TR	---
Unsignalized Intersections		
134th Street & Union Turnpike	NB-R	---
126th Street & Union Turnpike	NB-R	---

PEDESTRIANS

According to a preliminary assessment of construction generated pedestrian activity, six pedestrian elements were identified as potential impact locations. Because detailed plans for the proposed detention facility and detailed construction logistics, including any necessary street or sidewalk closures, are not known at this time, the level of specificity necessary to quantify the

extent to which pedestrian operations would be disrupted as a result of construction activity cannot be made at this time. However, an assessment of pedestrian conditions would be included in the CTMP described above. In the event it is found that measures fully mitigating such temporary impacts are infeasible, then unmitigable significant adverse impacts could occur at the identified pedestrian elements.

CONSTRUCTION NOISE

Construction of the proposed project would have the potential to result in a significant adverse construction noise impact at the Queens County Criminal Court. Source or path controls were considered for feasibility and effectiveness in reducing the level of construction noise at the receptors that have the potential to experience significant adverse construction noise impacts. These measures may include enclosing the concrete pump and concrete mixer trucks at any time that the mixer barrels would be spinning in a shed or tunnel including two or three walls and a roof, with the opening or openings facing away from receptors. Additionally, selecting quieter equipment models for cranes, generators, compressors, and lifts may result in a reduction in noise levels from construction during superstructure and subsequent phases. This is subject to the availability of quieter equipment in the quantities necessary to complete the proposed project in the projected timeframe. These measures, if implemented would partially mitigate the predicted construction noise impacts, because there would still be times when construction of the proposed project would result in exceedances of acceptable noise levels at these receptors. Therefore, construction of the proposed project would result in the potential for unmitigated significant adverse noise impacts at the Queens County Criminal Court.

UNAVOIDABLE ADVERSE IMPACTS

TRANSPORTATION

The proposed project would have the potential to result in significant adverse traffic impacts at four (three signalized and one stop-controlled) study area intersections during one or more analyzed peak hours. Implementation of signal timing changes are being proposed and would provide mitigation for some of the anticipated traffic impacts. These proposed traffic engineering improvements are subject to review and approval by DOT. In the absence of the application of mitigation measures, the potential impacts would remain unmitigated.

With implementation of all the proposed mitigation measures, potential unmitigated significant adverse traffic impacts would remain during the analyzed weekday AM peak hour at five lane groups at four analyzed intersections, during the analyzed weekday midday peak hour at two lane groups at two analyzed intersections, and during the analyzed Saturday peak hour at three lane groups at three analyzed intersections. These unmitigated impacts would constitute unavoidable adverse impacts.

CONSTRUCTION TRANSPORTATION

Traffic

Traffic conditions during the period when construction-related traffic is anticipated to be highest were evaluated. The analysis determined that construction traffic associated with peak construction period activity would have the potential to result in significant adverse traffic impacts at seven study area intersections during one or more analyzed construction period peak hours.

Although these impacts would be temporary, measures to address these temporary impacts were considered. Implementation of signal-timing changes are being proposed and would provide mitigation for some of the potential temporary traffic impacts. These proposed traffic engineering improvements are subject to review and approval by DOT. In the absence of the application of mitigation measures, the potential temporary impacts would remain unmitigated.

With the implementation of all of the proposed mitigation measures, potential unmitigated impacts would remain at nine lane groups at six analyzed intersections during the construction AM peak hour and, during the midday peak hour, potential impacts would remain at two lane groups at two analyzed intersections. These unmitigated impacts would constitute unavoidable adverse impacts.

Pedestrians

According to a preliminary assessment of construction generated pedestrian activity, six pedestrian elements were identified as potential impact locations. In the event it is found that measures fully mitigating such temporary impacts are infeasible, then unmitigable significant adverse impacts could occur at the identified pedestrian elements.

CONSTRUCTION NOISE

Construction of the proposed project would have the potential to result in a significant adverse construction noise impact at the Queens County Criminal Court. Source or path controls were considered for feasibility and effectiveness in reducing the level of construction noise at the receptors that have the potential to experience significant adverse construction noise impacts. These measures may include enclosing the concrete pump and concrete mixer trucks at any time that the mixer barrels would be spinning in a shed or tunnel including two or three walls and a roof, with the opening or openings facing away from receptors. Additionally, selecting quieter equipment models for cranes, generators, compressors, and lifts may result in a reduction in noise levels from construction during superstructure and subsequent phases. This is subject to the availability of quieter equipment in the quantities necessary to complete the proposed project in the projected timeframe. These measures, if implemented would partially mitigate the predicted construction noise impacts, because there would still be times when construction of the proposed project would result in exceedances of acceptable noise levels at these receptors. Therefore, the significant adverse construction-period noise impacts would be considered partially mitigated, resulting in unavoidable significant adverse construction-period noise impacts.

N. GREENHOUSE GASES (GHG) AND CLIMATE CHANGE

GREENHOUSE GAS EMISSIONS

The building energy use and vehicle use associated with the proposed project sites would result in up to approximately 38 to 39 thousand metric tons of carbon dioxide equivalent (CO_2e) emissions per year.

The *CEQR Technical Manual* defines five goals by which a project's consistency with the City's emission reduction goal is evaluated: (1) efficient buildings; (2) clean power; (3) sustainable transportation; (4) construction operation emissions; and (5) building materials carbon intensity.

Specific energy efficiency measures and design elements that may be implemented have been evaluated, and are required at a minimum to achieve the energy efficiency requirements of the New York City Building Code. Furthermore, design elements that may be implemented as part of

the proposed project would reduce the energy demand by up to 44 percent below this requirement. Therefore, the proposed project would support the goal identified in the *CEQR Technical Manual* of building efficient buildings.

The inclusion of a 200 to 400 ton capacity ground source heating and cooling system (Design Option 1) is under consideration for each of the project sites. The system would reduce on-site natural gas consumption required for heating through the use of ground source heat pumps (GSHP) to transfer heat to and from onsite ground bores. Furthermore, electric boilers would be used for supplemental heating in order to eliminate the demand for on-site natural gas consumption. Implementation of Design Option 1 could decrease net building energy GHG emissions by approximately 6.3 percent, representing approximately 3.4 percent of the total potential GHG emissions for the proposed project.

Additionally, the inclusion of a cogeneration system (Design Option 2) is under consideration for each of the project sites. If included, the system would produce electricity on-site while providing heat as a byproduct, and would reduce the electricity demand from the grid while burning natural gas on-site. The heat produced would offset some or all of the natural gas required to provide heat and hot water. Implementation of Design Option 2 could decrease net building energy GHG emissions by approximately 2.2 percent, representing approximately 1.2 percent of the total potential GHG emissions for the proposed project.

The proposed project would also support the other GHG goals by virtue of their proximity to public transportation, reliance on natural gas, commitment to construction air quality controls, and the fact that as a matter of course, construction in New York City uses recycled steel and includes cement replacements. All of these factors demonstrate that the proposed project would support the GHG reduction goal.

Therefore, based on the commitment to energy efficiency and by virtue of location and nature, the proposed project would be consistent with all of the City's emissions reduction goals, as defined in the *CEQR Technical Manual*.

RESILIENCE TO CLIMATE CHANGE

The Bronx, Brooklyn, and Queens Sites are not within projected future flood hazard areas and therefore are not evaluated for resilience to climate change.

The Manhattan Site is located within the Coastal Zone Boundary and is within projected future flood hazard areas identified by New York City.[16]

Based on conceptual plans, it is expected that the ground-floor elevation of the proposed project on the Manhattan Site would be approximately 18 feet NAVD88, which would be higher than the New York City Panel on Climate Change (NPCC)'s "high" future 2100 base flood elevation (BFE) of 16.25 feet. In addition, to the extent feasible, future design development for the building on the Manhattan Site would account for future flood levels and locate critical mechanical features such as heating, cooling, electrical, and telecommunication on building floors above NPCC's "high" future 2080s BFE of 14.8 feet or 2100 BFE of 16.25 feet. Those critical features that require an elevation below the BFE (such as water/sewer service and potentially other features conveyed below ground to a building's cellar level) could be dry-floodproofed either from the outset of the building's construction or at such time as the BFE reaches the proposed site, projected to be the

[16] NYC. *NYC Flood Hazard Mapper*. Accessed 6/13/2018.

2080s or later. Similarly, vulnerable features (habitable space above the building's lowest floor, such as detention housing) would be located above the future BFEs by the 2080s or 2100. In addition, the proposed detention facilities would be equipped with emergency electrical generators and fuel storage to provide power for several days of power outages, as well as food supplies for seven days of operation. In the event of a power loss, the proposed facilities are intended to remain fully operational.

O. ALTERNATIVES

The conclusion of the alternatives analysis is that the No Action Alternative and No Unmitigated Significant Adverse Impacts Alternatives would not substantively meet the goals and objectives of the proposed project. Each of the alternatives is summarized briefly below, followed by a more detailed analysis in the following sections.

NO ACTION ALTERNATIVE

The No Action Alternative assumes the proposed project is not implemented and that each of the proposed project sites would remain in their current condition. Therefore, under the No Action condition, the existing DOC borough facilities would not be rebuilt or closed and are assumed to remain at the current capacity of approximately 2,500 people in detention. It is assumed that the City would continue to implement strategies to reduce the number of people in jail to 5,000, but would use the current facilities. At the Bronx Site, this alternative would avoid the proposed project's significant adverse impacts related to transportation, construction-period traffic, and construction-period noise. At the Brooklyn Site, this alternative would avoid the proposed project's significant adverse impacts related to historic and cultural resources, transportation, construction-period traffic, and construction-period noise. At the Manhattan Site, this alternative would avoid the proposed project's significant adverse impacts related to historic and cultural resources and transportation. At the Queens Site, this alternative would avoid the proposed project's significant adverse impacts related to transportation, construction-period traffic, and construction-period noise.

The No Action Alternative would not create any new detention capacity, nor would it create new humane detention facilities. Although the City is implementing strategies to ultimately reduce the average daily jail population to 5,000 persons, existing facilities apart from Rikers Island can accommodate only about 2,500 people and therefore this alternative would not allow the City to close the jails on Rikers Island. Furthermore, this alternative would not accomplish the objectives of the proposed project. It would not improve access to natural light and space for therapeutic programming; offer quality recreational, health, education, visitation and housing facilities; strengthen connections to families and communities; or enhance the well-being of uniformed staff and civilian staff.

Overall, the No Action Alternative would fail to meet the proposed project's principal goals.

NO UNMITIGATED SIGNIFICANT ADVERSE IMPACTS

The No Unmitigated Significant Adverse Impacts Alternative considers several modifications of the proposed project to eliminate its significant adverse impacts on historic and cultural resources, transportation, construction-period traffic, and construction-period noise. The alternative identified to eliminate the potential significant adverse impacts to the Brooklyn Central Courthouse due to the potential construction of pedestrian bridges could meet the goals and

objectives of the proposed project. To eliminate the other unmitigated significant adverse impacts, the proposed project would have to be modified to such a point that its principal goals and objectives would not be realized.

P. GROWTH-INDUCING ASPECTS OF THE PROPOSED PROJECT

The term "growth-inducing aspects" generally refers to the potential for a proposed project to trigger additional development in areas outside the project site that would otherwise not have such development without the proposed project. According to the *CEQR Technical Manual*, an analysis of the growth-inducing aspects of a proposed project is appropriate when the project adds substantial new land use, new residents, or new employment that could induce additional development of a similar kind or of support uses, such as retail establishments to serve new residential uses; and/or introduces or greatly expands infrastructure capacity.

The proposed project would be limited to the four project sites and would not induce additional growth beyond the project sites. The following sections evaluate the growth-inducing aspects of the proposed project at each site.

BRONX SITE

The proposed project would change the land use of the Bronx Site from the current parking use to institutional, community facility, residential, and retail uses. The proposed project would be compatible with the predominantly industrial uses in the northern, southern, and eastern portions of the study area, and would be buffered from adjacent residential uses by the proposed mixed-use buildings on the western portion of the project site. Overall, the proposed project would be consistent with surrounding land uses. While the proposed project would include a future mixed-use building with residential units, which could add a new population with a higher average household income as compared with existing study area households, there is a high concentration of rent-regulated housing as well as a readily observable trend toward higher market rents in the study area. According to the 2012–2016 ACS, median gross rents have been increasing in the study area since 2010. The proposed project is not expected to accelerate these trends because it is likely that all of the proposed DUs would be affordable to low-, moderate-, and/or middle-income residents, and would serve to maintain a more diverse range of household incomes within the study area.

The proposed project would result in a mix of public facility, affordable residential, and retail uses, all of which are currently found in the study area. The proposed project would also be the first justice and correction facility in the area, so it would not cause an undue concentration of similar facilities. Finally, the proposed project would promote positive trends within the study area by developing new, LEED-gold standard community and retail facilities. The proposed project would thus not substantially change business conditions within the socioeconomic study area.

The proposed project at the Bronx Site would not include the introduction or expansion of infrastructure capacity (e.g., sewers, central water supply) that would result in indirect development. The proposed project would involve the relocation of an existing sewer main at the Bronx Site, but any such infrastructure improvements would be made to support development of the proposed project.

BROOKLYN SITE

The proposed project would not change the land use of the Brooklyn Site, as it would remain as a detention facility. The proposed project would be compatible with the predominantly higher-density institutional and mixed-use buildings to the north of the study area and Downtown Brooklyn, and would be buffered from adjacent residential uses to the south by Atlantic Avenue. Overall, the proposed project would be consistent with surrounding land uses. While the proposed project includes the demolition of the existing Brooklyn Detention Complex, the proposed project would include facilities similar to those found in existing and No Action conditions. There are no private businesses on the site; therefore, the proposed project would not result in the displacement of any private businesses or employment associated with private businesses. As the proposed project is a replacement of the existing detention facility use, the economic activities associated with the proposed project would be similar to those found in the future without the proposed project. The proposed project would not substantially change business conditions within the socioeconomic study area.

The proposed project at the Brooklyn Site would not include the introduction or expansion of infrastructure capacity that would result in indirect development. Any proposed infrastructure improvements would be made to support development of the proposed project.

MANHATTAN SITE

The proposed project would result in an expansion and increase in density of the existing detention facility use on the Manhattan Site. The proposed project would be compatible with the predominantly institutional and court uses surrounding the site. The facility would also be buffered from adjacent residential uses in the Chinatown neighborhood to the east. Overall, the proposed project would be consistent with surrounding land uses. As the proposed project is a replacement of the existing detention facility use, the economic activities associated with the proposed project would be similar to those found in the future without the proposed project. The proposed project would not substantially change business conditions within the socioeconomic study area.

The proposed project at the Manhattan Site would not include the introduction or expansion of infrastructure capacity that would result in indirect development. Any proposed infrastructure improvements would be made to support development of the proposed project.

QUEENS SITE

The proposed project would not change the land use of the Queens Site, as it would remain as a detention facility use. The proposed project would be compatible with the predominantly institutional uses surrounding the site, within the Queens Criminal Court complex. The facility would also be buffered from adjacent residential uses to the west by Queens Boulevard and to the residential uses to the east by the Van Wyck Expressway. The density would be consistent with the higher-density mixed-use buildings along Queens Boulevard. Overall, the proposed project would be consistent with surrounding land uses.

The proposed project is located on the site of the existing Queens Detention Complex site, a disused public detention facility. There are no private businesses on the site. As the proposed project is a replacement of the existing disused detention facility use, the economic activities associated with the proposed project would be similar to those found in the future without the proposed project. The proposed project would not substantially change business conditions within the socioeconomic study area.

The proposed project at the Queens Site would not include the introduction or expansion of infrastructure capacity that would result in indirect development. The proposed project would involve the relocation of two water mains at the Queens Site, but any such infrastructure improvements would be made to support development of the proposed project.

Q. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Resources, both natural and built, would be expended in the construction and operation of the proposed project. These resources are considered irretrievably committed because their reuse for some purpose other than the proposed project would be highly unlikely. The proposed project constitutes an irreversible and irretrievable commitment of the project sites as land resources, thereby rendering land use for other purposes infeasible, at least in the near term.

These commitments of land resources and materials are weighed against the benefits of the proposed project. The proposed project would establish a system of four new, modern borough-based detention facilities to house a total population of 5,000 to no longer detain people in the jails at Rikers Island. One facility would be located in each of the Bronx, Brooklyn, Manhattan, and Queens. Each of the proposed facilities would provide approximately 1,437 beds to house people in detention, 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. The new buildings would be integrated into the neighborhoods, providing connections to courts and service providers and offering community benefits. The proposed project is intended to strengthen connections between people who are detained to families and communities by allowing people to remain closer to their loved ones, which allows better engagement of detained 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. The detention facilities under proposed project are intended to provide sufficient space for effective and tailored programming, appropriate housing for those with medical, behavioral health and mental health needs, and the opportunity for a more stable reentry into the community. The community facility and/or retail space at each site is intended to provide useful community amenities, such as community facility programming or street-level retail space.

Table S-24
Summary of Potential Significant Adverse Impacts and Mitigation Table

Environmental Analysis Area	Bronx	Brooklyn	Manhattan	Queens
Land Use, Zoning and Public Policy	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts
Socioeconomic Conditions	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts
Community Facilities	No significant adverse impacts	No analysis warranted – no residential use	No analysis warranted – no residential use	No analysis warranted – no residential use
Open Space	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts
Shadows	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts
Historic and Cultural Resources	No significant adverse impacts	**Impact:** Potential construction effects on historic resources within 90 feet of site **Impact:** Construction of pedestrian bridges to S/NR-eligible 120 Schermerhorn Street **Mitigation:** Construction protection plan, consultation with LPC regarding design of pedestrian bridges	**Impact:** Demolition of S/NR-eligible 125 White Street **Impact:** Potential construction effects on historic resources within 90 feet of site **Impact:** Potential archaeological sensitivity at 124 White and White Street streetbed. **Mitigation:** HABS recordation, additional archaeological investigations (e.g., review of soil borings, Phase 1B, etc.), construction protection plan, consultation with LPC regarding design and pedestrian bridges	No significant adverse impacts
Urban Design and Visual Resources	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts
Hazardous Materials	Standard remediation (i.e., implementation of DEP-approved RAP/CHASP)	Standard remediation (i.e., implementation of DEP-approved RAP/CHASP)	Standard remediation (i.e., implementation of DEP-approved RAP/CHASP)	Standard remediation (i.e., implementation of DEP-approved RAP/CHASP)
Water and Sewer Infrastructure	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts

Table S-24
Summary of Potential Significant Adverse Impacts and Mitigation Table

Traffic	**Impact:** Impacts at 8 of 18 analysis intersections for one or more lane groups during one or more peak hours **Mitigation:** Signal timing changes	**Impact:** Impacts at 10 of 12 analysis intersections for one or more lane groups during one or more peak hours **Mitigation:** Signal timing changes	**Impact:** Impacts at 1 of 4 analysis intersections during the midday peak hour **Mitigation:** Signal timing changes	**Impact:** Impacts at 4 of 7 analysis intersections for one or more lane groups during one or more peak hours **Mitigation:** Signal timing changes
Transit	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts
Pedestrian	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts
Parking	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts
Air Quality	**Stationary Source** No significant adverse impacts, restrictions on heat and hot water system exhaust **Mobile Source** No significant adverse impacts	**Stationary Source** No significant adverse impacts, restrictions on heat and hot water system exhaust **Mobile Source** No significant adverse impacts	**Stationary Source** No significant adverse impacts, restrictions on heat and hot water system exhaust **Mobile Source** No significant adverse impacts	**Stationary Source** No significant adverse impacts, restrictions on heat and hot water system exhaust **Mobile Source** No significant adverse impacts
Noise	No significant adverse impacts Window-wall attenuation to meet interior noise level requirements	No significant adverse impacts Setback of recreation yards from north lot line Window-wall attenuation to meet interior noise level requirements	No significant adverse impacts Setback of recreation yards from north lot line Window-wall attenuation to meet interior noise level requirements	No significant adverse impacts Window-wall attenuation to meet interior noise level requirements
Public Health	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts
Neighborhood Character	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts

Construction	No significant adverse air quality impacts **Impact:** Noise impact on residences at 359 Southern Blvd **Impact:** Traffic impacts 8 of 18 analyzed intersections during one or more construction period peak hours; potential pedestrian impacts **Noise Minimization/ Mitigation:** Compliance with NYC Noise Control Code; use of quieter equipment than required by code; use of shielding/barriers/enclosures for noisy equipment **Air Quality Minimization:** Dust control plan, idling restriction, use of ultra-low sulfur diesel, use of best available tailpipe reduction technologies (all as required by code and Local Law 77), use of equipment that meets the USEPA's Tier 4 emission standards and electrification of equipment **Transportation Mitigation:** Construction Transportation Monitoring Plan, signal timing changes **Other options to reduce transportation impacts:** remote parking and shuttle service; transit incentives; use of flaggers to facilitate circulation; staged deliveries; staggered work hours.	No significant adverse air quality impacts **Impact:** Noise impacts on south and west facades of residences at 239 State Street and south and east facades of 120 Schermerhorn/Kings County Criminal Court **Impact:** Traffic impacts 14 of 15 analyzed intersections during one or more construction period peak hours; potential pedestrian impacts **Noise Minimization/ Mitigation:** Compliance with NYC Noise Control Code; use of quieter equipment than required by code; use of shielding/barriers/enclosures for noisy equipment **Air Quality Minimization:** Dust control plan, idling restriction, use of ultra-low sulfur diesel, use of best available tailpipe reduction technologies (all as required by code and Local Law 77), use of equipment that meets the USEPA's Tier 4 emission standards and electrification of equipment **Transportation Mitigation:** Construction Transportation Monitoring Plan, signal timing changes **Other options to reduce transportation impacts:**	No significant adverse air quality or noise impacts **Impact:** Potential pedestrian impacts **Noise Minimization:** Compliance with NYC Noise Control Code; use of quieter equipment than required by code; use of shielding/barriers/enclosures for noisy equipment **Air Quality Minimization:** Dust control plan, idling restriction, use of ultra-low sulfur diesel, use of best available tailpipe reduction technologies (all as required by code and Local Law 77), use of equipment that meets the USEPA's Tier 4 emission standards and electrification of equipment **Transportation Mitigation:** Construction Transportation Monitoring Plan **Other options to reduce transportation impacts:** remote parking and shuttle service; transit incentives; use of flaggers to facilitate circulation; staged deliveries; staggered work hours.	No significant adverse air quality impacts **Impact:** Noise impact on 125-01 Queens Blvd/Queens County Criminal Court Building **Impact:** Traffic impacts 7 of 11 analyzed intersections during one or more construction period peak hours; potential pedestrian impacts **Noise Minimization/ Mitigation:** Compliance with NYC Noise Control Code; use of quieter equipment than required by code; use of shielding/barriers/enclosures for noisy equipment **Air Quality Minimization:** Dust control plan, idling restriction, use of ultra-low sulfur diesel, use of best available tailpipe reduction technologies (all as required by code and Local Law 77), use of equipment that meets the USEPA's Tier 4 emission standards and electrification of equipment **Transportation Mitigation:** Construction Transportation Monitoring Plan, signal timing changes **Other options to reduce transportation impacts:** remote parking and shuttle service; transit incentives; use

Table S-24
Summary of Potential Significant Adverse Impacts and Mitigation Table

		remote parking and shuttle service; transit incentives; use of flaggers to facilitate circulation; staged deliveries; staggered work hours.		of flaggers to facilitate circulation; staged deliveries; staggered work hours.
Greenhouse Gas Emissions and Climate Change	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts

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