



**TECHNICAL MEMORANDUM 002
NEW YORK CITY BOROUGH-BASED JAIL SYSTEM
CEQR No. 18DOC001Y**

**ULURP Nos. 190333 PSY, N190334 ZRY, 190335 ZSX, 190336 ZMX, N190337
ZRX, 190338 HAX, 190339 ZSK, 190340 ZSM, 190341 PQM, 190342 ZSQ, 190116
MMK, 190252 MMM, 190117 MMQ**

October 14, 2020

A. INTRODUCTION

On August 23, 2019, the New York City Department of Correction (DOC), as lead agency, issued a Notice of Completion for the Final Environmental Impact Statement (FEIS) for the New York City Borough-Based Jail System project. Following issuance of the Notice of Completion, the New York City Council (City Council) proposed certain modifications to the Uniform Land Use Review Procedure (ULURP) applications as a result of its review. These modifications were assessed in a Technical Memorandum dated October 11, 2019 (Technical Memorandum No. 1) and subsequently approved by the City Council on October 17, 2019. The project as approved by the City Council is referred to in this memorandum as “the approved project.”

The approved project would result in the construction of four detention facilities (one in each borough for the Bronx, Brooklyn, Manhattan, and Queens), with community facility and/or retail space at each site along with support space for quality educational programming, recreation, therapeutic services, publicly accessible community space, and staff parking. Furthermore, court facilities and a mixed-use residential building would be provided at the Bronx Site and a public parking garage would be provided at the Queens site. The approved project would provide a total of approximately 3,544 beds to accommodate an average daily population of approximately 3,300 people in detention in the four borough-based jails (each of the facilities in the approved project would provide approximately 886 beds to house people in detention).

The Mayor’s Office of Criminal Justice (MOCJ) and DOC are now proposing modifications to the approved project. The modifications include modest reductions to the program floor area at each site, a change to the anticipated completion year of the project, changes to the number of parking spaces at the Bronx and Queens Sites, and a relocation of the Manhattan Site’s proposed

curb cut for the accessory parking garage, as discussed in more detail below. The project with the potential modifications is referred to as the “modified project” in this memorandum and is summarized below.

This Technical Memorandum describes the proposed modifications and analyzes whether these changes, as well as changes to background conditions, would result in any new or different significant adverse environmental impacts not already identified in the FEIS. It should be noted that the approved project was modified subsequent to the FEIS with several changes, including, most notably, a reduction in the number of beds for people in detention at each facility. The project as analyzed in the FEIS is referred to as the “previously analyzed project” in this memorandum. Where appropriate, this memorandum refers to detailed technical analyses of the previously analyzed project in the FEIS.

As set forth below, this Technical Memorandum concludes that neither the modified project nor the changes in background conditions would result in any new or different significant adverse impacts not already identified in the FEIS.

B. DESCRIPTION OF THE MODIFIED PROJECT

As described below, the modified project includes modest reductions to the program floor area at each site, a change to the anticipated completion year of the project, changes to the number of parking spaces at the Bronx and Queens sites, and a relocation of the Manhattan site’s proposed curb cut.

CHANGES COMMON TO ALL SITES

The following modifications would apply to each site under the modified project.

PROGRAM REDUCTIONS

With the modified project, the program floor area at each site would be reduced by approximately 15,300 gross square feet (gsf). Specifically, the program reductions would affect the lobby, programming space, staff support, visitation, warehouse, admissions and discharge, and health services spaces in each site. The total program reduction across all four sites would be approximately 61,200 gsf. These reductions would be made possible by eliminating redundancies in the overall program and developing operational refinements.

The program reductions under the modified project would not result in any changes to the number of beds for persons in detention, approved zoning envelope heights, or permitted floor area at each site. Other elements of each site, such as the amount of retail and/or community facility space, access plan (except at the Manhattan Site as described below), setbacks, and pedestrian bridges to adjacent court facilities, would remain unchanged with the modified project.

CHANGE IN THE ANALYSIS YEAR

Due to the COVID-19 pandemic, delays are anticipated in the construction of the approved project. Based on the current schedule, the Borough-Based Jail System project is anticipated to be complete by August 31, 2027. Therefore, MOCJ and DOC are analyzing a completion year of 2027 for the project.

CHANGES SPECIFIC TO EACH BOROUGH

In addition to changes common to all sites as discussed above, the modified project would affect the programs at the Bronx, Manhattan, and Queens sites as discussed below.

BRONX SITE

With the modified project, the number of accessory parking spaces at the Bronx Site would be reduced from 575 accessory parking spaces to 295 accessory parking spaces.

MANHATTAN SITE

With the modified project, the curb cut for the vehicular entrance to the below-grade accessory parking garage would be relocated from Baxter Street to Centre Street in response to community concerns regarding pedestrian safety and the amount of traffic and overall vehicle movements on local roadways in the vicinity of the Manhattan Site. This would require a mayoral zoning override, described further below.

QUEENS SITE

With the modified project, the number of accessory parking spaces at the Queens Site would be reduced from 605 parking spaces to 305 parking spaces. In addition, the number of public parking spaces in the public garage would be reduced from 676 parking spaces to 586 parking spaces. However, based on further design and planning work, it is expected that the modified project would retain 90 parking spaces that were previously assumed to be displaced from East 132nd Street. Therefore, there would be no net reduction in public parking spaces at the Queens Site.

DISCRETIONARY APPROVALS

The modified project would not require any new discretionary approvals for the Bronx, Brooklyn, and Queens Sites.

For the Manhattan Site, the modified project would require mayoral zoning overrides of certain sections of the New York City Zoning Resolution (ZR) affecting the proposed accessory parking garage and the location and width of the curb cut for the accessory garage. With respect to the location and width of the proposed curb cut, the modified project would require a mayoral zoning override of ZR section 13-241, which prohibits curb cuts in the Manhattan Core on wide streets, such as Centre Street, and ZR section 13-242, which limits the width of curb cuts in the Manhattan Core. As noted above, the modified project would relocate a curb cut to Centre Street in response to community concerns about the location on Baxter Street. These overrides are needed to permit the proposed 35-foot wide curb cut on Centre Street.

The modified project at the Manhattan Site would also require a mayoral zoning override of ZR section 13-12, which prohibits accessory parking garages greater than 100 spaces in the Manhattan Core. This override is needed to permit the construction and operation of the proposed 125-space accessory parking garage.¹

¹ The proposed 125-space accessory parking garage has already been analyzed in the FEIS. However, due to a technical oversight, the required waivers for the accessory parking garage were not included in the land use approvals for the approved project, and therefore the mayoral zoning overrides are needed.

C. CHANGES IN BACKGROUND CONDITIONS

As noted above, this Technical Memorandum assumes an analysis year of 2027 for the completion of the modified project, rather than 2026 as assumed in the FEIS. In connection with the preparation of this Technical Memorandum, projections for future background conditions have been updated to reflect the extension of the analysis year to 2027. Specifically, the FEIS list of approved or planned development projects (i.e., No Build projects) has been updated to account for new projects in the study areas that were not previously accounted for in the FEIS. Updates to the No Build list were made through a review of publicly available information such as Department of Buildings (DOB) data and Department of City Planning (DCP) land use applications. Since the development of the FEIS No Build list, some additional projects have been identified. **Tables 1 and 2** and **Figures 1 and 2** present the additional identified projects that have been assessed in this Technical Memorandum. The No Build projects identified below include the same general mix of uses as the No Build projects analyzed in the FEIS. No additional No Build projects were identified for the Queens or Brooklyn Sites.

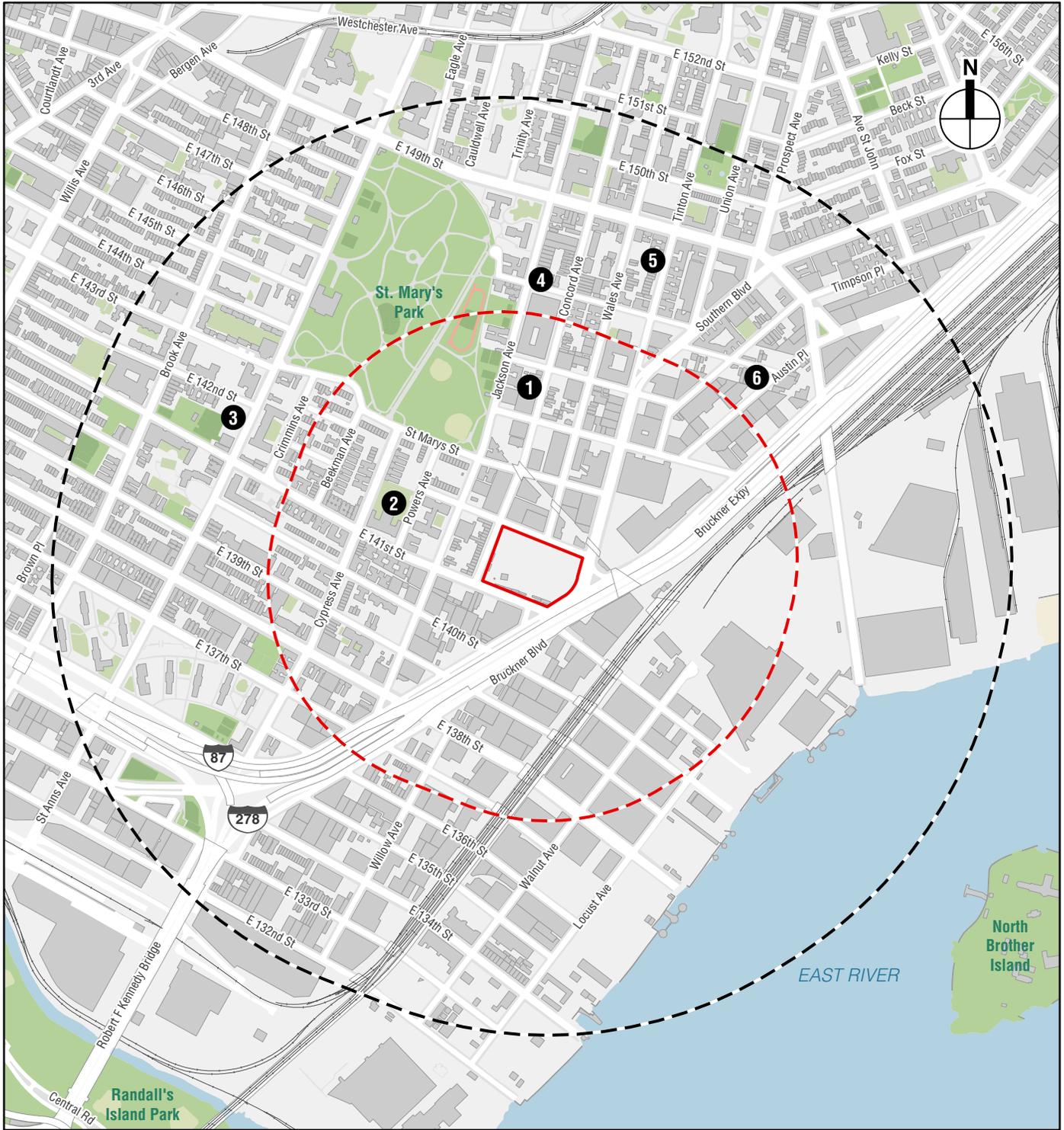
Table 1
Additional No Build Projects Planned for Study Area by 2027 - Bronx

Map No.	Project Name/Address	Program	Status/Build Year
1	345 St. Ann's Avenue	Residential; 178 DU, Commercial; 11,000 sf, and Community; 2,700 sf	2027
2	350 Cypress Avenue	PS 65 Gym Annex and Community; 81,300 sf	2027
3	431 Concord Avenue	Residential; 92 DU (All Affordable)	2027
4	494 Jackson Avenue	Residential; 16 DU	2027
5	531 Tinton Avenue	Residential; 34 DU	2027
6	880 East 147th Street	Residential; 80 DU	2027
Notes: (1) Projects for which an expected date of completion is not available are assumed to be complete by the proposed project's analysis year of 2027.			
Sources: NYC Dept. of Buildings; AKRF, Inc.; NYCDP Zoning Application Portal			

Table 2
Additional No Build Projects Planned for Study Area by 2027 - Manhattan

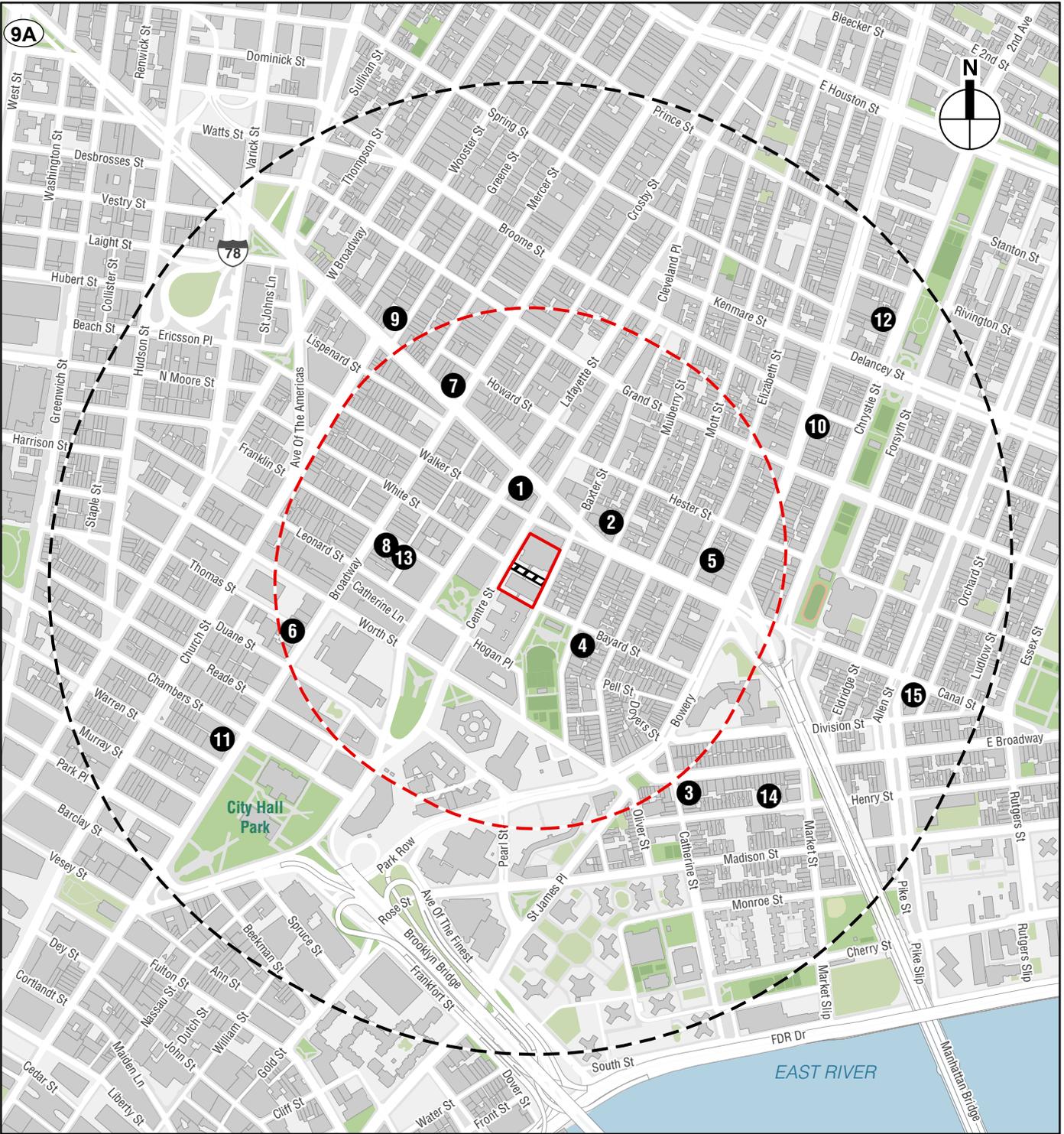
Map No.	Project Name/Address	Program	Status/Build Year
1	250 Canal Street	Commercial; 9,000 sf	2027
2	111 Mulberry Street	Residential; 29 DU and Commercial; 5,500 sf	2027
3	15 Catherine Street	Commercial; 18,000 sf and Community Facility; 1,400 sf	2027
4	62 Mulberry Street	Hotel; 119 rooms	2027
5	52 Elizabeth Street	Residential; 37 DU	2027
6	317 Broadway	Residential; 76 DU	2027
7	419 Broadway	Commercial	2027
8	65 Franklin Street	Residential; 41 DU and Commercial; 2,777 sf	2027
9	11 Greene Street	Residential; 36 DU and Commercial; 11,293 sf	2027
10	145 Bowery	Hotel; 303 rooms	2027
11	267 Broadway	Residential; 37 DU, Hotel; 80 rooms	2027
12	167 Chrystie Street	Residential; 78 DU	2027
13	59 Franklin Street	Residential; 89 DU	2027
14	59 Henry Street	Residential; 80 DU, Community Facility; 40,305 sf	2027
15	9 Orchard Street	Hotel; 106 rooms	2027
Notes: (1) Projects for which an expected date of completion is not available are assumed to be complete by the proposed project's analysis year of 2027.			
Sources: NYC Dept. of Buildings; AKRF, Inc.; NYCDP Zoning Application Portal			

Because the FEIS analyzed the accessory parking garage, this technical memorandum only analyzes the change in the location of the accessory parking garage curb cut to Centre Street.



- Project Site Boundary
- Study Area Boundary (1/2-mile boundary)
- Study Area Boundary (1/4-mile boundary)
- 1 No Build Sites

0 1,000 FEET



-  Project Site Boundary
-  Proposed Depmapped Area
-  Study Area Boundary (1/2-mile boundary)
-  Study Area Boundary (1/4-mile boundary)
-  No Build Sites

0 1,000 FEET



New No Build Projects
 Manhattan Site - 124/125 White Street
Figure 2

D. TECHNICAL AREAS NOT REQUIRING ANALYSIS FOR ANY SITE

Compared to the approved project, the modified project would not result in any increases in worker or visitor populations at any site. Furthermore, the modified project would result in only modest program reductions at each site and would not result in changes to height or bulk of the maximum zoning envelope at each site under the approved project. Therefore, with the exception of the analyses discussed below in Section E, the previously completed technical analyses would not be affected by the modified project or changes in background conditions.

The modified project would not result in any changes to the anticipated populations to be introduced by the approved project. Therefore, as with the approved project, it would not have the potential to result in any significant adverse impacts related to socioeconomic conditions.

The modified project would not result in changes to height or bulk of the maximum zoning envelope at each site under the approved project. The proposed land uses under the modified project would be the same as under the approved project at each site, and the additional No Build projects at the Bronx and Manhattan Sites include the same general mix of uses as the No Build projects analyzed in the FEIS. As noted above, the modified project would not require any actions aside from mayoral zoning overrides related to the Manhattan Site's accessory parking garage and curb cut. The mayoral overrides would be specific to the Manhattan Site and would not affect zoning in the surrounding areas. Therefore, the modified project would not have the potential to result in any significant adverse impacts related to land use, zoning, and public policy; shadows; historic and cultural resources; urban design and visual resources; natural resources; or hazardous materials.

The modified project would not result in any changes to the approved project's estimated demand for water and sewer infrastructure, solid waste and sanitation services, or energy at any site. Therefore, like the approved project, the modified project would not result in significant adverse impacts related to water and sewer infrastructure, solid waste and sanitation services, energy or climate change at any site.

As noted above, due to the COVID-19 pandemic, delays are anticipated in the construction of the approved project and therefore MOCJ and DOC are analyzing a completion year of 2027 for the modified project. Because of the delayed start to construction, the extension of the completion year would not result in a longer construction duration than that which was analyzed for the approved project. The overall construction duration, logistics, and construction activities for the modified project would be similar to those for the approved project. Therefore, the modified project would not result in any new or different significant adverse construction-period impacts not already identified in the FEIS.

With regard to neighborhood character, the FEIS concluded that the approved project would not have the potential to result in a significant adverse impact at any of the sites. Because the assessment provided in Sections D and E of this memorandum concludes that the modified project would not have the potential to result in any new or different significant adverse impacts in any of the technical areas that contribute to neighborhood character (land use, urban design, visual resources, historic and cultural resources, socioeconomic conditions, shadows, open space, transportation, and noise), the modified project would not result in any significant adverse impacts related to neighborhood character.

With respect to air quality, the proposed modifications would include reductions in the number of parking spaces at the Bronx and Queens sites. This would reduce emissions from the proposed parking facilities; therefore, like the FEIS, the proposed modification would not result in any

significant adverse air quality impacts from parking facilities at these sites. The proposed change in the vehicular entrance for the below-grade accessory parking garage at Manhattan Site would not require any analysis since incremental vehicle trips would still be less than *CEQR Technical Manual* thresholds, and there would be no change in the parking capacity at the Manhattan Site under the modified project as compared to that which was previously analyzed for the approved project. The reductions in program areas at each site would result in slight reductions in emissions of regulated pollutants. Based on the locations and anticipated sizes of additional No Build projects, no significant adverse stationary source air quality impacts would occur from the proposed detention facilities at any site. Therefore, the modified project, like the approved project, would not result in any significant adverse air quality impacts from stationary or mobile sources of emissions.

With respect to noise, the modified project and changes to background conditions would not alter the conclusions of the noise analysis presented in the FEIS. The relocation of the curb cut at the Manhattan Site would not result in any substantial changes to traffic volumes at any noise-sensitive receptors compared to those described in the noise analysis presented in the FEIS. Therefore, the modified project, like the approved project, would not result in significant adverse noise impacts.

In addition, since the modified project would not result in any significant adverse impacts in the areas of air quality, water quality, hazardous materials, or noise, it would not result in any significant adverse impacts related to public health.

E. POTENTIAL ENVIRONMENTAL IMPACTS OF THE MODIFIED PROJECT

BRONX

COMMUNITY FACILITIES

The modified project would not result in changes to the anticipated residential population of the approved project at the Bronx Site. However, there are changes to background conditions related to public schools and public child care facilities at the Bronx Site, based on updates to the public school enrollment projections and background growth for 2027, updated school enrollment and capacity data from the New York City School Construction Authority (SCA), updated student generation multipliers, and updated childcare facility enrollment numbers.²

Public Schools

The updated information on background conditions was reviewed to determine whether the modified project's potential effects on public schools would remain consistent with the conclusions in the FEIS. As with the approved project, the modified project would result in the future mixed-use building of approximately 235 DUs on the Bronx Site, located in Subdistrict 2 of Community School District (CSD) 7.

Based on the updated student generation multipliers, the modified project would introduce approximately 54 elementary students and 20 intermediate students (compared with 87 elementary

² The latest 2020 SCA data package, November 2019 school multipliers, and 2027 enrollment projections were consulted for the schools analysis. For the daycare analysis, updated 2019 daycare center enrollment numbers were consulted.

students and 45 intermediate students in the FEIS). Although utilization rates would increase at the subdistrict level and the Southern Priority level (which includes Subdistrict 1 in addition to Subdistrict 2), the change in utilization over the No Action condition would remain well below the CEQR *Technical Manual* threshold of five percentage points and the overall utilization of schools within the subdistrict level and the Southern Priority level would remain below 100 percent in the With Action condition for both elementary and intermediate schools. Therefore, according to CEQR *Technical Manual* guidance, neither the modified project nor the changes in background conditions would result in new or different significant adverse impacts to elementary or intermediate schools not already identified in the FEIS.

Publicly Funded Childcare Facilities

With the change in background conditions, approximately 350 additional affordable dwelling units would be added due to the additional No Build projects. Child care facilities in the study area would continue to operate over capacity, but the increase in the utilization rate with the modified project would be less than 5 percentage points (approximately 1.5 percentage points). Therefore, the neither the modified project nor the changes in background conditions would result in new or different significant adverse impacts on child care facilities not already identified in the FEIS.

OPEN SPACE

The changes in background conditions would result in additional residential and non-residential population in the No-Action condition. Therefore, an assessment of the changes in background conditions was conducted to determine whether they would result in new or different significant adverse open space impacts not already identified in the FEIS. This analysis evaluates potential indirect impacts on open space for a 2027 analysis year, with a comparison of open space ratios in the With-Action condition and the No-Action condition in 2027.

No Action Condition

A total of six additional No Build projects within the open space non-residential and residential study areas are expected to be complete by the 2027 analysis year. These developments would introduce approximately 140 workers which, following CEQR methodology, would be added to the daytime non-residential population. Therefore, the non-residential population of the ¼-mile non-residential study area would increase to 958 in the no action condition by 2027. Within the ½-mile residential open space study area, by 2027, new residential developments with a total of 249 dwelling units would increase the residential population. Therefore, the residential population of the ½-mile residential open space study area would increase by 1,192 residents to 25,454 in the no action condition by 2027. Similar to the analysis presented in the FEIS, open space ratios would continue to be well above the City's planning goals for both non-residential (passive open space ratio of 0.15 acres per 1,000 non-residential user) and residential users (passive open space ratio of 0.5 acres per 1,000 residential users, active open space ratio of 2.0 acres per 1,000 residential users, or total open space ratio of 2.5 acres per 1,000 residential users) under the No-Action condition in 2027.

Future with the Modified Project

With the changes in background conditions, the non-residential population in the ¼-mile non-residential study area would increase to 2,473 and the residential population in the ½-mile residential study area would increase to 26,154.

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For the non-residential analysis, the passive open space ratio would be slightly reduced to 2.312 (compared to 2.45 in the FEIS) acres per 1,000 non-residential users, which would remain well above the City's guideline of 0.15 acres of passive open space per 1,000 non-residential users.

For the residential analysis, the total open space ratio would be slightly reduced to 1.452 (compared to 1.522 in the FEIS) acres per 1,000 residential users, the active open space ratio would be slightly reduced to 0.767 (compared to 0.804 in the FEIS) acres per 1,000 residential users, and the passive open space ratio would be slightly reduced to 0.685 (compared to 0.718 in the FEIS) acres per 1,000 residential users in the ½-mile residential open space study area.

With the changes in background conditions, open space ratios would decrease slightly in both the non-residential and residential study areas compared to conditions in the No Action condition, but the decreases in the ratios would be similar to the decreases identified in the FEIS for the approved project. Therefore, neither the modified project nor the changes in background conditions would result in new or different significant adverse impacts on open space at the Bronx Site not already identified in the FEIS.

TRANSPORTATION

The FEIS concluded that the previously analyzed project at the Bronx Site would have the potential to result in significant adverse impacts to vehicular traffic at eight intersections in one or more peak hours and would not result in any significant adverse impacts to transit, pedestrians, vehicular/pedestrian safety, or parking. The FEIS identified mitigation for some, but not all, of the Bronx Site's potential anticipated traffic impacts; some impacts would remain unmitigated and therefore constitute unavoidable significant adverse traffic impacts. Additionally, in the absence of the application of mitigation measures, those impacts would also remain unmitigated and, consequently, constitute unavoidable significant adverse traffic impacts.

As previously discussed in this Technical Memorandum, the approved project, which was the subject of Technical Memorandum No. 1, would be further modified for the Bronx site with additional program reductions, change in completion/analysis year, and on-site accessory parking reduction. The modified project would not result in any changes to the number of beds for persons in detention or staffing but the program floor area dedicated to support services at the Bronx site would be reduced. As such, the demand forecast presented in Technical Memorandum No. 1 for the approved project remains unchanged in this Technical Memorandum for the modified project. As discussed in Technical Memorandum No. 1, as compared to the previously analyzed project in the FEIS, the approved project would generate fewer peak hour vehicle and person trips, could possibly result in fewer significant adverse traffic impacts than the previously analyzed project, the mitigation measures recommended in the FEIS for the project's significant traffic adverse impacts would remain effective at mitigating impacts, and some of the unmitigated significant adverse traffic impacts identified in the FEIS could potentially be mitigated.

In addition, it should be noted that although the FEIS and Technical Memorandum No 1 identified 2026 as the analysis year, for transportation purposes, an additional year of background growth was also applied therein for conservative purposes. As such, no adjustments or modifications are necessary to account for an additional year of background growth in the No Action. However, as shown in **Table 1** and discussed in Section C above, six additional No Build projects are planned for the Bronx Site's study area by 2027. Of these six projects, five would fall below minimum development densities for potentially requiring transportation analysis (as defined in Table 16-1 in the *CEQR Technical Manual*) and are assumed to be accounted for in background growth. The No Build project at 345 St. Ann's Avenue, approximately one-third mile from the Bronx Site, is

contemplated in the transportation analyses. Further, the reduction of accessory parking spaces at the Bronx Site is also considered. An assessment of the potential environmental impacts to transportation of the modified project at the Bronx Site is examined below.

Traffic

As with the approved project analyzed in Technical Memorandum No. 1, the modified project would generate approximately 60, 61, 9, and 47 fewer incremental vehicle trips during the weekday AM, weekday midday, weekday PM, and Saturday peak hours, respectively, than the project as analyzed in the FEIS, aka, the previously analyzed project. The No Build project at 345 St. Ann's Avenue is anticipated to generate a total of approximately 10, 18, and 32 vehicle trips during the weekday AM, weekday midday, and Saturday analyzed peak hours, respectively. As this site is located approximately one-third of a mile from the Bronx site, very few trips are anticipated to traverse the eighteen analyzed intersections in the analyzed peak hours. Given that the modified project would generate fewer incremental vehicle trips during all peak hours and the No Build project would generate less vehicles trips (and even less trips through the analyzed intersections) than the reduction in action-generated trips, the net incremental trips and total With-Action volumes would remain lower than the FEIS. With fewer peak hour vehicle trips, it is anticipated that modified project could possibly result in fewer significant adverse traffic impacts and of lesser magnitude than disclosed in the FEIS. Additionally, with fewer vehicle trips in each peak hour, the mitigation measures recommended in the FEIS for the previously analyzed project's significant adverse traffic impacts would remain effective at mitigating traffic impacts with the modified project, as was the case for the approved project analyzed in Technical Memorandum No 1. Furthermore, based on the reduction in peak hour vehicle trips, some of the unmitigated significant adverse traffic impacts identified in the FEIS could potentially be mitigated under the modified project, as was also the case for the approved project analyzed in Technical Memorandum No 1.

Transit

The modified project would generate 11 fewer incremental subway trips during both the weekday AM and PM commuter peak periods, respectively, than would the previously analyzed project in the FEIS. As with the previously analyzed project, incremental subway trips generated under the modified project would result in fewer than 200 subway trips (CEQR threshold) in these peak hours and would therefore be unlikely to result in significant adverse subway station or subway line haul impacts.

The modified project would generate two and five fewer incremental bus trips during the weekday AM, and PM commuter peak periods, respectively, than would the previously analyzed project in the FEIS. As with the previously analyzed project, incremental bus trips generated under the modified project would result in fewer than 50 bus trips (CEQR threshold) in one direction in these peak hours and would therefore be unlikely to result in significant adverse bus route impacts.

Pedestrians

The modified project would generate 15, 21, 17, and 17 fewer incremental pedestrian trips (including walk-only trips, trips to/from area transit services and off-site parking facilities) during the weekday AM, weekday midday, weekday PM, and Saturday peak hours, respectively, than would the previously analyzed project in the FEIS. Since the additional No Build project is located approximately one-third-mile from the Bronx site and is beyond the quarter-mile pedestrian study area, no action pedestrians trips from the additional No Build project are not expected to traverse

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any analyzed pedestrian elements in the analyzed peak hours. With fewer peak hour pedestrian trips as a result of the modified project and no additional incremental pedestrian trips in the No Action condition, it is anticipated that the analyzed elements in the modified project would operate with similar or better levels-of-service as the previously analyzed project. As such, like the previously analyzed project, incremental pedestrian trips generated under the modified project would not result in significant adverse pedestrian facility impacts in any peak hour.

Vehicular and Pedestrian Safety

As the previously analyzed project in the FEIS would not result in significant adverse impacts to vehicular and pedestrian safety in any analysis period and, as summarized above, the modified project would result in fewer net incremental vehicular and pedestrian trips than the previously analyzed project, the modified project would not result in significant adverse impacts to vehicular and pedestrian safety in any peak hour.

Parking

With reduction of both the incremental travel demand and the on-site accessory parking spaces, a modified parking demand forecast and analysis is provided below. **Tables 3 and 4** presents the hourly incremental parking demand generated by the site under the With-Action condition. As shown in **Tables 3 and 4**, incremental parking demand generated by the modified project would peak before the start of the uniformed staff shift change periods. In the weekday early morning period, total incremental parking demand would peak at 286 spaces during the 6:00-7:00 AM hour. In the weekday and Saturday midday periods (2:00-3:00 PM), peak parking demand would total 344 and 271 spaces, respectively.

Table 3
With Action Incremental Weekday Hourly Parking Demand

Hour	Uniformed Staff ¹	Non-Uniformed Staff	Medical Staff	Authorized Visitors	Other Visitors ²	Community Center	Local Retail	Residential	Court Staff	Court Visitors	Total
12-1 AM	59	0	9	0	0	0	0	60	0	0	128
1-2 AM	59	0	9	0	0	0	0	60	0	0	128
2-3 AM	59	0	9	0	0	0	0	60	0	0	128
3-4 AM	60	0	9	0	0	0	0	60	0	0	129
4-5 AM	74	0	9	0	0	0	0	60	0	0	143
5-6 AM	78	0	9	0	0	0	0	59	0	0	146
6-7 AM	169	51	9	1	0	0	0	56	0	0	286
7-8 AM	153	51	18	11	0	0	0	47	0	0	280
8-9 AM	134	51	11	25	1	0	0	35	11	0	268
9-10 AM	137	51	11	33	2	0	0	29	20	2	285
10-11 AM	141	51	11	30	2	0	0	27	20	7	289
11 AM-12 PM	142	51	11	31	2	0	0	26	20	11	294
12-1 PM	159	51	11	35	2	0	0	26	20	9	313
1-2 PM	149	51	11	40	4	1	0	27	20	6	309
2-3 PM	201	40	11	32	5	2	0	27	21	5	344
3-4 PM	119	0	21	39	4	4	0	29	21	7	244
4-5 PM	100	0	12	37	4	3	0	30	15	7	208
5-6 PM	99	0	12	28	5	1	0	34	3	4	186
6-7 PM	95	0	12	14	5	1	0	40	1	1	169
7-8 PM	91	0	12	6	5	0	0	44	0	0	158
8-9 PM	89	0	12	0	3	0	0	48	0	0	152
9-10 PM	64	0	12	0	0	0	0	52	0	0	128
10-11 PM	108	0	12	0	0	0	0	55	0	0	175
11 PM-12 AM	59	0	19	0	0	0	0	59	0	0	137

Notes:

¹ To be conservative for parking analysis purposes, unlike in the traffic analysis where it is assumed all uniformed staff participating in a shift change do so in the same hour, uniformed staff hourly parking demand is based on in/out patterns observed at the existing Manhattan and Brooklyn facilities.
² Other visitors refers to family/friends visiting persons who are detained.

Approximately 295 accessory parking spaces would be provided in a below-grade garage beneath the detention facility under the modified project. These spaces would be accessory to the proposed detention facility and only authorized personnel would be allowed to utilize the garage, i.e., DOC and CHS staff. This garage would fully accommodate all parking demand associated with the DOC/CHS staff (there would be a peak demand of 252 spaces between uniformed staff, non-uniformed staff and medical staff during the weekday midday 2:00-3:00 PM peak hour). All other parking demand generated by the project would not be accommodated on the project site, as such users would not be allowed to utilize the garage. The combined peak demand not accommodated on site (including demand from detention facility visitors and demand generated by the planned residential, community center, local retail and court uses) would total approximately 59 spaces in the weekday early morning period (5:00-6:00 AM), 104 spaces in the weekday midday period (3:00-4:00 PM), and 58 spaces in the Saturday midday period (1:00-2:00 PM).

**Table 4
With Action Incremental Saturday Hourly Parking Demand**

Hour	Uniformed Staff ¹	Non-Uniformed Staff	Medical Staff	Authorized Visitors	Other Visitors ²	Community Center	Local Retail	Residential	Court Staff	Court Visitors	Total
12-1 AM	57	0	9	0	0	0	0	61	0	0	127
1-2 AM	57	0	9	0	0	0	0	62	0	0	128
2-3 AM	57	0	9	0	0	0	0	63	0	0	129
3-4 AM	58	0	9	0	0	0	0	64	0	0	131
4-5 AM	68	0	9	0	0	0	0	65	0	0	142
5-6 AM	71	0	9	0	0	0	0	64	0	0	144
6-7 AM	138	51	9	0	0	0	0	63	0	0	261
7-8 AM	118	51	18	3	1	1	0	61	0	0	253
8-9 AM	101	51	11	6	2	2	0	56	0	0	229
9-10 AM	105	51	11	8	3	1	0	51	0	0	230
10-11 AM	109	51	11	7	4	1	0	47	0	0	230
11AM-12 PM	110	51	11	7	4	1	0	45	0	0	229
12-1 PM	121	51	11	7	5	2	0	43	0	0	240
1-2 PM	115	51	11	7	6	3	0	42	0	0	235
2-3 PM	164	40	11	6	4	3	0	43	0	0	271
3-4 PM	105	0	21	7	2	2	0	44	0	0	181
4-5 PM	89	0	12	7	1	1	0	46	0	0	156
5-6 PM	89	0	12	6	0	0	0	48	0	0	155
6-7 PM	84	0	12	3	0	0	0	51	0	0	150
7-8 PM	80	0	12	1	0	0	0	52	0	0	145
8-9 PM	78	0	12	0	0	0	0	53	0	0	143
9-10 PM	61	0	12	0	0	0	0	56	0	0	129
10-11 PM	104	0	12	0	0	0	0	58	0	0	174
11PM-12 AM	57	0	19	0	0	0	0	59	0	0	135

Note:
¹ To be conservative for parking analysis purposes, unlike in the traffic analysis where it is assumed all uniformed staff participating in a shift change do so in the same hour, uniformed staff hourly parking demand is based on in/out patterns observed at the existing Manhattan and Brooklyn facilities.
² Other visitors refers to family/friends visiting persons who are detained.

Overall, modified project related demand that would not be accommodated on-site would likely be accommodated by available public parking supply in the weekday early morning and Saturday midday period, as discussed in the FEIS. As it is anticipated that there would not be sufficient weekday midday period capacity in the study area in the No Action condition (225-space deficit, as discussed in FEIS), the modified project related demand not accommodated on-site during the weekday midday period (104 spaces from 3:00-4:00 PM) would worsen the anticipated future public parking capacity shortfall, though to a lesser degree than the previously analyzed project in the FEIS. However, as the project site is located in Parking Zone 2, per *CEQR Technical Manual* guidance, this potential shortfall would not be considered a potential significant adverse impact as the site is served by alternative modes of transportation. Therefore, as with the previously analyzed project, the modified project is not expected to result in the potential for significant adverse parking impacts during the analyzed weekday early morning, weekday midday and Saturday midday periods.

BROOKLYN

OPEN SPACE

As discussed above, there are no additional No Build projects identified in the vicinity of the Brooklyn Site. Therefore, neither the modified project nor changes in background conditions would result in new or different significant adverse impacts on open space at the Brooklyn Site not already identified in the FEIS.

TRANSPORTATION

The FEIS concluded that the previously analyzed project at the Brooklyn Site would have the potential to result in significant adverse impacts to vehicular traffic at ten intersections in one or more peak hours and would not result in any significant adverse impacts to transit, pedestrians, vehicular/pedestrian safety, and parking. The FEIS identified mitigation for some, but not all, of the Brooklyn Site's potential anticipated traffic impacts; some impacts would remain unmitigated and therefore constitute unavoidable significant adverse traffic impacts. Additionally, in the absence of the application of mitigation measures, those impacts would also remain unmitigated and, consequently, constitute unavoidable significant adverse traffic impacts.

As previously discussed in this Technical Memorandum, the approved project, which was the subject of Technical Memorandum No. 1, would be further modified for the Brooklyn Site with additional program reductions and change in completion/analysis year. The modified project would not result in any changes to the number of beds for persons in detention or staffing but the program floor area dedicated to support services at the Brooklyn site would be reduced. As such, the demand forecast presented in Technical Memorandum No. 1 for the approved project remains unchanged for this Technical Memorandum for the modified project. As discussed in Technical Memorandum No. 1, as compared to the previously analyzed project in the FEIS, the approved project would generate fewer peak hour vehicle and person trips, could possibly result in fewer significant adverse traffic impacts than the previously analyzed project, the mitigation measures recommended in the FEIS for the project's significant traffic adverse impacts would remain effective at mitigating impacts, and some of the unmitigated significant adverse traffic impacts identified in the FEIS could potentially be mitigated.

In addition, it should be noted that although the FEIS and Technical Memorandum No. 1 identified 2026 as the analysis year, for transportation purposes, an additional year of background growth was also applied therein for conservative purposes. As such, no adjustments or modifications are necessary to account for an additional year of background growth in the No Action. Also, no additional No Build projects are planned in the Brooklyn study area by 2027, as discussed in Section C above. Therefore, neither the modified project nor the changes in background conditions would result in any new or different significant adverse transportation impacts not already identified in the FEIS.

MANHATTAN

OPEN SPACE

The changes in background conditions would result in additional non-residential population in the No-Action condition. Therefore, an assessment of the changes in background conditions was conducted to determine whether they would result in new or different significant adverse open space impacts not already identified in the FEIS. This analysis evaluates potential indirect impacts

on open space for a 2027 analysis year, with a comparison of open space ratios in the With-Action condition and the No-Action condition in 2027.

No Action Condition

A total of fifteen additional No Build projects within the open space non-residential study area are expected to be complete by the 2027 analysis year. These developments would introduce approximately 495 workers which, following *CEQR* methodology, would be added to the daytime non-residential population. Therefore, the non-residential population of the ¼-mile non-residential study area would increase to 37,595 in the no action condition by 2027. Similar to the analysis presented in the FEIS, the passive open space ratio would continue to be well above the City's planning goals for non-residential (passive open space ratio of 0.15 acres per 1,000 non-residential user) users under the no action condition in 2027.

Future with the Modified Project

With the changes in background conditions, the non-residential population in the ¼-mile non-residential study area would increase to 38,049.

For the non-residential analysis, the passive open space ratio would be slightly reduced to 0.363 (compared to 0.372 in the FEIS) acres per 1,000 non-residential users, which would remain above the City's guideline of 0.15 acres of passive open space per 1,000 non-residential users.

With the changes in background conditions, the passive open space ratio would decrease slightly in the non-residential study area compared to conditions in the No Action condition, but would remain above City guidelines as in the analysis presented in the FEIS. Therefore, neither the modified project nor the changes in background conditions would result in new or different significant adverse impacts on open space at the Manhattan Site not already identified in the FEIS.

TRANSPORTATION

The FEIS concluded that the previously analyzed project at the Manhattan site would have the potential to result in significant adverse impacts to vehicular traffic at one intersection in one peak hour and would not result in any significant adverse impacts to transit, pedestrians, vehicular/pedestrian safety, or parking. The FEIS identified mitigation for the Manhattan Site's potential anticipated traffic impact. In the absence of the application of the mitigation measure, this impact would remain unmitigated and, consequently, constitute an unavoidable significant adverse traffic impact.

As previously discussed in this Technical Memorandum, the approved project, which was the subject of Technical Memorandum No. 1, would be further modified for the Manhattan Site with additional program reductions and change in completion/analysis year. The modified project would not result in any changes to the number of beds for persons in detention or staffing but the program floor area dedicated to support services at the Manhattan Site would be reduced. As such, the demand forecast presented in Technical Memorandum No. 1 for the approved project remains unchanged in this Technical Memorandum for the modified project.

In addition, it should be noted that although the FEIS and Technical Memorandum No. 1 identified 2026 as the analysis year, for transportation purposes, an additional year of background growth was also applied therein for conservative purposes. As such, no adjustments or modifications are necessary to account for an additional year of background growth in the No Action. However, as shown in **Table 2** and discussed in Section C above, 15 additional No Build projects are assumed to be completed in the Manhattan Site's study area by 2027. Of these 15 projects, ten would fall

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below minimum development densities for potentially requiring transportation analysis (as defined in Table 16-1 in the *CEQR Technical Manual*) and are assumed to be accounted for in background growth. Five No Build projects are contemplated in the transportation analyses. Further, as the No Build project at 62 Mulberry Street was included as a parking site in the FEIS analysis and is expected to be re-developed by 2027, parking is re-assessed for the Manhattan Site. An assessment of the potential environmental impacts to transportation of the modified project at the Manhattan site is examined below.

Traffic

As with the approved project analyzed in Technical Memorandum No. 1, the modified project would generate approximately 33, 34, 6, and 29 fewer incremental vehicle trips during the weekday AM, weekday midday, weekday PM, and Saturday peak hours, respectively, than the project as analyzed in the FEIS, aka, the previously analyzed project. **Figure 3** shows the assignment of net incremental vehicle trips (includes discrete trips generated by the project and future diverted traffic volume associated with the conversion of White Street to a pedestrian-only corridor) during the weekday AM, weekday midday, and Saturday peak hours with implementation of the modified project with the change of the staff curb cut to Centre Street. **Figure 4** shows the total traffic volumes in each peak hour in the 2027 With Action. The volumes shown in **Figure 4** are the combination of the net incremental traffic generated and diverted by the modified project and the No Action condition volumes (see FEIS Section 4.9 “Transportation-Manhattan”). The trips generated by the five contemplated No Build projects are expected to either be outside the studied intersections or be accounted for by background growth. It is worth noting that the No Action volumes and conditions reflect annual background growth rates of 0.25 percent per year for the first five years and 0.125 percent for the remaining years in the FEIS, per *CEQR Technical Manual* guidance. In addition, to be conservative, the FEIS utilized an additional 5.4 percent of background growth was also applied to reflect the many small to moderate sized developments in the area. As such, no additional No Build projects are anticipated to affect the two analyzed intersections during the analyzed weekday AM, weekday midday, and Saturday peak hours. The No Action traffic conditions detailed in Section 4.9 “Transportation-Manhattan” will be used for the purposes of the Technical Memorandum. The No Action traffic conditions, including v/c ratios, delays and LOS for analyzed lane groups during all analyzed peak hours, are summarized in **Table 5**.

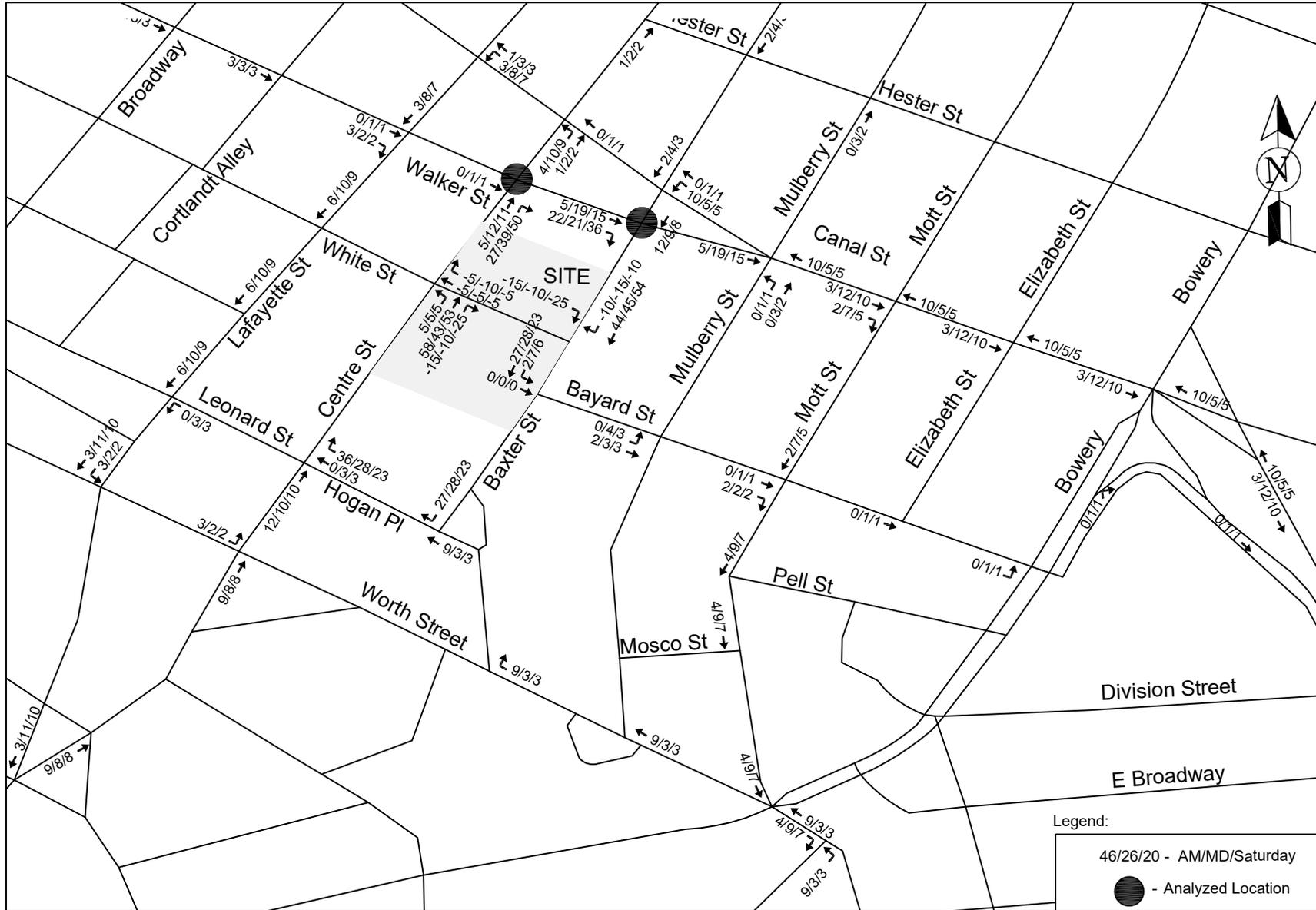
**Table 5
No Action Peak Hour Traffic Conditions³**

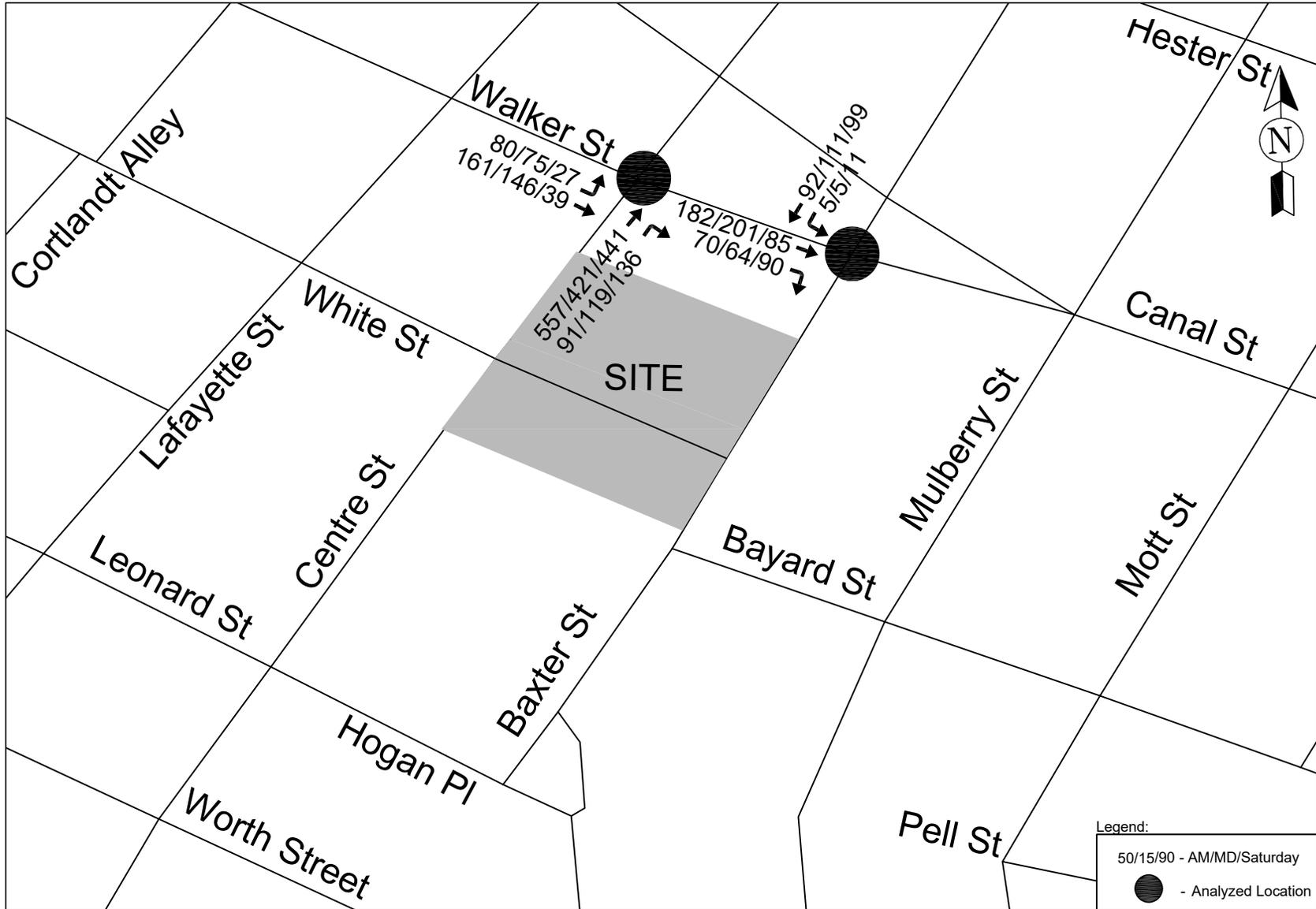
Intersection	No Action Weekday AM					No Action Weekday Midday					No Action Saturday				
	Lane		V/C	Delay		Lane		V/C	Delay		Lane		V/C	Delay	
	Approach	Group	Ratio (sec/veh)	LOS	Approach	Group	Ratio (sec/veh)	LOS	Approach	Group	Ratio (sec/veh)	LOS			
Centre Street & Walker Street (signalized)	EB	LT	0.54	22.2	C	EB	LT	0.51	21.5	C	EB	LT	0.13	15.2	B
	NB	TR	0.59	21.2	C	NB	TR	0.98	55.5	E *	NB	TR	0.54	20.2	C
Baxter Street & Walker Street (two-way stop-controlled)	EB	TR	0.35	12.7	B	EB	TR	0.49	17.6	C	EB	TR	0.21	11.6	B
	SB	LT	0.00	7.3	A	SB	LT	0.00	7.4	A	SB	LT	0.01	7.5	A

- Approach: EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound.
 - Lane Group: L-Left, T-Through, R-Right, DefL-Defacto left.
 * Denotes congested lane group.

The v/c ratios, delays and LOS for analyzed lane groups during all analyzed peak hours under With Action conditions for modified project are shown in **Table 6**. As shown in **Table 6**, only one

³ This table is from the FEIS.





With-Action Weekday AM/Midday/Saturday Peak Hour Traffic Volumes

analyzed intersection would have a congested lane group during the weekday midday peak hour under With-Action conditions (same as under No Action conditions). Also highlighted in **Table 6** and as with the previously analyzed project, the potential for significant adverse impacts was identified at one analyzed lane group at one analyzed intersection, the northbound shared through-right at Centre Street and Walker Street, during the weekday midday peak hour. Consistent with the previously analyzed project, no additional analyzed lane groups were identified as having the potential for significant adverse impacts.

Table 6
With Action Peak Hour Traffic Conditions – Modified Project

Intersection	With Action Weekday AM					With Action Weekday Midday					With Action Saturday						
	Lane		V/C	Delay	LOS	Lane		V/C	Delay	LOS	Lane		V/C	Delay	LOS		
	Approach	Group	Ratio (sec/veh)			LOS	Approach	Group	Ratio (sec/veh)			LOS	Approach	Group	Ratio (sec/veh)		
Centre Street & Walker Street (signalized)	EB	LT	0.54	22.2	C	EB	LT	0.51	21.5	C	EB	LT	0.13	15.2	B		
	NB	TR	0.64	22.3	C	NB	TR	1.13	104.2	F *	NB	TR	0.64	22.6	C		
Baxter Street & Walker Street (two-way stop-controlled)	EB	TR	0.41	13.2	B	EB	TR	0.61	22.1	C	EB	TR	0.31	12.7	B		
	SB	LT	0.00	7.3	A	SB	LT	0.00	7.4	A	SB	LT	0.01	7.5	A		

- Approach: EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound.
 - Lane Group: L-Left, T-Through, R-Right, DefL-Defacto left.
 * Denotes impacted lane group.

Implementing right-turn only striping on the Centre Street eastern curb lane, to provide the Centre Street northbound approach to Walker Street with one through lane and one right turn lane is recommended as a measure that would mitigate the modified project’s significant adverse traffic impact in the weekday midday peak hour to the intersection’s northbound approach. The v/c ratios, delays and LOS for analyzed lane groups during the weekday midday peak hour under the Action-With-Mitigation condition for the modified project are shown in **Table 7**. If this measure is deemed infeasible, other potential measures will be considered in consultation with the New York City Department of Transportation (DOT). In the absence of the application of mitigation measures, the impact would remain unmitigated.

The FEIS also disclosed an impact at this through-right lane group approach in the weekday midday peak hour. Under the approved project, this intersection was projected to experience delay of 80.4 seconds (see FEIS Table 4.9-10) compared to delay of 104.2 seconds as shown in **Table 6** with the modified project. The FEIS identified that a three-second shift in signal phasing would mitigate the impact and explained that if this measure is deemed infeasible or inadequate, other potential measures, including modifications to signal timings, street markings, land configurations, and/or parking regulations will be considered in consultation with DOT, but in the absence of the application of mitigation measures, the impacts would remain unmitigated (see FEIS pg 4.15-7).

Table 7

Action-with-Mitigation Peak Hour Traffic Conditions – Modified Project

Intersection	No Action Weekday Midday					With Action Weekday Midday					Action-with-Mitigation Weekday Midday				
	Approach	Lane	V/C	Delay	LOS	Approach	Lane	V/C	Delay	LOS	Approach	Lane	V/C	Delay	LOS
Centre Street & Walker Street (signalized)	EB	LT	0.51	21.5	C	EB	LT	0.51	21.5	C	EB	LT	0.51	21.5	C
	-	-	-	-	-	-	-	-	-	-	NB	T	0.87	38.4	D
	-	-	-	-	-	-	-	-	-	-	NB	R	0.69	37.2	D
	NB	TR	0.98	55.5	E	NB	TR	1.13	104.2	F*	NB	TR†	-	38.1	D

- Approach: EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound.
 - Lane Group: L-Left, T-Through, R-Right, DefL-Defacto left.
 * Denotes impacted lane group.
 † The NB TR delay/LOS represents the weighted average of the through and right-turn lane groups' delays.

Transit

The modified project would generate 32 and 19 fewer incremental subway trips during the weekday AM and PM commuter peak periods, respectively, than would the previously analyzed project. As with the previously analyzed project in the FEIS, incremental subway trips generated under the modified project would result in fewer than 200 subway trips (CEQR threshold) in these peak hours and would therefore be unlikely to result in significant adverse subway station or subway line haul impacts.

The modified project would generate 8 and 3 fewer incremental bus trips during the weekday AM and PM commuter peak periods, respectively, than would the previously analyzed project. As with the previously analyzed project in the FEIS, incremental bus trips generated under the modified project would result in fewer than 50 bus trips (CEQR threshold) in one direction in these peak hours and would therefore be unlikely to result in significant adverse bus route impacts.

Pedestrians

The modified project would generate 41, 36, 22, and 35 fewer incremental pedestrian trips (including walk-only trips, trips to/from area transit services and off-site parking facilities) during the weekday AM, weekday midday, weekday PM, and Saturday peak hours, respectively, than would the previously analyzed project in the FEIS. The modified project would generate fewer incremental pedestrian trips during all peak hours than the proposed project. As such, like the previously analyzed project, incremental pedestrian trips generated under the modified project would not result in significant adverse pedestrian facility impacts in any peak hour.

Vehicular and Pedestrian Safety

As the previously analyzed project in the FEIS would not result in significant adverse impacts to vehicular and pedestrian safety in any analysis period and, as summarized above, the modified project would result in fewer net incremental vehicular and pedestrian trips than the previously analyzed project, the modified project would not result in significant adverse impacts to vehicular and pedestrian safety in any peak hour.

Parking

With reduction of both the incremental travel demand and the elimination of a nearby off-street parking facility, a modified parking demand forecast and analysis is provided below. **Tables 8 and 9** presents the hourly incremental parking demand generated by the site under the With-Action condition for the modified project. As shown in **Tables 8 and 9**, incremental parking demand generated by the modified project would peak before the start of the uniformed staff shift change periods. In the weekday early morning period, total incremental parking demand would peak at 40 spaces during the 6:00-7:00 AM hour. In the weekday and Saturday midday periods (2:00-3:00

PM), peak parking demand would total 39 and 36 spaces, respectively. As shown in **Tables 8** and **9**, no incremental parking demand would be generated by visitors and other non-staff patrons of the modified project (i.e., the total incremental demand is equivalent to the DOC and CHS staff demand). As with the previously analyzed project, the staff (e.g., DOC and CHS staff) parking demand will be accommodated by the approximately 125 accessory parking spaces provided on site within a below-grade garage. No on-site parking spaces would be provided to accommodate other visitors or patrons.

Table 8
With Action Net Incremental Weekday Hourly Parking Demand

Hour	Uniformed Staff ¹	Non-Uniformed Staff	Medical Staff	Authorized Visitors	Other Visitors ²	Local Retail	Total
12-1 AM	8	0	1	0	0	0	9
1-2 AM	8	0	1	0	0	0	9
2-3 AM	8	0	1	0	0	0	9
3-4 AM	8	0	1	0	0	0	9
4-5 AM	10	0	1	0	0	0	11
5-6 AM	10	0	1	0	0	0	11
6-7 AM	21	18	1	0	0	0	40
7-8 AM	18	18	3	0	0	0	39
8-9 AM	16	18	2	0	0	0	36
9-10 AM	16	18	2	0	0	0	36
10-11 AM	16	18	2	0	0	0	36
11AM-12 PM	16	18	2	0	0	0	36
12-1 PM	18	18	2	0	0	0	38
1-2 PM	17	18	2	0	0	0	37
2-3 PM	23	14	2	0	0	0	39
3-4 PM	13	0	4	0	0	0	17
4-5 PM	11	0	2	0	0	0	13
5-6 PM	11	0	2	0	0	0	13
6-7 PM	11	0	2	0	0	0	13
7-8 PM	11	0	2	0	0	0	13
8-9 PM	11	0	2	0	0	0	13
9-10 PM	8	0	2	0	0	0	10
10-11 PM	13	0	2	0	0	0	15
11PM-12 AM	8	0	3	0	0	0	11

Notes:
¹ To be conservative for parking analysis purposes, unlike in the traffic analysis where it is assumed all uniformed staff partaking in a shift change do so in the same hour, uniformed staff hourly parking demand is based on in/out patterns observed at the existing Manhattan and Brooklyn facilities.
² Other visitors refers to family/friends visiting persons who are detained.

Table 9
With Action Net Incremental Saturday Hourly Parking Demand

Hour	Uniformed Staff ¹	Non-Uniformed Staff	Medical Staff	Authorized Visitors	Other Visitors ²	Local Retail	Total
12-1 AM	7	0	1	0	0	0	8
1-2 AM	7	0	1	0	0	0	8
2-3 AM	7	0	1	0	0	0	8
3-4 AM	7	0	1	0	0	0	8
4-5 AM	8	0	1	0	0	0	9
5-6 AM	8	0	1	0	0	0	9
6-7 AM	16	18	1	0	0	0	35
7-8 AM	13	18	3	0	0	0	34
8-9 AM	11	18	2	0	0	0	31
9-10 AM	11	18	2	0	0	0	31
10-11 AM	11	18	2	0	0	0	31
11AM-12 PM	11	18	2	0	0	0	31
12-1 PM	13	18	2	0	0	0	33
1-2 PM	13	18	2	0	0	0	33
2-3 PM	20	14	2	0	0	0	36
3-4 PM	12	0	4	0	0	0	16
4-5 PM	10	0	2	0	0	0	12
5-6 PM	10	0	2	0	0	0	12
6-7 PM	9	0	2	0	0	0	11
7-8 PM	9	0	2	0	0	0	11
8-9 PM	9	0	2	0	0	0	11
9-10 PM	7	0	2	0	0	0	9
10-11 PM	12	0	2	0	0	0	14
11PM-12 AM	7	0	3	0	0	0	10

Note:
¹ To be conservative for parking analysis purposes, unlike in the traffic analysis where it is assumed all uniformed staff partaking in a shift change do so in the same hour, uniformed staff hourly parking demand is based on in/out patterns observed at the existing Manhattan and Brooklyn facilities.
² Other visitors refers to family/friends visiting persons who are detained.

With the elimination of the public parking garage located at 62 Mulberry Street, the No Action off-street public parking supply would decrease to 1,529 spaces in the weekday early AM and 1,617 spaces in both the weekday midday and Saturday midday periods (compared to 1,720 in the weekday early AM and 1,808 in both the weekday midday and Saturday midday periods, which was the case for the analysis in both the FEIS and Technical Memorandum No. 1). However, as a result of the modified project, the future off-street public parking demand would decrease to 690, 1,559, and 1,439 spaces in the weekday early morning, midday and Saturday midday periods, respectively (compared to 719, 1,599, and 1,469 spaces with the previously analyzed project in the FEIS in the same periods). As such, as with the previously analyzed project in the FEIS, the total With Action peak public parking demand would be accommodated in all three peak hours with the modified project. Therefore, consistent with previously analyzed project, no potential for an off-street public parking shortfall is anticipated as a result of the modified project. It should be noted that there are no anticipated changes in the on-street parking supply as compared to the previously analyzed project. Therefore, as with the previously analyzed project, the modified project's lower parking demand is not expected to result in the potential for significant adverse parking impacts during the weekday AM, weekday midday and Saturday midday periods to on-street parking. In any event, since the project site is located in Parking Zone 1, per *CEQR Technical Manual* guidance, shortfalls within this zone would not be considered a potential significant adverse impact as the site is served by alternative modes of transportation.

QUEENS

OPEN SPACE

As discussed above, there are no additional No Build projects identified in the vicinity of the Queens Site. Therefore, neither the modified project nor changes in background conditions would result in new or different significant adverse impacts on open space at the Queens Site not already identified in the FEIS.

TRANSPORTATION

The FEIS concluded that the previously analyzed project at the Queens Site would have the potential to result in significant adverse impacts to vehicular traffic at four intersections in one or more peak hours and would not result in any significant adverse impacts to transit, pedestrians, vehicular/pedestrian safety, or parking. The FEIS identified mitigation for some, but not all, of the Queens Site's potential anticipated traffic impacts; some impacts would remain unmitigated and therefore constitute unavoidable significant adverse traffic impacts. Additionally, in the absence of the application of mitigation measures, those impacts would also remain unmitigated and, consequently, constitute unavoidable significant adverse traffic impacts.

As previously discussed in this Technical Memorandum, the approved project, which was the subject of Technical Memorandum No. 1, would be further modified for the Queens Site with additional program reductions, change in completion/analysis year, and modified parking supply. The modified project would not result in any changes to the number of beds for persons in detention or staffing but the program floor area dedicated to support services at the Queens Site would be reduced. As such, the demand forecast presented in Technical Memorandum No. 1 for the approved project remains unchanged in this Technical Memorandum for the modified project. As discussed in Technical Memorandum No. 1, as compared to the previously analyzed project in the FEIS, the approved project would generate fewer peak hour vehicle and person trips, could possibly result in fewer significant adverse traffic impacts than the previously analyzed project, the mitigation measures recommended in the FEIS for the project's significant traffic adverse impacts would remain effective at mitigating impacts, and some of the unmitigated significant adverse traffic impacts identified in the FEIS could potentially be mitigated.

In addition, it should be noted that although the FEIS and Technical Memorandum No. 1 identified 2026 as the analysis year, for transportation purposes, an additional year of background growth was also applied therein for conservative purposes. As such, no adjustments or modifications are necessary to account for an additional year of background growth in the No Action. Also, no additional No Build projects are planned in the Queens study area by 2027, as discussed in Section C above. Further, the change of accessory parking spaces at the Queens Site is also considered. An assessment of the potential environmental impacts to transportation of the modified project at the Queens site is examined below.

Traffic

As with the approved project analyzed in Technical Memorandum No. 1, the modified project would generate approximately 57, 61, 10, and 49 fewer incremental vehicle trips during the weekday AM, weekday midday, weekday PM, and Saturday peak hours, respectively, than the project as analyzed in the FEIS, aka, the previously analyzed project. Given that the modified project would generate fewer incremental vehicle trips during all peak hours and no additional growth or projects are anticipated in the No Action, the incremental trips and total With-Action

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volumes would remain lower than the FEIS. With fewer peak hour vehicle trips, it is anticipated that modified project could possibly result in fewer significant adverse traffic impacts and of lesser magnitude than disclosed in the FEIS. Additionally, with fewer vehicle trips in each peak hour, the mitigation measures recommended in the FEIS for the previously analyzed project's significant adverse traffic impacts would remain effective at mitigating traffic impacts with the modified project, as was the case for the approved project analyzed in Technical Memorandum No. 1. Furthermore, based on the reduction in peak hour vehicle trips, some of the unmitigated significant adverse traffic impacts identified in the FEIS could potentially be mitigated under the modified project, as was also the case for the approved project analyzed in Technical Memorandum No. 1.

Transit

The modified project would generate 12 and 9 fewer incremental subway trips during the weekday AM and PM commuter peak periods, respectively, than would the previously analyzed project. As with the previously analyzed project in the FEIS, incremental subway trips generated under the modified project would result in fewer than 200 subway trips (CEQR threshold) in these peak hours and would therefore be unlikely to result in significant adverse subway station or subway line haul impacts.

The modified project would generate 2 and 5 fewer incremental bus trips during the weekday AM and PM commuter peak periods, respectively, than would the previously analyzed project. As with the previously analyzed project in the FEIS, incremental bus trips generated under the modified project would result in fewer than 50 bus trips (CEQR threshold) in one direction in these peak hours and would therefore be unlikely to result in significant adverse bus route impacts.

Pedestrians

The modified project would generate 15, 20, 17, and 15 fewer incremental pedestrian trips (including walk-only trips, trips to/from area transit services and off-site parking facilities) during the weekday AM, weekday midday, weekday PM, and Saturday peak hours, respectively, than would the previously analyzed project in the FEIS. The modified project would generate fewer incremental pedestrian trips during all peak hours than the previously analyzed project. As such, like the previously analyzed project, incremental pedestrian trips generated under the modified project would not result in significant adverse pedestrian facility impacts in any peak hour.

Vehicular and Pedestrian Safety

As the previously analyzed project in the FEIS would not result in significant adverse impacts to vehicular and pedestrian safety in any analysis period and, as summarized above, the modified project would result in fewer net incremental vehicular and pedestrian trips than the previously analyzed project, the modified project would not result in significant adverse impacts to vehicular and pedestrian safety in any peak hour.

Parking

With reduction of both the incremental travel demand and the off-site parking spaces, a modified parking demand forecast and analysis is provided below. **Tables 10** and **11** presents the hourly net incremental change in parking demand generated by the site under the With-Action condition. As shown in **Tables 10** and **11**, incremental parking demand generated by the modified project would peak at or just before the start of the uniformed staff shift change periods. In the weekday early morning period, total incremental parking demand would peak at 254 spaces during the 7:00-8:00 AM hour. In the weekday and Saturday midday periods (2:00-3:00 PM), peak parking demand would total 314 and 243 spaces, respectively.

Table 10
With Action Net Incremental Weekday Hourly Parking Demand

Hour	Uniformed Staff ¹	Non-Uniformed Staff	Medical Staff	Authorized Visitors	Other Visitors ²	Community Center	Total
12-1 AM	59	0	12	0	0	0	71
1-2 AM	59	0	12	0	0	0	71
2-3 AM	59	0	12	0	0	0	71
3-4 AM	60	0	12	0	0	0	72
4-5 AM	74	0	12	0	0	0	86
5-6 AM	78	0	12	0	0	0	90
6-7 AM	169	64	12	1	0	0	246
7-8 AM	153	64	23	14	0	0	254
8-9 AM	134	64	14	33	1	0	246
9-10 AM	137	64	14	43	2	0	260
10-11 AM	141	64	14	39	2	0	260
11AM-12 PM	142	64	14	40	2	0	262
12-1 PM	159	64	14	45	2	0	284
1-2 PM	149	64	14	52	4	1	284
2-3 PM	201	50	14	42	5	2	314
3-4 PM	119	0	27	51	4	3	204
4-5 PM	100	0	16	47	4	2	169
5-6 PM	99	0	16	36	5	1	157
6-7 PM	95	0	16	18	5	0	134
7-8 PM	91	0	16	7	5	0	119
8-9 PM	89	0	16	0	3	0	108
9-10 PM	64	0	16	0	0	0	80
10-11 PM	108	0	16	0	0	0	124
11PM-12 AM	59	0	24	0	0	0	83

Note:

- ¹ To be conservative for parking analysis purposes, unlike in the traffic analysis where it is assumed all uniformed staff participating in a shift change do so in the same hour, uniformed staff hourly parking demand is based on in/out patterns observed at the existing Manhattan and Brooklyn facilities.
- ² Other visitors refers to family/friends visiting persons who are detained.

Table 11
With Action Net Incremental Saturday Hourly Parking Demand

Hour	Uniformed Staff ¹	Non-Uniformed Staff	Medical Staff	Authorized Visitors	Other Visitors ²	Community Center	Total
12-1 AM	57	0	12	0	0	0	69
1-2 AM	57	0	12	0	0	0	69
2-3 AM	57	0	12	0	0	0	69
3-4 AM	58	0	12	0	0	0	70
4-5 AM	68	0	12	0	0	0	80
5-6 AM	71	0	12	0	0	0	83
6-7 AM	138	64	12	0	0	0	214
7-8 AM	118	64	23	3	1	1	210
8-9 AM	101	64	14	8	2	2	191
9-10 AM	105	64	14	10	3	2	198
10-11 AM	109	64	14	8	4	2	201
11AM-12 PM	110	64	14	8	4	2	202
12-1 PM	121	64	14	9	5	2	215
1-2 PM	115	64	14	11	6	2	212
2-3 PM	164	50	14	9	4	2	243
3-4 PM	105	0	27	11	2	2	147
4-5 PM	89	0	16	10	1	2	118
5-6 PM	89	0	16	8	0	1	114
6-7 PM	84	0	16	4	0	1	105
7-8 PM	80	0	16	2	0	0	98
8-9 PM	78	0	16	0	0	0	94
9-10 PM	61	0	16	0	0	0	77
10-11 PM	104	0	16	0	0	0	120
11PM-12 AM	57	0	24	0	0	0	81

Note:

- ¹ To be conservative for parking analysis purposes, unlike in the traffic analysis where it is assumed all uniformed staff participating in a shift change do so in the same hour, uniformed staff hourly parking demand is based on in/out patterns observed at the existing Manhattan and Brooklyn facilities.
- ² Other visitors refers to family/friends visiting persons who are detained.

New York City Borough-Based Jail System

Approximately 305 accessory parking spaces of the modified project would be provided in a below-grade facility beneath the detention facility. These spaces would be accessory to the proposed jail facility and only authorized personnel would be allowed to utilize this garage, i.e., DOC and CHS staff. This garage would fully accommodate all of the parking demand associated with the DOC/CHS staff (during weekday midday or the 2:00-3:00 PM peak hour, there would be a peak demand of 265 spaces between uniformed staff, non-uniformed staff and medical staff).

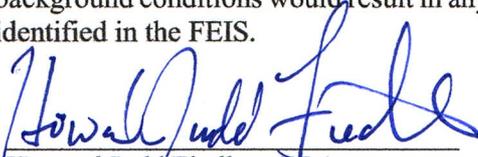
As discussed previously in this Technical Memorandum, the modified project would retain 90 parking spaces that were previously assumed to be displaced from East 132nd Street. In total, approximately 436 public parking spaces (combined on- and off-street) would be displaced by the modified project. To replace this capacity, the modified project would include approximately 586 public parking spaces (reduced from 676 parking spaces in the previously analyzed project) in a new above-ground parking structure on the Queens site. Overall, as with the previously analyzed project, the modified project would add a net of 150 spaces (new garage capacity minus total displaced spaces) to overall public parking capacity.

As with the previously analyzed project, while the demand generated by the DOC/CHS staff would be accommodated within the below-grade accessory garage, non-staff demand generated by the modified project would be accommodated on-site within the proposed stand-alone public parking garage. Demand of the modified project associated with jail visitors and the community facility would be highest during the weekday midday 3:00-4:00 PM period, when it would peak at 58 spaces. Consistent with the proposed project, this demand would be fully accommodated by the net addition of 150 publicly accessible spaces provided by the public parking garage. Therefore, as with the previously analyzed project, as all parking demand generated by the modified project would be accommodated on-site, no potential significant adverse parking impact is expected to occur as a result of the modified demand.

As stated above, the modified project would displace approximately 436 public spaces instead of 526 spaces assumed in the proposed project (90 parking spaces that were previously assumed to be displaced in the proposed project from East 132nd Street would instead remain). As less spaces are expected to be displaced by the modified project (and there would be a net increase total off- and on-street combined spaces), the modified project is not expected to result in the potential for significant adverse parking impacts during the analyzed weekday early morning, weekday midday and Saturday midday periods as a result of the displacement.

F. CONCLUSION

This Technical Memorandum concludes that neither the modified project nor the changes in background conditions would result in any new or different significant adverse impacts not already identified in the FEIS.



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October 14, 2020

Date

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