

APPENDIX B

Written Comments Received on the DEIS



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

SHELDON SILVER
Speaker

TESTIMONY FROM ASSEMBLYMAN SHELDON SILVER
TO THE NEW YORK CITY POLICE DEPARTMENT
REGARDING THE DRAFT ENVIRONMENTAL IMPACT STUDY OF THE IMPACT OF
THE CLOSURE OF PARK ROW AFTER SEPTEMBER 11TH 2001
SEPTEMBER 14, 2006

Thank you for the opportunity to express my thoughts concerning the New York City Police Department's (NYPD) Draft Environmental Impact Study (DEIS), which examines and seeks to address how the closure of Park Row has effected the surrounding neighborhoods of my Lower Manhattan community. I was dismayed by the fact that the DEIS does not provide a plan for a fully re-opened Park Row, but instead contains pages of excuses why it will remain closed and continue to choke the growth of downtown.

As we all know, the Park Row DEIS was prepared because of the hard work and diligence of the Civic Center Residents Coalition and their efforts in working towards a fully re-opened Park Row. On behalf of all of Lower Manhattan, I thank them for their persistence and will continue to work with them, side by side, until the needs of the community have been met.

Before I address the DEIS, I would like to say that today's hearing is not an attack on Police Department security or their need to fortify and appropriately secure One Police Plaza. This is about the NYPD's refusal to take into account the needs of, or make any accommodations in favor of the communities surrounding Park Row, without a court order.

As one of the original litigants along with elected officials, community leaders and residents, I was very pleased when we succeeded in getting Park Row partially re-opened to three bus routes and pedestrian traffic. Along with community residents, I felt that it was a step in the right direction and a sign of more to come. However, this feeling of victory was stifled when I read that the objective of the DEIS is not to provide greater access through Park Row, but to keep the area locked down.

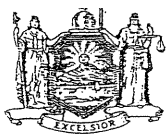
Although the DEIS is more comprehensive than the previous Draft Environmental Assessment Study (DEAS), it still does not go far enough in analyzing the conditions that have been thrust upon the residential and business communities surrounding Park Row. Throughout the study, there are many conclusions that are not supported by the facts presented, as well as conditions that are pervasive in the area surrounding Park Row which have not been fully analyzed. It is my hope that after today's hearings, the NYPD will do additional air quality, traffic, and economic impact studies, and present their findings to the community before finalizing the DEIS.

The most obvious impact of the closure of Park Row has been the bottleneck traffic on the streets surrounding Park Row. Worth Street, Saint James Place, and The Bowery are just a few of the streets that have shouldered the burden of additional vehicular traffic beyond their capacities since the closure of Park Row. As a result: it takes longer to get Downtown or to Chinatown, New York residents and tourists alike are much more likely to avoid the area, ambulance response times for residents who live in and around the frozen zone have gone up, the amount of toxins in the air – from trucks idling in traffic as they make their way down Worth Street or Saint James Place – has increased, and the quality of life of those who live in the frozen zone has been treated as an afterthought.

The DEIS fails to adequately identify and provide solutions for problems created by the closure of Park Row. I am gravely concerned about the increased levels of asthma in our community, which already has high rates among our children. I am gravely concerned that emergency response vehicles have to navigate through standstill traffic to reach New York Downtown Hospital, the only emergency room in Lower Manhattan. I am gravely concerned that small businesses, which have been a part of this once thriving neighborhood for so many years, are closing their doors because they have lost customers due to increased traffic and decreased accessibility. I am also gravely concerned that the residents in Chatham Towers and Chatham Green will forever feel as though they live in a lock-down barricaded zone, making the simplest tasks - such as getting deliveries or entertaining guests - an arduous and complicated procedure.

These problems that the Park Row closure has caused to the surrounding neighborhoods are real and grave and are not going to get better or alleviated in any way based on the superficial responses that are listed in the DEIS. Every day of the last five years, this community has dealt with the reality of a post-9/11 world, but it does not have to. The NYPD can make the necessary changes and build whatever kind of barrier it deems necessary. Closing Park Row is the easy answer to One Police Plaza's security needs, but it is neither the most practical nor most just solution. The NYPD must truly take its neighbors to the north into consideration and Park Row must and should be fully re-opened.

Again, thank you for this opportunity to speak on behalf of my Lower Manhattan community.



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OCTOBER 4, 2006

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Again, thank you for this opportunity to speak on behalf of my Lower Manhattan community.



THE CITY OF NEW YORK
OFFICE OF THE PRESIDENT
BOROUGH OF MANHATTAN

**Testimony by Manhattan Borough President Scott M. Stringer
On the Draft Environmental Impact Statement
On The One Police Plaza Security Plan
September 14, 2006**

The post-9/11 security plan for One Police Plaza, and in particular the closing of Park Row, has had a serious negative impact on the residential and commercial communities of Lower Manhattan. I recognize and respect the need for strong security measures that enable the NYPD to continue its great work keeping New Yorkers safe from terrorism and crime. But we owe it to the people of Lower Manhattan to ensure that these security measures do not degrade the quality of life and economic vitality of the very community that was most directly affected by the 9/11 attacks.

The DEIS contains very technical information that deserves an equally technical response. My land use, planning and development staff is preparing detailed technical comments addressing all of the relevant chapters of the DEIS, which I will submit for the record at a later date. For today's hearing, I will briefly discuss my main areas of concern regarding the DEIS' methodology and proposed mitigations.

Community Facilities

The security zone has literally created a barrier between EMS units and residents and workers in Lower Manhattan. EMS units are required to provide identification before being allowed beyond the barricades, adding to their response time. For the health and safety of those who live and work within the security zone, it is imperative that the effect of the street closures on emergency response time is accurately measured and that appropriate mitigations are executed.

Socioeconomic Conditions

Lower Manhattan, and in particular the area within and near the security zone, has tremendous cultural, ethnic, and linguistic diversity. The DEIS does not indicate any degree of cultural sensitivity in the handling of surveys to Chinatown businesses, outside of the need to have a translator "present when necessary." In addition, only 61 businesses were polled, a questionable sample size that may not be statistically significant. The DEIS relies heavily upon vacancy rates and rents to assess the economic vitality of the study area, but the final EIS should consider other important data such as turnover rates and the types of tenants that succeeded the previous tenants. The DEIS uses a generic research model to determine economic health and does not consider indicators of detrimental impact on the character and local sustainability of the community. In preparing the final EIS, the drafters should collaborate closely with local organizations in order to undertake a culturally sensitive survey of the area's business community that can accurately assess the impacts of the street closings.

Urban Design

The DEIS acknowledges that features of the security zone such as the street closures, bollards, delta barriers and security booths have made the area forbidding and unappealing to pedestrian traffic. In addition, the added security features directly impact Chatham Towers and Chatham Green Houses, which are within the security zone. Residents, business owners, employees and community organizations should be contacted to determine exactly how these street closures and barriers have affected their quality of life and what mitigations would be most appropriate. All of the urban design mitigations should be executed with environmental sustainability in mind. The amount of energy required and the amount of maintenance required should be important factors in determining what types of materials will be used.

Traffic and Parking

Lower Manhattan has always had traffic and parking problems and the closure of Park Row, Pearl Street, Madison Street and the Avenue of the Finest has only made those situations worse. Park Row in particular was a main artery for connecting Chinatown to the Downtown area. Now that only authorized vehicles are allowed within the security zone, traffic has been rerouted onto neighboring streets and has created even greater congestion at several intersections. On-street parking spaces were lost due to the security zone and the DEIS acknowledges the alarming number of illegally parked cars (many of them being city cars) in the area. The security zone did not create the traffic congestion and parking shortage, but it has exacerbated those problems, and it is necessary to undertake significant strong mitigations, beyond signal changes and lane striping.

Air Quality

Re-routed traffic has adversely impacted air quality at intersections near the security zone. Since the original plan was enacted, three city buses have been placed back on their original route through the security zone, reducing the air quality impact to a level that is just barely short of the minimum standard requiring mitigation. This community is already battling traffic congestion, illegal parking, increased emergency response times and intrusive security measures – and, of course, the devastating air quality impacts of the 9/11 attacks. Surely more can be done to improve air quality than merely rerouting three buses.

Conclusion

As drafted, the DEIS does not present an adequate framework to examine the study area and determine appropriate mitigations and alternatives for the security plan. I urge the NYPD to work closely and respectfully with the community to draft a final EIS that responds to the community's legitimate concerns about the environmental impacts of the security plan.

We must protect ourselves from the world's terrorists while still providing our citizens with functional, healthy communities in which to live and work. We should not be satisfied with just the minimal initiatives identified in the DEIS, because Chinatown, the Seaport, the Civic Center and all the other communities in Lower Manhattan should not have to settle for simply "good enough." Let this review process serve as a launching pad for an increased interest and investment in initiatives that will improve the quality of life and the economic well-being of Lower Manhattan. Thank you for the opportunity to testify.

MUNICIPAL BUILDING ♦ 1 CENTRE STREET ♦ NEW YORK, NY 10007

PHONE (212) 669-8300 FAX (212) 669-4305

www.manhattanbp.org bp@manhattanbp.org



THE CITY OF NEW YORK
OFFICE OF THE PRESIDENT
BOROUGH OF MANHATTAN

SCOTT M. STRINGER
BOROUGH PRESIDENT

October 24, 2006

Inspector Anthony Tria
NYPD Capital Construction
620 Circle Drive
Fort Totten, NY 11359

Re: One Police Plaza Security Plan DEIS

Dear Inspector Tria:

Enclosed, please find my comments on the NYPD's Draft Environmental Impact Statement (DEIS) for the One Police Plaza Security Plan.

The post-9/11 security plan for One Police Plaza, and in particular the closing of Park Row, has had a serious negative impact on the residential and commercial communities of Lower Manhattan. I recognize and respect the need for strong security measures that enable the NYPD to continue its great work keeping New Yorkers safe from terrorism and crime. But we owe it to the people of Lower Manhattan to ensure that these security measures do not degrade the quality of life and economic vitality of the very community that was most directly affected by the 9/11 attacks.

My land use, planning and development staff has analyzed and commented on the DEIS's methodology and conclusions, and proposed alternate methodologies and mitigations where necessary. I look forward to working with the NYPD, other city agencies, and the community, to address the impacts of the security zone and improve living and working conditions in Lower Manhattan. As the NYPD moves forward to prepare a Final Environmental Impact Statement, I hope that every comment received at the two public hearings and in writing will be thoroughly investigated and, where appropriate, incorporated in the final analysis.

Thank you for your consideration.

Sincerely,

Scott M. Stringer
Manhattan Borough President

**One Police Plaza Security Plan Draft Environmental Impact Statement
Analysis and Comments
by Manhattan Borough President Scott M. Stringer**

Introduction

The post-9/11 security plan for One Police Plaza, and in particular the closing of Park Row, has had a serious negative impact on the residential and commercial communities of Lower Manhattan. I recognize and respect the need for strong security measures that enable the NYPD to continue its great work keeping New Yorkers safe from terrorism and crime. But we owe it to the people of Lower Manhattan to ensure that these security measures do not degrade the quality of life and economic vitality of the very community that was most directly affected by the 9/11 attacks.

An October 7, 2006 *New York Times* article by Carol Buckley notes that 30 of the estimated 50 to 70 buildings in New York City that have installed jersey barriers within the past five years have removed them. According to the article, counter-terrorism experts have stated that planters and barriers can sometimes make the impact of a speeding vehicle or explosive device worse by splintering into dangerous shards. Jersey barriers are one way to protect against terrorism, but other options that are less intrusive to the everyday lives of the community must also be thoroughly explored.

While alternate counter-terrorism measures are explored, we have to address the impact of the existing security plan, which is detailed in the DEIS. However, the methodology utilized for the creation of the DEIS is faulty in several chapters. It is impossible to design appropriate mitigation strategies if the impact of the security measures and the needs of the community are not thoroughly and accurately studied. This statement addresses the technical errors of the DEIS, offers alternative methodology, and suggests alternative mitigations.

Community Facilities

The security zone surrounding the One Police Plaza area arose out of the need to protect against terrorist activities. However, it has literally created a barrier for EMS units to respond to residents and workers who are in its perimeter. Currently, police and fire units call ahead to the barricade operators and are able to bypass the checkpoints without interruption, but EMS units must provide identification before being allowed beyond the barricades (NYPD, One Police Plaza Security Plan EIS, 3-7). Undoubtedly this adds to the response time of EMS units. Additionally, all emergency vehicles (police, fire and EMS) must grapple with the increased traffic that surrounds the security zone as a result of the closed streets and rerouted traffic, adding to emergency response time. For the health and safety of those who live and work in Lower Manhattan, it is imperative that the effect of the street closures on emergency response time is accurately measured and that appropriate mitigations are carried out.

Alternate Methodology

Although there has been an increase in emergency response times in Manhattan and the city as a whole between 2000 and 2005, the increase from 2004 to 2005 in the study area is much higher than the increase for the rest of Manhattan and the rest of the city. From 2004 to 2005, emergency response time increased by 14 seconds citywide, by 16 seconds in Manhattan and by 33 seconds within the study area (NYPD 3-5). The DEIS does not explain why the increase for the study area is more than twice the increase for the rest of the city. Further research must be conducted. Interviewing emergency medical technicians could provide invaluable insight as to why there has been an increase in response times.

The DEIS concludes that the increase in emergency response time is not due to the street closures in the security zone and therefore no mitigation is offered. This conclusion has not been adequately justified.

Alternate Mitigation

A potential mitigation worthy of study is to have EMS units posted inside of the barricades 24 hours a day instead of just 8:00 a.m. to midnight as currently provided (NYPD 3-7).

Socioeconomic Conditions

The economic impact of 9/11 is still being felt throughout Manhattan, especially in the tourist-dependent Chinatown area abutting the One Police Plaza security zone. Accurately determining economic vitality is a difficult task anywhere and it is further complicated by the deeply rooted linguistic and cultural traditions of Chinatown. The DEIS approaches the task of providing a socioeconomic assessment through surveys, data research and analysis.

There are several flaws in the execution of the assessment. Many Chinatown small business owners and workers speak Chinese as their first or only language. The DEIS states that a translator was present when necessary for the surveys (NYPD 4-5), but there is no detail provided on precisely how the surveys/interviews were conducted. Some fluent English-speakers may be able to express themselves more articulately in Chinese. The manner in which people were approached could have had a significant impact on the responses to the surveys. The DEIS does not indicate any degree of cultural sensitivity outside of the need to have a translator "present when necessary." There is no information provided as to exactly which businesses were surveyed. The DEIS only covers generally the types of questions asked, but does not include a copy of the survey instrument, nor all the collected responses.

A mere 61 businesses were polled (NYPD 4-32). There are approximately 486 active retail establishments in Chinatown alone, according to the DEIS (NYPD 4-31). The businesses included in the survey were chosen randomly within the restaurant and retail industries. On Mott Street, arguably the most central street in Chinatown, it appears that only five surveys were conducted (NYPD Figure 4-4). More thorough, culturally sensitive surveys should be conducted with a statistically significant number of businesses that represent the full range of industries in the area.

According to the survey results, 65.8% of businesses south of Canal Street, near the security zone, said their businesses have declined since the previous year, and 61.5% said their businesses were affected by the street closures. North of Canal Street, further away from the security zone, the results were 50% and 18.2% respectively (NYPD, Table 4-13). From these figures, the DEIS concludes that any decline in business "may be attributable to general economic trends rather than the proximity to the security zone" (NYPD 4-33). This conclusion ignores the difference between 65% and 50%. While there was a general area-wide decline, the number of businesses reporting a decline was significantly higher near the security zone than further away. The survey results support the conclusion that the street closings directly impacted nearby businesses and warrant mitigation.

Alternate Methodology

The DEIS relies heavily upon vacancy rates and rents to gauge the economic vitality of the study area. These are important measures, but they must be assessed in conjunction with other data such as turnover rates and the types of tenants that succeeded the previous tenants. A low vacancy rate does not necessarily indicate economic prosperity if there are new tenants every year or if traditional community-based businesses have been replaced by other types of businesses. There are many small businesses in Chinatown that may not have extensive financial records, so traditional research alone will not be sufficient. The DEIS uses a generic research model to determine economic health and does not consider indicators of detrimental impact on the character and local sustainability of the community. There must be collaboration with local organizations in order to obtain a more accurate assessment of business activity.

Data research and the surveys should be conducted in collaboration with local organizations that are well-connected to the local business community. The Asian American Federation of New York conducted surveys for its two reports on the economic impacts of 9/11 on Chinatown. The data from those reports could be utilized for the EIS and the methodology for the survey research could be adopted and tailored to the needs of this study.

Alternate Mitigation

As stated before, the economic effects of 9/11 are still being felt in the study area. The DEIS uses that fact to conclude that any decline in economic activity is most likely due to 9/11 aftermath and not the street closures. However, it is quite possible that the street closures have exacerbated any economic decline in the area and that possibility should be addressed by conducting thorough research and suggesting appropriate mitigations. One possible mitigation could be hosting a forum or a series of forums for small business owners in the area that inform them of various financial resources available to them and how they can apply to those programs.

Urban Design

Prominent features of the security zone are the street closures, bollards, delta barriers and security booths, which have made the area forbidding and unappealing to pedestrian traffic

Additionally there are two residential developments inside the security zone, Chatham Towers and Chatham Green Houses, and the added security features directly impact their immediate surroundings. The DEIS readily acknowledges that the features of the security zone have had significant adverse impacts on urban design (11-1). The suggested mitigation is a list of streetscape improvements to Park Row compiled by the Lower Manhattan Development Corporation (LMDC) for the 2004 Chinatown Access and Circulation Study. These mitigations include trees, shrubs, planters, improved street furniture and pedestrian way finding signage. The proposed mitigations are a good start, but more research must be conducted to determine the best way to balance safety and aesthetics.

Alternate Methodology

The DEIS relies solely upon the LMDC report to provide possible mitigations and it primarily focuses on Park Row. However, Pearl Street, Madison Street and Avenue of the Finest should be addressed as well. Additionally, there has been no community outreach on this issue. Residents, business owners, employees and local organizations should be contacted to determine exactly how these street closures and barriers have affected their quality of life and what mitigations would be appropriate.

Alternate Mitigation

Suitable mitigations can only truly be determined after sufficient research has been conducted on exactly how the community in the study area has been impacted by the security zone. However, there are several urban design measures that can be explored for the security zone. One proposed mitigation – way-finding signs – should be erected only after there has been sufficient community input on the issue. The size, location, content and language of such signs will be of critical importance. Trees should be planted in a way that will provide shade to seating areas and not obscure signage. The proposed street furniture should be arranged in an inviting manner and the lighting should be environmentally responsible and provide a sense of security. All of the urban design mitigations should be executed with environmental sustainability in mind. The amount of energy required and the amount of maintenance required should be important factors in determining what types of materials will be used.

Traffic and Parking

The closure of Park Row, Pearl Street, Madison Street and the Avenue of the Finest has significantly impacted traffic in the study area. Park Row in particular was a main artery for connecting Chinatown to the Downtown area. Now that only authorized vehicles are allowed within the security zone, traffic has been rerouted onto neighboring streets and created congestion at several intersections. The DEIS determined that the following intersections have been negatively impacted by the security zone: Pearl Street at Frankfort Street, Pearl Street at Robert F. Wagner Sr. Place, Chatham Square at Worth Street, Chatham Square at Mott Street and Church Street at Worth Street (NYPD 7-13). Mitigations such as signal changes and lane striping are offered for all of the intersections

except Pearl Street and Robert F. Wagner Sr. Place, which was determined to have unmitigatable impacts (NYPD 11-3).

The determination that five intersections have been negatively impacted was reached by comparing baseline pre-9/11 data with estimated no-action 2006 data, and with-action 2006 data that was generated from a computer software program. Various EAS and EIS documents, including the 2004 One Police Plaza Security Plan EAS were used to determine the pre-9/11 baseline (NYPD 7-3).

On-street parking spaces were lost due to the security zone and the DEIS acknowledges the alarming number of illegally parked cars in the area (NYPD 7-17). The majority of the illegally parked cars in the area were city cars. The security zone did not create the traffic congestion and parking shortage, but it has exacerbated those problems, and it is necessary to undertake significant mitigations, beyond signal changes and lane striping.

Alternate Methodology

The DEIS partially relies upon traffic data from the 2004 One Police Plaza Security Plan EAS. This is inappropriate considering that a New York State Supreme Court judgment against the NYPD specifically mentioned the need to re-examine the traffic and parking analysis in the 2004 EAS (NYPD S-1). The security zone has been in place for five years and it is difficult to determine accurate with-action and no-action conditions. A number of factors influence traffic patterns including construction, such as temporary street closures, time of year, commercial activity, etc. Undoubtedly, the street closures for the creation of the security zone have interacted with all of these variables over the past five years. In order to provide the fairest assessment for the community, conservative traffic data should be used for the baseline and no-action conditions. Additionally, there should be extensive and thorough field work conducted to determine the current conditions, and less reliance on the traffic modeling software.

In various sections, the DEIS states that the street closures did not create certain conditions and therefore the street closures bear no responsibility for the current situation. However, the street closures have in many cases exacerbated several undesirable impacts in the study area. Outside of re-opening Park Row, thorough research and the execution of adequate mitigations are the only ways to address the needs of study area residents and workers.

Alternate Mitigation

The 400-space municipal garage within the security zone is now open only to NYPD-authorized vehicles. The DEIS does not divulge whether or not the municipal garage is being fully utilized. Given the shortage of parking in the study area, any and all available off-street parking facilities should be fully exploited. Even if the municipal garage is open only to NYPD or other authorized vehicles, using all 400 spaces could possibly have a significant impact on the amount of illegal parking in the study area.

The increased number of pedestrian accidents at the intersection of Worth and Broadway (NYPD 11-6), congestion, noise and air pollution are all negative impacts of increased traffic on the streets surrounding the security zone. No amount of lane striping or signal changes will have a significant effect on these negative impacts. Only effective traffic rerouting or street reopening will truly mitigate these impacts. The DEIS states that more specific mitigation measures will be researched before the FEIS is completed (NYPD 11-6) and those mitigation measures should include a thorough analysis of the possibility of opening the closed streets or at least creatively rerouting traffic.

Air Quality

Re-routed traffic has adversely impacted air quality at Foley Square/Worth Street and Chatham Square/Worth Street, intersections near the security zone (NYPD 9-23). The increase in particulate matter known as PM2.5 exceeded the de minimis criterion under CEQR of .1 ug/m (NYPD 11-7). Since the original plan was enacted, three city buses have been placed back onto their original routes on Park Row through the security zone, reducing the air quality difference to .09 ug/m and .08 ug/m at the respective intersections (NYPD 11-7). The proposed mitigation would achieve air quality that is just barely good enough to sidestep any further required mitigation. This community is already battling traffic congestion, illegal parking, increased emergency response times and intrusive security measures – and, of course, the devastating air quality impacts of the 9/11 attacks. Surely more can be done to improve air quality than merely rerouting three buses.

Alternate Methodology

The DEIS does not explain how the air quality on Park Row has been affected by placing three buses back onto it. If this mitigation merely removes particulate matter from one location in the study area and moves it to another location in the study area, then it is unacceptable..

Alternate Mitigation

Air quality is directly connected to traffic in the study area. Idling vehicles create air pollution that impacts all of the residents, workers and visitors. Outside of planting more trees in the area, the only way to improve the air quality is to remove or significantly reduce the main source of pollution, which is traffic. Decreasing the number of cars at key intersections in the study area will require rerouting cars and/or the reopening the closed streets.

Conclusion

As drafted, the DEIS does not present an adequate framework to examine the study area and determine appropriate mitigations and alternatives for the security plan. Traffic is at the heart of the security plan and without a thorough examination of traffic, the impact on community facilities, urban design, parking and air quality can not be adequately measured. We must carefully explore all options that will provide appropriate safety measures as well

as a high quality of life for the residents, workers and visitors in the study area. We must protect ourselves from the world's terrorists while still providing our citizens with functional, healthy communities in which to live and work.

We should not be satisfied with just the minimal initiatives identified in the DEIS, because Chinatown, the Seaport, the Civic Center and all the other communities in Lower Manhattan should not have to settle for simply "good enough." Let this review process serve as a launching pad for an increased interest and investment in initiatives that will improve the quality of life and the economic well-being of Lower Manhattan.

ALAN JAY GERSON
COUNCIL MEMBER, 1ST DISTRICT
MANHATTAN

DISTRICT OFFICE
49-51 CHAMBERS STREET, SUITE 429
NEW YORK, NY 10007
(212) 788-7722
FAX (212) 788-7727

CITY HALL OFFICE
250 BROADWAY, ROOM 1845
NEW YORK, NY 10007
(212) 788-7259

gerson@council.nyc.ny.us



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September 14, 2006

**TESTMONY OF CITY COUNCIL MEMBER ALAN JAY GERSON
REGARDING ENVIRONMENTAL IMPACT STUDY ON PARK ROW AND
CHINATOWN BEFORE THE NEW YORK CITY POLICE DEPARTMENT**

I am encouraged by the New York Police Department's holding a Public Hearing regarding the Environmental Impact Statement on Park Row and Chinatown. But at the same time, I am discouraged at the NYPD's findings through their EIS process. As most of you know, I am the Council Member who represents this area and I have throughout my tenure been a proponent of quality of life issues and small business development. I call on you today to reverse your position on the closure of Park Row and further study the overall impact of the closure after September 11, 2001. The businesses in this area have been negatively impacted and any stance that leaves the community closed off from the public, whether it be pedestrian or automotive, will continue to hinder the economic development of Chinatown and the surrounding area.

The NYPD's Environmental Impact Study gives short shrift to the financial, health, and quality of life issues in Chinatown. This study seems to be created to provide justifications for keeping Park Row closed, rather than being an honest assessment of the reality that affects those who live and work in the area.

The study claims that there have been minimal financial hardships to the businesses in Chinatown. These results were based on a small sampling of businesses, which were selected at the behest of the NYPD to yield the results desired. In fact, we all know that an area with minimal parking, overly congested traffic, and limited access for delivery trucks has suffered financially since Park Row closed.

Residents of Chatham Green, many of whom are seniors, have found that the police barricade in front of their building has slowed ambulance response time by 3 to 5 minutes, a time frame that can spell the difference between life and death. Dr. David Goldschmitt, Director of Emergency Medicine at NY Downtown Hospital, has asked that the barricade be moved by twenty feet to the other side of the driveway where it was originally erected to allow ambulances to freely move between Chatham Green and his hospital, but this request has been denied. Given the potential delays, Dr. Goldschmitt

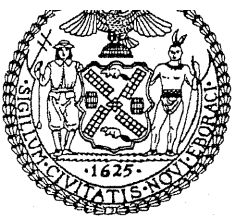
estimates it is often quicker for a patient to be transported 50 blocks to Beth Israel Hospital than to go a few blocks to NY Downtown Hospital.

We need an honest, realistic EIS to help us provide for the needs of this community. We have to figure out how to re-open Park Row, rather than continuing the inertia that leaves it barren and desolate. We need to find ways to compensate the businesses that have suffered here with creative programs and state funding, but we can't initiate programs for Chinatown if our police department issues reports saying that this area is doing just fine. We know better.

Therefore, on behalf of the Chinatown community, a community, which has patiently borne much of the brunt of post 9/11 hardship, I insist on the following:

1. Pedestrian access to Park Row.
2. An ambulance posted within the Park Row area that will provide immediate service to the Downtown hospital, or a shifting of the present barricade, which currently prevents ambulances from going to the Downtown hospital in a timely fashion.
3. Establishment of a free shuttle from the Seaport to Chinatown so that residents can be linked with the Downtown Alliance shuttle.
4. A new drop-off area for sight-seeing buses that will enable tourists to easily access Chinatown shops and restaurants.
5. A commitment from the NYPD to utilize their nearly 1000 parking spaces in 1 Police Plaza before parking on Chinatown streets, and further, a commitment to end the blatant police parking abuses.
6. A trolley line on Fulton Street to better connect Chinatown with the rest of lower Manhattan.

These are only some small steps in helping Chinatown to regain its vitality and livability, but we need to start somewhere.



THE CITY OF NEW YORK MANHATTAN COMMUNITY BOARD NO. 3

59 East 4th Street - New York, N.Y. 10003

Phone: (212) 533-5300 - Fax: (212) 533-3659

www.cb3manhattan.org - info@cb3manhattan.org

David McWater, Board Chair

Susan Stetzer, District Manager

Community Board 3 Testimony for DEIS for 1 Police Plaza Security Plan

My name is Susan Stetzer and I am testifying on behalf of Community Board 3. Community Board 3 will be submitting a much longer technical analysis of the DEIS faults by the October 24th deadline. We have commissioned an analysis by an expert and it is currently being finalized. In the limited time allowed tonight I will highlight a few points from the longer analysis. Overall, Community Board 3 finds the DEIS incomplete and inaccurate. It fails to fully report the impact of closing Park Row and other nearby roads that provided substantial roadway capacity for vehicles entering and leaving Chinatown. As it stands, the DEIS masks the full impact of the Police Department action. The DEIS is incomplete and is not a "hard look" at the matter and must be redone.

Primarily, the DEIS fails to comply with State law because of three substantial and interrelated flaws: illegal segmentation of various elements of the whole NYPD security plan; arbitrary limitation of the traffic study area to a quarter mile of Police Headquarters; and misleading choices of 2000 for the baseline year and 2006 for the impact analysis year.

The written testimony will explain these flaws and others in detail. To summarize here today:

(1) One of the strongest prohibitions for a DEIS is not to attempt to evade impacts by Segmenting an Action. The refusal of the NYPD to examine all elements of the NYPD security plan together is an irrefutable example of illegal segmentation. The DEIS omits the following actions:

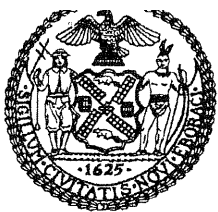
- (a) The 1999 closure of Pearl Street, which was moving as much traffic as Park Row, is omitted by choice of 2000 as the baseline year. The security zone implemented in 1999 is part of the action and cannot be ignored.
- (b) The 2001 closure of the westbound off-ramp off the Brooklyn Bridge onto Park Row is not discussed, because the study area does not include the Brooklyn Bridge itself. Prior to 9-11, this ramp was processing 500 to 700 cars onto Park Row north. What happened to these cars after 9-11 and the closure of Park Row?
- (c) The impacts of all of the street closures in the NYPD security plan must examine conditions at least 10 years into the future, not simply in the present year. The DEIS cannot be allowed to ignore the forecasted growth of traffic volumes of the redevelopment of Lower Manhattan and Downtown Brooklyn during the coming decade -- impacts that should be well understood by the NYPD engineering consultant, Philip Habib Associates, since they also prepared traffic and transit work for EISs on projects in Downtown Brooklyn. The failure to study the environmental impact of these 3 large-scale developments presents an incomplete picture of traffic congestion due to the closure of Park Row after 9-11. The thousands of construction trucks and traffic associated with these developments will contribute to pollution and congestion and must be addressed in the DEIS.

(2) The DEIS fails to examine area-wide dispersal of traffic into other locations in Lower Manhattan because of the arbitrary restriction of the Study Area Street Network. There is plenty of evidence that a huge amount of traffic has been diverted to other parts of Lower Manhattan outside the study area as a consequence of the NYPD street closings. The DEIS ignores the official annual bridge and tunnel counts for access/egress routes feeding Lower Manhattan, which obviously show that 30,000 to 40,000 vehicles per day are no longer moving through the Civic Center/Chinatown area. This displacement of tens of thousands of vehicles daily must, under CEQR, be analyzed.

(3) The choice of 2000 as the baseline year allows the NYPD to estimate baseline traffic volumes. The DEIS ignores volumes reported in the 1993 Foley Square FEIS, as well as the annual bridge and tunnel counts. As a result, the DEIS dramatically under-reports 2000 Baseline and 2006 No Build conditions, probably under-estimating the 2000 traffic volume within the limited study area by 21% to 22%.

Community Board 3 will present our detailed analysis of the DEIS flaws by October 24. We will show in detail that this DEIS is faulty because it fails to comply with State law in three substantial and interrelated ways: illegal segmentation, arbitrary limitation of the traffic study area, and misleading choices of 2000 for the baseline year and 2006 for the impact analysis year.

I will close by also listing flaws in this process. First, three minutes to respond to a 15-chapter DEIS does not allow for full public education and participation. Speaking just for the Community Board, we represent and advocate for 164,000 people impacted by this DEIS. We should be able to publicly and fully discuss how this plan fails to meet the legal criteria as well as the needs of the community. Also, the public notification was extremely inadequate. It became the responsibility of the community to notify people. The number of people, including media, who called the Community Board to find out details of this hearing and the location proves the inadequacy of notification. When the city wants to promote information—it does so very well. It did not do so for this DEIS. Finally, we need to say that trying to make members of this community feel that something was gained as a mitigation of this security plan—such as enforcing parking laws that should be enforced and creating court-ordered pedestrian ramps and other actions that are already as of right for the community will not mitigate the burden of this faulty security plan.



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59 East 4th Street – New York, NY 10003

Phone (212) 533-5300 - Fax (212) 533-3659

www.cb3manhattan.org – info@cb3manhattan.org

David McWater, Board Chair

Susan Stetzer, District Manager

October 23, 2006

This summary and the attached analysis comprises the Community Board 3, Manhattan testimony regarding the DEIS for One Police Plaza Security Plan.

Community Board 3 calls upon the Mayor and the New York Police Department (NYPD) to consider relocating Police Headquarters to a site where the threat of attack can be properly mitigated. All New Yorkers deserve to have a Police Headquarters fully secured without putting ten of thousands of civilians at risk. The Draft Environmental Impact Study (DEIS) concerning the impact of the closure of Park Row after September 11, 2001 mentioned and immediately dismissed the obvious answer to the NYPD's security needs: the relocation of its headquarters. CB3 calls for an independent study to examine whether the central headquarters of the NYPD should be located outside of Lower Manhattan.

CB3 submits the attached written testimony on the DEIS. This testimony was prepared by an engineering consultant, Brian Ketcham of Community Consulting Services. Overall, CB3 finds the DEIS incomplete and inaccurate. It fails to fully report the impact of closing Park Row and other nearby streets that provided substantial roadway capacity for vehicles entering and leaving Chinatown. The DEIS is not a "hard look" at the matter and must be redone.

The failure of the DEIS to examine all elements of the NYPD security plan comprehensively and simultaneously evades an accurate assessment of its true impacts. The State regulations specifically prohibit this "Segmenting an Action." The segmentation in the DEIS is twofold: it limits the traffic study area to within a quarter mile of Police Headquarters; and it only studies impacts between 2000 and 2006.

Some of the flaws detailed in our testimony are summarized below:

- The 1999 closure of Pearl Street, which was moving as much traffic as Park Row, is omitted by choice of 2000 as the baseline year. The security zone implemented in 1999 is part of the action and cannot be ignored.
- The 2001 closure of the westbound off-ramp off the Brooklyn Bridge onto Park Row is omitted because the traffic study area does not include the Brooklyn Bridge itself. This ramp prior to closure was processing 500 to 700 cars per hour onto Park Row North.
- The DEIS underestimates the 2000 traffic volume within the limited study area by 21% to 22%. Baseline traffic volumes could not be directly measured because the baseline year was chosen as 2000. The analysis ignores volumes reported in the 1993 Foley Square FEIS, and the official annual bridge and tunnel counts for access/egress routes feeding Lower Manhattan.
- The DEIS ignores a huge amount of traffic diverted to other parts of Lower Manhattan outside the arbitrarily restricted Study Area Street Network. Since the growth in vehicles entering Lower Manhattan has continued unabated, the 30,000 to 40,000 vehicles that are no longer moving through the Civic Center/Chinatown area must be somewhere else.
- Street closure impacts must examine conditions at least 10 years into the future – not simply ending in the current year. The DEIS has irresponsibly ignored the forecasted growth of traffic volumes into Lower Manhattan due to the massive reconstruction around Ground Zero in Manhattan, the Atlantic Yards and the Brooklyn Waterfront. These impacts should have been better incorporated by the NYPD engineering consultant, Philip Habib Associates, which also prepared traffic and transit work for EISs on Downtown Brooklyn projects.

The attached written testimony from CB3 explains the DEIS flaws summarized above, as well as others. It explains in detail why the DEIS fails to comply with State regulations in three substantial and interrelated ways: illegal segmentation, arbitrary limitation of the traffic study area, and misleading choice of the time period to be assessed.



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Assessment of Traffic-Related Issues of One Police Plaza Security Plan EIS

The Importance of an Environmental Impact Statement

Under the New York State Environmental Quality Review Act, discretionary actions of agencies must be examined to assess their potential for producing a significant social, economic or environmental impact. State regulations for implementing the law delegate the authority for making the assessment to agencies taking the actions, in this case, the New York City Police Department (NYPD) with the intent that assessing the consequences of their actions will build environmental awareness into "lead agencies" decision making. City agencies perform this assessment according to the City Environmental Quality Review Technical Manual, notable for the specificity of its procedures. Compliance may be accomplished through preparation of an Environmental Assessment Statement (EAS) or an Environmental Impact Statement (EIS)—the latter being a more comprehensive and detailed analysis to respond to public comment on the scope, assumptions and methodology of a draft EIS. The purpose of the EIS is to fully and accurately disclose all effects of the action on future conditions without the action and to mitigate them to the extent feasible. The adequacy of a Final EIS may be judged by the courts on the degree that a "hard look" was taken to make the determination of impacts and feasible mitigation.

In 2004, the NYPD submitted an EAS to support making permanent actions it took in the prior year as an emergency response to the events of 9/11, primarily the closure of Park Row which runs under the NYPD HQ." The EAS was challenged by civic leaders of Chinatown as being inadequate in both the extent of the area analyzed and the definition of related security actions. The court ordered preparation of a responsive EIS, subject to full public review. The Civic Center Residents Coalition retained Community Consulting Services to continue its critique that persuaded the court of the need for an EIS. In addition, Manhattan's Community Board #3 retained Community Consulting Services to do a full analysis of the draft EIS. The effort of CCS and the community to negotiate a scope of the draft EIS that adequately addressed community concerns was largely dismissed. The predictable result is the draft EIS's undocumented assertions of limited impacts of narrowly defined actions that no genuine effort has been made to mitigate. And thus, in spite of the good faith effort by the community, the draft EIS fails to comply with State law in both letter and intent.

Summary of CCS Findings on draft EIS (hereinafter, DEIS)

We find the DEIS incomplete and inaccurate, failing to fully report the impact of closing Park Row and other nearby roads that provided substantial roadway capacity for vehicles entering and leaving Chinatown. The central issues in the community's suit over the inadequacy of the Environmental Assessment Statement that led the Court to order the NYPD to undertake preparation of a full EIS were the failure to assess the totality of the NYPD security program and the arbitrary limitation of the traffic study area.

Wrong Basis of Analysis

As we have stated in the past, we disagree with the definition of the so called Action that excludes closures prior to September 11, 2001.

- The closure of Pearl Street in 1999 as part of the NYPD security has had nearly the same impact as closing Park Row. Data from 1993 show that Pearl Street was moving as much traffic as Park Row.
- The westbound off-ramp off the Brooklyn Bridge onto Park Row was processing 500 to 700 or more vehicles an hour onto Park Row North. Its closure in 2001 diverted them somewhere but nowhere in the DEIS is this closure discussed nor is the diversion of traffic explained.

175 Pacific Street
Brooklyn, NY 11201
phone 718.330.0550
fax 718.330.0582

www.communityconsulting.org

Our comments on the scope for this DEIS made clear that "the loss of the 400 car parking lot must be considered as part of the Action condition now that its closure is caused by NYPD security concerns."

- The refusal of the NYPD to examine all elements of the NYPD security plan together is an irrefutable example of illegal segmentation, as demonstrated below.
- To this we want to add one more: The need to look beyond 2006. If the intent of this DEIS is that the NYPD security measures are permanent, it is woefully inadequate to limit the analysis to the year we are in. This ignores the redevelopment of Lower Manhattan and Downtown Brooklyn, trips from which will surely affect travel in the study area.

These omissions distort both the analysis of the effect of limiting access to Chinatown and the analysis of the true area wide impact of closing Park Row. The baseline condition in the DEIS for the 2001 closure of Park Row is the year 2000, eclipsing the 1999 closures. Judging from the only published data prior to 2000, data collected in 1993, about 10% more traffic was moving through and around the study than estimated for 2000 in the DEIS. Using 2000 as the baseline is tricky since 2000 volumes are a construct, an artifice, a professional guess of what might have occurred. On that shaky foundation, the entire DEIS is built.

Incorrect Volumes Used

The significance of the 1993 data is that they are the only available representation of the pre-9/11 conditions to which Lower Manhattan is likely to return. Indeed, traffic counts taken for the entrances and exits to Lower Manhattan across the Hudson and East Rivers show that vehicle entries in 2006 have not only returned to pre-9/11 conditions but are likely to exceed 1993 levels by about 15%.

In contrast, the DEIS analysis of the impact of the Action in 2006 is based on measurements in 2006 with the NYPD closures that show volumes at sites close to the closures 30-40% lower than in 1993. The difference indicates the magnitude of the impact of the closures. The exception is on Canal Street and the Bowery, where volume in 2006 was 10% higher than in 1993, reflecting a shift of traffic to the Manhattan Bridge from the Brooklyn Bridge, due partly to the NYPD closure of the ramp onto Park Row North and probably more to the completion of construction on the Manhattan Bridge. There are no pre-2001 data at more distant 2006 measurement sites to determine whether there was any growth commensurate with the reduction in Chinatown.

Unsolved Case of Missing Vehicles

Since the growth in vehicle entries into Lower Manhattan has continued unabated, the 30,000 to 40,000 vehicles a day that are no longer moving through the Civic Center/Chinatown area must be somewhere else. Where are they? Are they all west of Church Street, outside the study area? If so, what streets did they traverse to get there? In the DEIS, these vehicles appear to have evaporated. It reports only 2% more vehicles along Worth Street through the Church Street and Broadway intersections in 2006 with the Park Row closure. Diverted vehicles are ignored in the text of the DEIS, and they don't show up in the re-assignment of traffic from closed streets to other routes, but they are somewhere else in Lower Manhattan causing unreported significant impacts. This displacement of tens of thousands of vehicles daily must, under CEQR, be analyzed. The Action is adding more than 100 vehicles an hour to a number of intersections, exceeding the CEQR threshold of 50 added vehicles that requires a full analysis. The DEIS must disclose the effect of the Park Row and other closures that reduced travel within Chinatown by increasing traffic elsewhere in Lower Manhattan.

All Impacts Under-reported

Our traffic consultant predicted a year ago at the scoping hearing just what has happened in the DEIS: If you look for those potentially significant impacts just in Chinatown you won't find many." Due to a combination of under-reported conditions, the DEIS reports only five intersections in all of

Lower Manhattan are impacted, four in Chinatown impacted and one outside--Worth and Church Street.

In addition to not properly accounting for the impact of displaced trips, the DEIS fails to describe conditions along key streets. On some streets congestion is so bad, they come off looking good in the DEIS. For example, St. James Place has one moving lane in each direction (north and southbound) with parking on both sides. For trucks to make deliveries, they must double park, blocking all traffic. This happens often and creates severe delays. As a result of the closure of Park Row the street now handles 30 to 40 buses an hour that alone bring St. James to gridlocked conditions. Yet, the DEIS shows at St. James and Madison, good to satisfactory level of service. Ironically, this is because when movement is so greatly impeded that the few vehicles that make it to the intersection get through in one signal cycle, the simplistic CEQR traffic methods reports a good level of service. Thus, by slavishly following the CEQR focus on isolated intersections, the DEIS fails to disclose actual unacceptable delays that are characteristic of Chinatown corridors.

Traffic Model Not Released

The representation of actual conditions does not appear to be helped by introducing, as a concession to our demands, a computer model that more accurately simulates traffic behavior in the corridors between intersections. Because our Freedom of Information Law request to obtain the model has not been answered, we don't know if the model meets our specifications. We don't know if the curbside activities along St. James Place, or any street, were entered into the model or whether it even included St. James and the entire traffic study area. The model like most traffic analyses relies on the engineer's *judgment* to assign the displaced traffic to surrounding streets. The DEIS only reports that the model shows long traffic queues built up at the five intersections that were found to be impacted. That's why we asked for the model to cover the entire road network of Lower Manhattan. So far, the development of a model has done nothing to inform us. However, since the model is an integral part of the DEIS, but has not yet been released, we will require a month extension of the comment period from the date we receive it.

Parking Entirely Shortchanged

The Comments by Petitioners on the 2005 scope of this DEIS made clear that: "The loss of parking is critical to the social and economic life of the communities adjacent to the NYPD headquarters. These communities are impacted by the loss of the 400 car municipal lot, the loss of street parking within the secure zone, and the loss of street parking to cars with City permits within the commercial areas of Chinatown."

- In spite of our comments on the scope for this DEIS that "the loss of the 400 car parking lot must be considered as part of the Action condition now that its closure is caused by NYPD security concerns," the DEIS cavalierly dismisses any consideration of the issue on the transparently false assertion that "the security plan has not resulted in changes to off-street parking." This is unacceptable.
- Although the DEIS documents the intense on-street parking demand "exacerbated by the demand by police and court officers who have special parking privileges, and the extensive illegal parking by government employees, no attempt is made to mitigate the situation on the specious premise that "these conditions did not result from the Action." This makes a mockery of the CEQR process.

Transit Distorted

- The effect of closing Park Row on local bus routes is misleadingly based on comparisons to the entire length of the bus route instead of the change of route lengths in the study area. For example, the M9 had a round trip length of 10 miles. With the closing of Park Row and the diversion of the route its route length was increased by 20% to 12 miles. Was all of this within the study area? Was there a doubling or even a tripling of route length within the study area? It is not reported. What is reported misrepresents project impacts.

- The impacts on travel time resulting from the closing of Park Row and the diversion of routes, at least, considers shorter travel distances, although the sample routes overly long (the M15, for example, goes all the way to St. Marks Place and 3rd Avenue). The results, for the M15 in the southbound direction, a 33% increase in travel time in the AM peak hour, a 47% increase in the midday peak and a 38% increase in the PM peak hour, all very significant impacts. What is the cost in wasted time and lost productivity due to these delays from the closure of Park Row?
- Missing from the analysis is the Chinatown bus services, both local connecting Chinese communities in Brooklyn and Queens, and intercity operations connecting Manhattan's Chinatown with Boston, etc. These services should be described and their routes and ridership reported in the DEIS.

Inadequate Mitigation

Even with the under estimate of conditions in the study area, the DEIS reports impacts that cannot be mitigated, conditions that the community will simply have to live with. By narrowly defining the Action and arbitrarily limiting impacts to only the increments attributable to the Action, the NYPD has evaded any responsibility for the havoc its security plan is causing. And, it is not only traffic, parking and transit impacts that will not be mitigated, but noise and air quality impacts as well. Air quality and noise impacts are completely dependent on the accuracy of the traffic estimates. Since the traffic estimates are wrong, the air quality and noise analyses are equally wrong.

Case for Segmentation

One of the strongest prohibitions for a DEIS is not to attempt to evade impacts by Segmenting an Action. Under State regulations for implementing the State Environmental Quality Act, there are eight criteria in determining whether agency actions should be considered together. A review of the following criteria, excerpted from, the CEQR Technical Manual, indicate the DEIS is guilty of segmentation and that all elements of the NYPD security plan must be assessed as a whole. The criteria are:

1. Is there a common purpose or goal for each action?
2. Is there a common reason for each action being completed at about the same time?
3. Is there a common geographic location involved?
4. Do any of the activities being considered contribute toward significant cumulative or synergistic impacts?
5. Are the different actions under the same ownership or control?
6. Is a given action a component of an identifiable overall plan?
7. Can the interrelated phases of various projects not be considered "functionally independent?"
8. Does the approval of one phase or action commit the agency to continuing with other phases?

As mentioned above, segmented review may be permissible in limited instances if the lead agency believes it is warranted under the circumstances, the reasons for proceeding in a segmented manner are clearly stated, a demonstration is made that the segmented review is no less protective of the environment than an unsegmented review and the related actions are identified and discussed fully. In addition, each of the segments must have independent utility and not commit the agency to continuing with the remaining segments.

Chapter 7: B. Ketcham Comments on Traffic and Parking

The DEIS dramatically under reports 2000 Baseline and 2006 No Build conditions without the closure of Park Row

A comparison of the traffic volumes assumed in the analysis for 2000 Baseline conditions, 2006 with the Action and 2006 without the Action show that the Police Department is under reporting the effects of the project and the surrounding community. A comparison of the DEIS traffic volumes for baseline conditions with volumes reported in the 1993 Foley Square FEIS reinforces this finding and shows that the Police Department has not been responsive to community concerns raised in the scoping process and in the legal actions that precipitated the preparation of the EIS.

Attached are two tables that compare 2000 Baseline conditions with 2006 without Action and 2006 With Action (Tables 1 and 2). In addition, volumes presented in the Foley Square 1993 FEIS are compared with volumes presented in the Police Department DEIS. What is immediately apparent is the similarity between the 2000 Baseline conditions and those reported for 1993 in the Foley Square FEIS. Overall, however, there is a 10% to 11% under count for the 2000 data versus the 1993 data. Table 3 presents bridge and tunnel counts for access/egress routes feeding Lower Manhattan. It shows that traffic in Lower Manhattan grew by about 11% between 1993 and 2000. The result is a 21% to 22% under reporting of volume for 2000.

And the under reporting continues with estimates for conditions without the Action in 2006. For example, in moving from 2000 Baseline conditions to 2006 conditions without the project, the DEIS reports losses of more than 2,800 vehicle trips from the study area in the AM peak hour and more than 3,800 trips from the study area in the PM peak hour (based on a comparison of just six of the major intersections analyzed). Much of this would be expected to be due to the affects of the 9/11 disaster. And, the Police Department does explain it as follows: "...when compared to the baseline conditions, traffic in much of the network has declined due to lower demand and/or shifted demand due to street configuration changes..." None of this is explained clearly in the traffic section and no attempt is made to understand let alone report on the shifting "demand" mentioned in the DEIS on page 7-7 as it relates to Chinatown.

However, since September 2001 travel into and leaving lower Manhattan has been growing, especially over the Brooklyn and Manhattan Bridges. Yet, the Police Department is expecting the community to believe traffic in Lower Manhattan continues to remain at the post 9/11 levels. It is not true, it is not believable and it is not acceptable.

Moreover, in comparison to conditions in the mid-1990's (see the 1993 Foley Square FEIS data) and according to the DEIS, a great deal more traffic was moving through the area in the mid-1990's than is reported in the DEIS for 2000. Data available for the Brooklyn and Manhattan Bridges suggests the reverse should be true. Traffic in Lower Manhattan appears to have returned to pre 9/11 conditions. What is going on? If the traffic is not in the study area then it has been displaced to other locations in Lower Manhattan due, at least in part, by the closing of Park Row and other roads in proximity to Police Headquarters. None of these differences are discussed in the Police Department DEIS. Yet the entire analysis rests on the integrity of the assumptions for Baseline conditions as well as for No Build and Build conditions. Tens of thousands of missing weekday vehicle trips does not imbue the DEIS with the integrity needed to make a convincing case that this project will have little impact on the host community.

The question not answered, and raised by the community during scoping, is where has this traffic gone to? This too is not revealed in the DEIS because the study area has been arbitrarily limited to a quarter mile of Police Headquarters.

The matter of traffic exiting from the Brooklyn Bridge north onto Park Row is not explicitly addressed. Prior to 9/11 traffic volumes exiting the Bridge onto NB Park Row totaled between 500 and 700 vehicles an hour during peak hours. The DEIS reports volumes less than half this number before the Police Department closed the westbound off ramp. Presumably, some of this traffic would have diverted to St. James Place. However, a comparison of volumes estimated before and after the Action (2006) show no impact eastbound along the Avenue of the Finest left onto St. James Place northbound. So where did the Brooklyn Bridge traffic go? Some would have been diverted onto Centre Street northbound but certainly some traffic would have moved to St. James Place northbound.

It appears much of the diversion is redirected to Centre Street northbound. However, approx. a third of the diversion is assigned to Park Row southbound. This is traffic that was originally heading north. Why the change? What justification is there for redirecting traffic originally heading to the north to now head south? The only reasonable explanation is to move traffic away from the impact areas in Chinatown itself. The Police Department must explain such assumptions. They are not reasonable on their face.

Similar questions should be raised about the diversion of traffic moving through the intersection of Park Row and Pearl Street. The DEIS reports 2000 volumes in the AM peak hour of 1,539 and in the PM peak hour of 1,364. These volumes decline to 894 in 2006 for the AM peak hour and to 830 in 2006 without the proposed action, a loss of 645 and 534 trips, respectively, for the AM and PM peak hours. Where did these trips go? With the Action no vehicles move through this intersection, a loss of 1,539 trips in the AM peak hour and 1,364 in the PM peak hour—to where? And the question becomes even more important when comparing trips through this intersection in the mid-1990's reported in the Foley Square FEIS—1,831 in the AM peak hour and 1,622 in the PM peak hour. Where did all this traffic go to? Especially when traffic in Lower Manhattan is approximately 16% greater than what occurred in 1993. The answer is not included by the Police Department in the DEIS.

Traffic did not get diverted to Canal Street and the Bowery. Tables 1 and 2 show no change in volumes between No Build and Build conditions. One would expect, with the reduction of capacity around the Police headquarters, and the diversion of Brooklyn Bridge trips that some diversion would occur from the Brooklyn Bridge to the Manhattan Bridge. However, the DEIS reports no evidence of this, at least between the 2006 No Action and With Action conditions. What is curious is that along Canal Street at the Bowery, westbound right turns increase by 924 vehicles in the AM peak hour and by 319 in the PM peak hour between the 2000 Baseline and 2006 No Action and 2006 Action. This may have occurred right after 9/11 and the traffic was blocked from the westbound Brooklyn Bridge and may have been diverted to the Manhattan Bridge. But these restrictions were lifted several years ago. Plus, we believe Brooklyn Bridge and Manhattan Bridge traffic has largely returned to pre-9/11 conditions. This change in behavior needs to be explained.

The entire analysis of the closure of Park Row rests on the answers to these questions. The DEIS reports traffic impacts at a number of locations that cannot be mitigated even with the under reported Baseline and No Action conditions. But the noise and air quality analyses also rest on the integrity of these numbers. Noise impacts reportedly cannot be mitigated at some locations based on the reported traffic data.

Correcting for the missing data, however, presents a problem. If we take the 2006 With Action data as correct, and the Baseline and therefore the 2006 No Action traffic volumes are increased then the differential between 2006 No Action and With Action will be reduced and the project impacts likewise reduced. Baseline conditions, and therefore 2006 No Action conditions, need to be adjusted. But this problem goes well beyond the DEIS study area.

Failure to account for diverted trips.

The DEIS asserts that demand in the immediate vicinity of Chinatown is the cause of what they report as a 20% decrease in traffic (2000 Baseline to 2006 No Action). A comparison with NYCDOT bridge and tunnel counts for the period analyzed suggests some modest growth in traffic into and out of Lower Manhattan from 2000, the Police Department's baseline, and 2006, their analysis year. While no bridge and tunnel counts are yet available for 2005 or 2006, the data for 2000 to 2004 show that the post-2001 fall-off in volume was reduced from 20% to 3.7%. Based on this trend, it is estimated that by 2006, bridge counts will be approximately 4.6% *greater* than in 2000.

The DEIS, however, assumes the reduction that occurred right after 9/11 in vehicular travel in their study area continues into 2006. If this were so, then traffic that originally moved through the Chinatown community has been forced to other areas in Lower Manhattan. As this amounts to tens of thousands of daily trips dispersed through Lower Manhattan outside the Chinatown community, much of it because of the closure of Park Row and other nearby roads, including the exit ramp from the Brooklyn Bridge onto northbound Park Row, the displacement of traffic constitutes a huge impact that must be accounted for in the DEIS. This issue is not new to the NYPD..

The issue of area wide dispersal of traffic was raised in legal actions that forced the NYPD to prepare a full EIS and it was raised by the community and their consultants in the EIS scoping process. The issue has been ignored in the DEIS. It must not be permitted to be ignored. If traffic has been reduced by more than 20% in Chinatown while traffic into and out of Lower Manhattan is up by some amount from baseline conditions, then the closure of Park Row and nearby roads has created serious impacts on other communities west of the study area that must be accounted for in the DEIS. The NYPD must prepare a supplemental DEIS to correct for these errors and omissions prior to any further action on the environmental review process. As it stands the DEIS masks the full impact of the Police Department action; the DEIS is incomplete and is not a "hard look" at the matter and must be redone.

Conditions beyond 2006—ignored in the NYPD DEIS

The Police Department limits their impact analysis to 2006. The DEIS claims that traffic in and around the Chinatown community has declined since 2000 for a variety of reasons—none of which is well documented (all speculation at best). As explained above, the evidence in the form of bridge and tunnel counts contradicts this assertion—so important to the case made by the Police Department—specious. Of equally great consequence is what happens after 2006 as development grows in Manhattan and across the river in Brooklyn.

Over the next 20 years Manhattan is expected to add 300,000 more jobs and 100,000 more residents (NYMTC estimates). A very substantial proportion of jobs will be claimed by residents outside Manhattan. All new workers and residents will place increased pressure on available transportation capacity—subways and our roads will be more crowded. Traffic will grow in Lower Manhattan including in Chinatown. By removing roadway capacity, closure of Park Row has exacerbated the problem. What is happening across the East River in Brooklyn will add significantly to this problem.

Downtown Brooklyn is undergoing a building boom with the potential for major effects on Chinatown. The Empire State Development Corporation is sponsoring the Atlantic Yards project, a 10 million sq. ft. mega-development that is planned for the eastern edge of Downtown Brooklyn.

While huge, this is the tip of the iceberg in Brooklyn development. Another 30 million sq. ft. has already been approved for Downtown and an additional 20 million sq. ft. has been approved for areas within two miles of Downtown. All will impact traffic and transit. Much of the increase in traffic—about 100,000 cars a day—will flow across the Manhattan and Brooklyn Bridges.

And it is not just traffic that gets hammered. Brooklyn development will add more than 400,000 trips to Brooklyn's subway ridership and much of this will be heading for Manhattan, right through Chinatown.

Very little has been said about the effects of this development outside of Brooklyn. Nothing has been officially reported in the many environmental impact statements that have been produced in support of Brooklyn development. However, if Chinatown residents think congestion is bad now, they will find it hard to imagine what it will be like in 2016 when much of Brooklyn's development is completed. Tens of thousands of additional cars and trucks will daily move through Chinatown streets; hundreds of thousands more subway riders daily will travel on trains moving through the area.

How this growth impacts conditions in Manhattan and, in particular, in Chinatown, has not even been mentioned let alone studied. The effects on the Chinatown community could be huge.

The draft environmental impact statement prepared for the Police Department closure of Park Row does not consider impacts beyond 2006. That is the limit of the Police Department concern about the future. However, the greater impacts of the closure of Park Row and other nearby streets will occur in the decade from 2006-2016 and in the decades that follow.

About half of the westbound traffic exiting the Brooklyn Bridge goes directly to the FDR Drive northbound. The rest goes to Centre Street or to St. James Place or the Park Row south, two of which are already clogged with traffic. Development in Brooklyn will add between 300 and 500 vehicles per hour to these roads, day in and day out. The PD DEIS already reports severe impacts from traffic diverted around Park Row (albeit, under reported). What impact will the Brooklyn traffic have on the Chinatown community? The DEIS says nothing.

And there is more. The FEIS for the Brooklyn Bridge Park shows in 2013 Brooklyn-bound traffic backing up across the Brooklyn Bridge onto the FDR Drive and into nearby Chinatown communities. Again, what effect will this have on Chinatown traffic and what effect does the Park Row closure have on this spillback? No one has even looked at the issue.

The requisite "hard look" necessitates that the DEIS of actions that are intended to be in place long after 2006, the year assumed in the DEIS, examine conditions at least 10 years into the future, when the forecast growth of traffic and transit use will have great bearing on the commitment noted in the DEIS to maintain air quality standards for 20 years.

The NYPD DEIS must be supplemented with an analysis of these effects. It is not as though the City and State's consultant does not know of the problem. The same engineering consultant, Philip Habib Associates, that prepared the PD DEIS has also done all of the traffic and transit work for EISs on projects in Downtown Brooklyn. One has to question the integrity of authoring a DEIS that ignores impacts that are reported in a parallel DEIS for a different lead agency. Consultants have the professional responsibility to report these problems to the State and City review agencies which are largely dependent on outside professionals for safeguards to protect the public interest.

**TABLE 1: COMPARISON OF TRAFFIC VOLUMES
ONE POLICE PLAZA SECURITY PLAN EIS
AM PEAK HOUR**

		2006 With NO	2000		2006 With	2006 With NO	
		Action	Baseline	Difference	Action	Action	Difference
PARK ROW AT WORTH STREET/BOWERY							
Worth Street EB	Left	51	75	-24	151	51	100
	Through	92	37	55	92	92	0
	Right	23	122	-99	23	23	0
Worth Street WB	Left	0	0	0	0	0	0
	Through	47	70	-23	296	47	249
	Right	160	195	-35	266	160	106
Park Row NB	Left	0	0	0	0	0	0
	Through	224	450	-226	18	224	-206
	Right	10	12	-2	2	10	-8
Bowery SB	Left	180	229	-49	180	180	0
	Through	192	339	-147	12	192	-180
	Right	104	142	-38	284	104	180
Mott Street SB	Left	106	180	-74	70	106	-36
	Through	17	26	-9	30	17	13
	Right	5	10	-5	22	5	17
TOTAL		1211	1887	-676	1446	1211	235
AVENUE OF THE FINEST AT ST. JAMES PLACE							
Ave. of the Finest EB	Left	63	55	8	63	63	0
	Through	201	169	32	201	201	0
	Right	77	105	-28	77	77	0
R.F.Wagner Pl. WB	Left	479	470	9	638	479	159
	Through	33	122	-89	33	33	0
	Right	190	214	-24	170	190	-20
Pearl St. NB	Left	33	17	16	33	33	0
	Through	404	395	9	434	404	30
	Right	84	117	-33	104	84	20
St. James Place SB	Left	172	54	118	74	172	-98
	Through	156	289	-133	246	156	90
	Right	23	11	12	23	23	0
TOTAL		1915	2018	-103	2096	1915	181
CHAMBERS STREET AT CENTRE STREET							
Chambers Street EB	Left	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Right	512	502	10	512	512	0
Centre Street NB	Left	586	935	-349	586	586	0
	Through	450	547	-97	650	450	200
	Right	0	0	0	0	0	0
Chambers Street SB	Left	0	0	0	0	0	0
	Through	194	278	-84	291	194	97
	Right	31	80	-49	31	31	0
TOTAL		1773	2342	-569	2070	1773	297
WORTH STREET AT CHURCH STREET							
Worth Street EB	Left	30	35	-5	30	30	0
	Through	166	293	-127	166	166	0
	Right	0	0	0	0	0	0
Worth Street WB	Left	0	0	0	0	0	0
	Through	192	331	-139	220	192	28
	Right	179	136	43	177	179	-2
Church Street NB	Left	58	61	-3	58	58	0
	Through	1076	1914	-838	1136	1076	60
	Right	60	188	-128	120	60	60
TOTAL		1761	2958	-1197	1907	1761	146
WORTH STREET AT BROADWAY							
Worth Street EB	Left	0	0	0	0	0	0
	Through	108	391	-283	168	108	60
	Right	118	90	28	118	118	0
Worth Street WB	Left	80	133	-53	80	80	0
	Through	365	425	-60	361	365	-4
	Right	0	0	0	0	0	0
Broadway SB	Left	50	135	-85	50	50	0
	Through	712	717	-5	712	712	0
	Right	36	42	-6	36	36	0
TOTAL		1469	1933	-464	1525	1469	56

CANAL STREET AT THE BOWERY

Canal Street EB	Left	0	0	0	0	0	0
	Through	1017	1080	-63	1017	1017	0
	Right	130	147	-17	130	130	0
Canal Street WB	Left	0	0	0	0	0	0
	Through	1085	1127	-42	1085	1085	0
	Right	1047	123	924	1047	1047	0
Bowery NB	Left	0	0	0	0	0	0
	Through	402	522	-120	402	402	0
	Right	493	204	289	493	493	0
Bowery SB	Left	360	303	57	360	360	0
	Through	244	376	-132	244	244	0
	Right	88	170	-82	88	88	0
	TOTAL	4866	4052	814	4866	4866	0

TOTAL VEHICLES MOVING THROUGH

PEARL STREET AND PARK ROW	894	1539	-645	0	894	-894
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EXITING BROOKLYN BRIDGE NB ON PARK ROW

137 Not Reported	0	137	-137
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EXITING BROOKLYN BRIDGE SB ON PARK ROW

422 Not Reported	467	422	45
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TOTAL MOVEMENTS ACCOUNTED FOR

(Excluding Brooklyn Bridge)	13889	16729	-2840	13910	13889	21
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TOTAL MOVEMENTS ACCOUNTED FOR

(Excluding Brooklyn Bridge St. James Pl./Ave. of Finest)	11974	14711	-2737	11814	11974	-160
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1993 Foley Sq. FEIS vs. 2000 Baseline

PEAK HOUR TRAFFIC ON BROOKLYN BRIDGE (EB+WB)

8000	8700	9% Increase
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Est.

Est.

PEAK HOUR TRAFFIC ON MANHATTAN BRIDGE (EB+WB)

4330

4800

11% Increase

Est.

Est.

**TABLE 2: COMPARISON OF TRAFFIC VOLUMES
ONE POLICE PLAZA SECURITY PLAN EIS
PM PEAK HOUR**

		2006 With NO	2000		2006 With	2006 With NO	
		Action	Baseline	Difference	Action	Action	Difference
PARK ROW AT WORTH STREET/BOWERY							
Worth Street EB	Left	156	77	79	293	156	137
	Through	112	246	-134	112	112	0
	Right	5	184	-179	5	5	0
Worth Street WB	Left	0	0	0	0	0	0
	Through	52	85	-33	187	52	135
	Right	198	228	-30	309	198	111
Park Row NB	Left	5	0	5	0	5	-5
	Through	273	352	-79	25	273	-248
	Right	10	18	-8	3	10	-7
Bowery SB	Left	116	250	-134	116	116	0
	Through	190	148	42	15	190	-175
	Right	139	139	0	314	139	175
Mott Street SB	Left	74	189	-115	50	74	-24
	Through	30	22	8	24	30	-6
	Right	15	17	-2	35	15	20
TOTAL		1375	1955	-580	1488	1375	113
AVENUE OF THE FINEST AT ST. JAMES PLACE							
Ave. of the Finest EB	Left	80	59	21	80	80	0
	Through	246	220	26	246	246	0
	Right	140	98	42	140	140	0
R.F.Wagner Pl. WB	Left	429	551	-122	345	429	-84
	Through	11	98	-87	11	11	0
	Right	132	165	-33	102	132	-30
Pearl St. NB	Left	10	7	3	10	10	0
	Through	281	432	-151	312	281	31
	Right	24	106	-82	24	24	0
St. James Place SB	Left	129	90	39	129	129	0
	Through	201	256	-55	194	201	-7
	Right	6	5	1	16	6	10
TOTAL		1689	2087	-398	1609	1689	-80
CHAMBERS STREET AT CENTRE STREET							
Chambers Street EB	Left	0	0	0	0	0	0
	Through	0	0	0	0	0	0
	Right	596	745	-149	596	596	0
Centre Street NB	Left	522	739	-217	522	522	0
	Through	532	572	-40	896	532	364
	Right	0	0	0	0	0	0
Chambers Street SB	Left	0	0	0	0	0	0
	Through	387	608	-221	407	387	20
	Right	30	68	-38	30	30	0
TOTAL		2067	2732	-665	2451	2067	384
WORTH STREET AT CHURCH STREET							
Worth Street EB	Left	30	38	-8	30	30	0
	Through	141	263	-122	140	141	-1
	Right	0	0	0	0	0	0
Worth Street WB	Left	0	0	0	0	0	0
	Through	252	292	-40	243	252	-9
	Right	130	169	-39	130	130	0
Church Street NB	Left	89	96	-7	89	89	0
	Through	1049	1269	-220	1049	1049	0
	Right	65	139	-74	107	65	42
TOTAL		1756	2266	-510	1788	1756	32
WORTH STREET AT BROADWAY							
Worth Street EB	Left	0	0	0	0	0	0
	Through	160	330	-170	201	160	41
	Right	46	72	-26	46	46	0
Worth Street WB	Left	55	103	-48	55	55	0
	Through	343	431	-88	334	343	-9
	Right	0	0	0	0	0	0
Broadway SB	Left	138	159	-21	138	138	0
	Through	652	757	-105	652	652	0
	Right	39	30	9	39	39	0
TOTAL		1433	1882	-449	1465	1433	32

CANAL STREET AT THE BOWERY

Canal Street EB	Left	0	0	0	0	0	0
	Through	986	1316	-330	986	986	0
	Right	167	151	16	167	167	0
Canal Street WB	Left	0	0	0	0	0	0
	Through	580	472	108	580	580	0
	Right	436	117	319	436	436	0
Bowary NB	Left	0	0	0	0	0	0
	Through	276	598	-322	276	276	0
	Right	706	896	-190	706	706	0
Bowery SB	Left	691	793	-102	691	691	0
	Through	107	275	-168	107	107	0
	Right	76	89	-13	76	76	0
	TOTAL	4025	4707	-682	4025	4025	0

**TOTAL VEHICLES MOVING THROUGH
PEARL STREET AND PARK ROW**

830	1364	-534	0	830	-830
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EXITING BROOKLYN BRIDGE NB ON PARK ROW

220 Not Reported		0	220	-220
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EXITING BROOKLYN BRIDGE SB ON PARK ROW

151 Not Reported		317	151	166
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**TOTAL MOVEMENTS ACCOUNTED FOR
(Excluding Brooklyn Bridge)**

13175	16993	-3818	12826	13175	-349
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TOTAL MOVEMENTS ACCOUNTED FOR
(Excluding Brooklyn Bridge St. James Pl./Ave. of Finest)

10779	13909	-3130	10478	10779	-301
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1993 Foley Sq. FEIS vs. 2000 Baseline

PEAK HOUR TRAFFIC ON BROOKLYN BRIDGE (EB+WB)

8100	8300	2% Increase
	Est.	

PEAK HOUR TRAFFIC ON MANHATTAN BRIDGE (EB+WB)

4240	4700	11% Increase
	Est.	

Community Consulting Services, 9-13-06

TABLE 3. ANNUAL AVERAGE TRAFFIC VOLUMES INTO/OUT OF LOWER MANHATTAN CROSSINGS

	1993	2000	2001	2002	2003	2004	Estimated Avg. 2003/2004 Growth	
Holland Tunnel	92685	101137	43377	92557	101097	96171	100215	104424
Brooklyn Battery Tunnel	57561	63242	13762	56976	56271	54488	56779	59164
Brooklyn Bridge	134793	147767	95586	121145	134444	137563	143348	149368
Manhattan Bridge	74526	75684	73064	66152	73767	79129	82456	85920
Williamsburg Bridge	86591	108376	82202	103364	100243	110528	115176	120013
TOTALS	446156	496206	307991	440194	465822	477879	497975	518889
Growth from 1993		11.2%	-31.0%	-1.3%	4.4%	7.1%	11.6%	16.3%
					1.058	1.026	1.042	1.042

Community Consulting Services, Sept. 13, 2006

B. Ketcham page by page Comments on Traffic and Parking

1. Page 7-1. "The study area was selected to encompass those roadways *most likely* to be used by the majority of vehicles traveling through the area..." Emphasis added. Excludes those vehicles diverted outside the area.
2. Study area does not include the Brooklyn Bridge itself.
3. "Potential impacts from trips diverted as a result of the security plan are identified based on criteria defined in the CEQR Technical Manual." Criteria suggest any location where 50 or more vehicles are diverted. There are dozens of intersections not investigated that probably meet the criteria but are ignored because of the very limited study area imposed on the project. Catch 22.
4. "some portions of the security zone were implemented in 1999 and are not part of the action..." This is the problem. The security zone implemented in 1999 is part of the action and cannot be ignored. Moreover, attempting to "estimate" traffic in 2001 after 9/11 is rough guessing at best using the procedures reported in the DEIS.
5. "the principal circulation effect of the action has been the closure of Park Row..." This may not be true. Data for 1993 suggest the Pearl Street was moving more traffic than Park Row. CHECK records.
6. Page 7-2. Need to check earlier data for Park Row re 65%/35% direction distribution reported.
7. "(b) traffic exiting from the inbound Brooklyn Bridge destined to Chinatown and points north/northeast..." Yet the closure of the Brooklyn Bridge exit ramp is ignored. Moreover, diverted traffic is actually directed to the south (without explanation).
8. "Westbound Pearl Street was also the main connector..." Reinforces points made above.
9. "This parking (in the security zone) has since been displaced." To where? "Lost" would be a better descriptive.
10. "the analysis year is 2006." OK, but the PD should then look twenty years into the future when 60 million sq. ft. of new development has been completed, generating more than 100,000 more car and trucks trips, 20% or more of which will travel across the Manhattan and Brooklyn Bridges into Chinatown.
11. "the existing conditions are defined as the transportation network existing prior to September 11, 2001..." Again, very hard to estimate 2001 traffic volumes. We have a much better idea of volumes from earlier work prior to any street closings around the PD headquarters. The PD would not have this problem had they prepared an impact analysis for the original street closings.
12. Page 7-3. Study Area Street Network. As noted above, the study area is too small; fails to cover intersections where large numbers of vehicles will/have been diverted.
13. AM, midday, PM peak hours covered. Traffic along Canal Street on weekends is bad if not worse on weekends. This too should be examined.
14. Page 7-4. "Vesey Street is likely to remain closed for several additional years while the WTC site is being constructed." Another example of actions outside study that are likely to have an affect on travel through the study area.
15. Surface Transit Network. Brief discussion of bus diversion but no quantification other than "25 to 30 buses per hour in each direction" diverted to Worth and St. James Place.
16. "Buses that traverse the security zone are subject to inspection..." No discussion of resulting delays nor of affect on bus travel time once diverted buses restored to Park Avenue.
17. Figure 7-3 shows the estimated baseline traffic volumes...network represents pre-2001 historical data and does not reflect the loss of millions of square feet of office space." If so, who so much less than recorded in 1993?
18. "...all three of the above flows no longer exist...due to actions independent of the proposed security zone and their absence, and other changes in Lower Manhattan *make a comparison of baseline traffic volumes with the 2006 No-Action conditions a difficult one.*" Emphasis added. The bottom line is the 2000 and 2006 no build conditions reported in the DEIS are guesses at best. Again, volumes are lower than reported in the mid-1990's.

19. Page 7-6. Parking. Data "was assembled from various sources..." In other words, all secondary sources. No original data collection. "...on-street parking regulations was also obtained from the studies mentioned above..." Again, secondary sources. Parking analysis speculative at best.
20. Page 7-7. No mention about Police Department and other agency vehicle violations taking up valuable street parking spaces.
21. Page 7-7. Vehicular Traffic. "...when compared to the baseline conditions, traffic in much of the network has declined due to lower demand and/or shifted demand due to street configuration changes..." Etc. Other changes are mentioned but no details are provided on how these affect traffic nor why the reductions are so much lower than estimated for 2000 or reported for 1993. Nothing is mentioned about the effects of Sept. 11, 2001. No attempt is made to contrast the assumed changes with bridge and tunnel counts. Lots of assertions but nothing conclusive. As noted on the bottom of page 7-5, guestimating past traffic volumes with no documentation is hard to do and if fraught with inaccuracies. The DEIS must provide a worst case condition not a very rough guestimate.
22. Page 7-9. Statement "...as long as the increase in delay is 10 seconds or more." What is meaning and context?
23. Bottom of Page 7-9 notes signal timing used for No-Action same as for with Action. What should be done is to optimize both set of conditions. This provides a more honest evaluation of the differences between conditions with Park Row open and closed. It is an artifice to utilize the same signal timing for both conditions that works in the interest of the Police Department and, in general, makes it easier for them to mitigate their project impacts. It is standard practice but the results are misleading. Just one of many flaws in the CEQR Manual.
24. Page 7-11, Parking. DEIS reports no impact from closing Park Row compared to No-Action conditions other than the closing of the municipal facility next to the PD Headquarters. Not discussed is the benefits of opening this facility to PD vehicles and any effect of getting PD vehicles off of nearby streets. Essentially, the DEIS reports that, while the community loses 70 on-street spaces, there is plenty of off-street capacity to make up for these losses so no big deal.
25. Items we need from the PD/PHA
 - a. Synchro model used for nearby roads
 - b. LOS calculation sheets not included with on-line DEIS
 - c. Diagram for Canal Street at Bowery; how they handle westbound right turns totaling more than a 1,000 an hour against heavy pedestrian traffic; not even shown in LOS summary.

Chapter 8: Transit and Pedestrians

1. Focus is on comparing ridership for buses and pedestrian/auto conflicts (accidents) at select locations. While the DEIS reports a very significant increase in bus travel time with the closing of Park Row and the diversion of buses around the area, the overall conclusion is the Park Row closure has had little effect on transit or pedestrian activities.
2. Subways are assumed not to have been effected by the closure of Park Row.
3. Reduction in bus ridership between 2002 and 2004 is reported suggesting this "trend" demonstrates that the closure of Park Row is not the only thing effecting travel in the Chinatown community.
4. Recent NY Times article suggests transit ridership in NYC has been growing rapidly in recent years. The DEIS needs to secure more recent ridership characteristics.
5. Table 8-5, page 8-6, reports a 2.63 reduction in local bus ridership. However, most of this reduction is due to changes in ridership for the M15 bus route (73% of total). Eliminating the M15 shows a 16% increase in local bus ridership. The M15 provides service up to 126th Street in Manhattan so most of its ridership occurs outside the Chinatown area.
6. Table 8-6, page 8-7, reports the effect of closing Park Row on the length of local bus routes. The table is misleading since more of the route lengths are not in the study area and it is the closing of Park Row and the diversion of routes in the immediate area that is causing these changes. For example, the M9 had a round trip length of 10 miles. With the closing of Park Row and the diversion of the route its route length was increased by 20% to 12 miles. Was all of this within the study area? Was there a doubling or even a tripling of route length within the study area? It is not reported. What is reported misrepresents project impacts.
7. Table 8-7, page 8-8, reports impacts on travel time resulting from the closing of Park Row and the diversion of routes. Here, at least, shorter travel distances are considered (although the M15, for example, goes all the way to St. Marks Place and 3rd Avenue). The results, for the M15 in the southbound direction, a 33% increase in travel time in the AM peak hour, a 47% increase in the midday peak and a 38% increase in the PM peak hour, all very significant impacts. What is the cost in wasted time and lost productivity due to these delays from the closure of Park Row?
8. While opening Park Row to most of the bus routes forced to divert by the closing of Park Row is mentioned, no effort is made in Chapter 8 or in the Mitigation Section to describe the time required to move north and southbound along Park Row through various barriers. How does the resulting travel time for traversing the blocked Park Row take compared to the post-Action diversion around the Park Row area take? This is nowhere discussed. Is there, in fact, a relative benefit to reopening Park Row to buses or is this a pirick victory?
9. Missing from the analysis is the Chinatown bus services, both local connecting Chinese communities in Brooklyn and Queens, and intercity operations connection Manhattan's Chinatown with Boston, etc. These services should be described and their routes and ridership reported in the DEIS.
10. Page 8-10 re the "pedestrian corridor running between Police Headquarters to the intersection of Madison Street and Pearl Street was closed as part of the security plan." The DEIS claims this has had no effect on pedestrian movement. I have no idea but it would appear it could have done so. Someone should check this.
11. Table 8-9, page 8-11, re comparing the number of pedestrian accidents for 2000 with 2005 for CEQR Manual identified high accident locations. The table suggests closing Park Row has had a very significant impact making the area much safer for pedestrians. Table 8-10, page 8-12, suggests some of these impacts may have been shifted to Worth Street and Broadway. The community needs more detail about numbers and types of accidents covering more years to many any such assessment.
12. However, as with the increase in the length of bus routes, the diversion of traffic will increase vehicle miles of travel (VMT) in the area and traffic accidents grow in number in proportion to VMT. This problem is ignored in the DEIS. Moreover, as the congestion increases on

diversion routes, the opportunity for vehicle/pedestrian conflicts increases even if there is no increase in pedestrian traffic as asserted in the DEIS.

13. Page 8-13, Conclusion. "The security plan has not generated any new pedestrian trips nor has it interrupted existing pedestrian activity and no significant adverse impacts on pedestrian flow conditions have occurred or are anticipated as a result of the action." This appears to be an exaggeration but it must be confirmed by members of the community who have daily experience of the area.

Chapter 9: Air Quality Comments from B. Ketcham

The obligation of an air quality analysis is to determine whether or not a project meets the National Ambient Air Quality Standards (NAAQS). By definition, as pointed out in the DEIS, the NAAQS require a demonstration of maintenance of the standards 20 years into the future. Thus, the carbon monoxide analysis should be performed for 2026 as standard procedure as they are done on State Department of Transportation projects, not for 2006 as in the DEIS.

The 20 year time frame should be performed for particulate matter (PM10 and PM2.5) as well. The larger time frame for PM is even more essential than for CO because of the doubling of truck travel that is projected to occur by 2026. The inadequacy of looking at 2006 as a basis for determining compliance with NAAQS is the most powerful example of the necessity of the 20 year time frame in determining long range compliance as demonstrated by the predicted growth of population and employment in Manhattan and Downtown Brooklyn.

The greater challenge in meeting PM NAAQS, which is 1000 times more important than for CO in terms of health effects, requires a well documented description of vehicle classification. This is entirely absent in the DEIS.

The following are detailed comments by page for the air quality analysis.

1. Page 9-1. Bullets summarizing CEQR criteria for doing an air quality analysis: "Actions resulting in 100 or more trips through an intersection" and "Actions resulting in a substantial number of local or regional diesel vehicle trips". Both are satisfied in ways not fully evaluated in the air quality analysis.
2. As we have demonstrated in our critique of the traffic analysis, there is plenty of evidence that a huge amount of traffic has been diverted to other parts of Lower Manhattan outside the study area as a consequence of the NYPD street closings that will suffer far more than 100 additional vehicles during peak hours. They have been ignored.
3. Moreover, the growth of traffic in Lower Manhattan and in areas north of the study area plus in Downtown Brooklyn will produce a huge number of additional trips that will impact areas in and around the NYPD study area in future years, all exacerbated by the closure of Park Row and other nearby roads including the westbound off-ramp from the Brooklyn Bridge. All will have huge air quality impacts in future years, ignored in the DEIS.
4. The diversion of diesel buses to roads paralleling Park Row meets the criteria for a PM2.5 analysis. (However, ignored is the huge increase in diesel powered trucks described above.) Over the next two decades the number of heavy trucks using New York's roads will double. The Manhattan Bridge and Canal Street will continue to be the conduit for many of these truck trips. This fact has been completely ignored by the DEIS. We have asked that the DEIS project at least 10 years into the future to report the real effects that closing Park Row will have on the Chinatown community (and better, 20 years as also explained above).
5. Page 9-1, Scope of Work, mentions analysis of carbon monoxide. This may be a requirement of CEQR but New York City has been in attainment for CO for a very long time. PM is a thousand times more damaging to public health and should now be the focus of such analyses. The rationale for why CO has been analyzed is discussed on page 9-5 of the DEIS. Also inferred in this discussion is the implicit need to project CO 20 years into the future to insure the maintenance of CO NAAQS standards.
6. Page 9-7, Table 9-2 appears to be mislabeled as providing intersection volumes for 2005. The analysis year is 2006.
7. Page 9-11. "The emission factors for project-generated vehicles also reflect the average relative proportions of 97% autos and 3% SUVs that were observed in the field." As a third to 40% of vehicles sold in New York State over the last decade have been SUV's and observations in and around the study area suggest a far greater proportion of these vehicles

are SUVs than 3%, and since SUVs are considered light trucks with higher emissions factors, this matter needs clarification.

8. Page 9-11 under modeling: "Free-flowing traffic links are set up separately from intersection queue links. Free flow links were modeled for a distance of 1,000 feet from the intersection in each direction." Since no supporting documentation is provided with the DEIS it is not clear what "free-flowing" links are being described. Is free flowing 5 MPH as along St. James Place and 10 MPH along Worth Street or is it the posted 30 MPH? Does it include the stop and start operation along St. James Place with trucks double parked making deliveries blocking all traffic in one or in both directions? We don't know because supporting documentation is not provided nor are descriptions of the details of the analysis.
9. Page 9-12, under background concentrations. Again, 2005 is reported for background conditions whereas 2006 is the analysis year.
10. PM 10/2.5 Screening. Very interesting point here that 207 passenger cars is equivalent to 21 diesel-powered vehicles (trucks) in terms of their contribution to PM emissions. The DEIS demonstrates how they estimated this relationship and the fact that they will evaluate passenger car PM project impacts. This is the first time a DEIS has admitted there is a relationship between diesel power and gasoline power in the production of fine particulate emissions. It is important because diesel particulate emissions produce a thousand times the health consequences of carbon monoxide emissions. It becomes even more important when you consider the future growth in traffic through the Chinatown community over the next two decades not just because of the huge development occurring in Brooklyn but because of the doubling of diesel powered trucks predicted by various agencies over the next two decades. And the Manhattan Bridge will continue to be the main connection to the Brooklyn Queens Expressway and its heavy truck traffic directing thousands of additional trucks through Chinatown. All of this will be made worse by the closing of Park Row and the diversion of traffic around the NY Police Dept. headquarters. Future project impacts cannot be left out of the DEIS. They will be a problem in Chinatown forever.
11. Page 9-13, No-Action Condition. Again we read the analysis was undertaken for 2005 not 2006 as stated on page 9-1. This needs to be checked and, if 2005 was the date analyzed then all air quality analysis needs to be redone for 2006. Plus, as stated repeatedly, it should also be done for 2016 when traffic conditions will be more severe and conditions created by the closure of Park Row more severe yet (or better, for 2026 to conform with CO maintenance requirements as described above).
12. Page 9-15. Background Concentrations. Measured at JHS 126 in Brooklyn. Not at ground level and therefore not representative of what people actually breathe.
13. Bottom of page. "For this project, the more refined Tier 2 analysis was run. Traffic volumes for No-Action conditions were calculated for all relevant roadway links to each hour of the 24-hour day." Data sheets were not provided with the DEIS to permit checking on assumptions. However, the DEIS does report that hourly turning movements were assumed to remain constant (in terms of the proportion of total turning movements). This, by itself, is a very crude assumption and does not account for directional differences or for trip purposes. The PM analysis then goes on to utilize five years of meteorological data for estimating PM concentrations. Page 9-15 goes on to describe how truck volumes were manipulated. The result is a very rough approximation of PM concentrations no more accurate than plus or minus 30% or more.
14. Page 9-21, PM2.5 Intersection Analysis, the DEIS introduces 1991 meteorological data for the Foley Square/Worth Street analysis. The analysis is for 2006. Is this a typo (if so, it occurs in several locations) or is the NYPD forced to use 15 year old data to convince the community they have no air quality impacts? This must be explained.
15. On the whole, the reviewer must have the supporting documentation to evaluate the assertions about air quality results. The DEIS moves from one location to another without explanation; throws out figures without support and, in general, asserts no project impacts. Except at Worth Street at Foley Square and Worth Street at Chatham Square, where PM 2.5 impacts would exceed the CEQR de minimis criterion.

16. Were the analysis to be conducted for 2016 with all the new development expected described elsewhere it would show even more locations with exceedances of even greater magnitude in spite of anticipated cleaner emissions characteristics from new cars and trucks.
17. In general, as with the traffic and parking analyses, the air quality analysis is missing so much information that the analysis cannot be fully reviewed for accuracy and completeness. The information listed above must be provided and sufficient time allocated for its review before any action is taken on this project.

Chapter 10: Noise

1. Noise measurements taken only one time. Should have taken 3 measurements. Two of the three should have been within 2 dBA of each other. Table 10-4, page 10-9.
2. No details of precisely where noise measurements were taken.
3. Other than for the AM peak hour at the noise measurement intersections, no details are provided about the vehicle classification (i.e., number of cars, trucks, buses, etc.) so no of checking estimate of pce's (passenger car equivalents) reported in Table 10-3, screening for 40 intersections.
4. No details about the diversion of buses by time of day due to closing of Park Row. Buses have a noise equivalent of 18 passenger cars (page 10-2).
5. Table 10-3 implies huge traffic impacts due to project traffic diversion (even assuming under reporting of baseline conditions).
6. Analysis concludes impacts at two locations in AM peak hour only (neither of which can be mitigated). However, reported noise impacts in midday and PM peak hours are marginally close to what CEQR criteria reports as impacts. Unfortunately, no details are provided to check the accuracy of this assertion.

Chapter 11: Mitigation Comments by B. Ketcham 9-17-06

1. Page 11-2, Traffic. "According to the CEQR Technical Manual, a significant traffic impact is considered mitigated if measures implemented return projected future conditions to what they would be if a proposed action were not in place." The problem with this is that the City permits projects that add traffic to locations that are severely congested, taking two even three light cycles to progress through an intersection and simply adjust green time to restore an intersection approach to a still severely congested conditions. The practical reality is that the City permits actions that will add traffic to streets that everyone knows cannot process any more traffic. That is the problem we get with the CEQR directive. The State, instead, requires a return to a LOS D for all new actions.
2. Moreover, this analytic approach does not account for conditions approaching an intersection. On two lane roads like St. James Place, when trucks double park to make deliveries, they block all traffic in the direction they are parked, forcing vehicles to enter the opposing lane to try to pass by. The CEQR Manual approach does not recognize these conditions, evident throughout the study area. These conditions would be accounted for were the DEIS to base its analysis on using a traffic simulation model. The community has asked for this. There is evidence the NYPD's consultant used such a model. This model must be made a part of the public record.
3. Table 11-1 shows that most mitigation has been accomplished by shifting slightly approach green time. They generally do so at the expense of competing intersection approaches.
4. Page 11-3. Still, the traffic impacts at this intersection of Pearl Street/Robert F. Wagner Sr. Place cannot be mitigated.
5. Pearl Street/Frankfort Street. The approach to mitigating this intersection is to create a very narrow two-lane eastbound approach to accommodate a dedicated left-turn. The lanes would be 9 feet wide. What effect does a 9-foot lane have on the efficient movement of left turning buses that have been diverted through this intersection? We don't know because LOS calculation sheets have not been shared with the community for review.
6. Chatham Square/Worth Street. Mitigation involves the complete redesign of this intersection. The resulting design, which is reported to accommodate diverted traffic, is very different from that recommended in earlier studies. The DEIS does not discuss other alternatives (such as that proposed by LMDC) for this intersection nor does it report the communities reaction to another complete redesign.
7. Obviously, were the traffic analysis done to reflect the huge growth in traffic anticipated over the next two decades, a great deal more mitigation would be needed. And, because of the expected high traffic volume, mitigation would more difficult.

With regard to the Public Hearing on the DEIS to be held on September 14, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on September 14, 2006. I am therefore submitting this written testimony.

My name is: MICHAEL LEON

I live at: 165 PARK ROW, APT. 19A
NEW YORK NY 10038

Contact information:

Telephone(s): _____ email: _____

I wish to state: SEE ATTACHED.

Date: OCT. 13, 2006

Attach additional sheet[s] if necessary)


Signed:

Mail, fax or email copies of your written testimony to the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B

Fort Totten, NY 11359

Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling

99 Hudson Street, 12th Floor
New York, New York 10013

Fax 212-966-4303

kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

Civic Center Residents Coalition

It has been more than 5 years since the tragedy of 9-11. Yet, I am still a prisoner of my own home at Chatham Green where I've been living for over 30 years. This is all because the NYPD wants to take over the streets around my home to park their personal cars.

Since 9-11, our mayor and other politicians have been telling citizens that they should go on with their NORMAL lives. Is it normal for ordinary citizens to must go through police barricades to enter and leave their own homes? Having a valid parking sticker on my car is not enough, I must have other identifications as proof that I live in Chatham Green before I am allowed to cross the barricades just to go home. My friends and relatives are not allowed to enter the parking lot to come visit me. Visitors of prisoners in the Metropolitan Correctional facility across the street get more freedom. Prisoners in that facility get more visitors. Is this NORMAL?

Whether it was human errors or mechanical failures, many cars have been damaged and drivers injured by the pop-up barricades on Park Row over the years. Additionally, the street directly north of Police Plaza is the street that Chatham Green residents must travel on when leaving their homes. The street sign says that it is a one way street. I have had at least three closed calls of collisions with police personnel's unmark cars because they ignore traffic signals and street signs and travel in the wrong direction.

The closing of Park Row and other streets around Police Plaza created not just personal inconveniences and hazardous conditions for the residents in the areas, but it also has tremendous negative impacts of quality of life, health, and economics for the neighborhood. The street closings caused major traffic back ups in the neighborhood. I must breathe in exhaust fumes from vehicles sitting in congested traffic. Honking of horns and vehicles' engine noise has kept me up many a nights. The street closings around Police Plaza have directly caused the closing of many restaurants, gift shops, and other businesses in the neighborhood. The Metropolitan Improvement Restaurant has been a part of the Chatham Green community for many years and was patronized by many police officers. This restaurant on Madison Street north of Police Plaza has been out of business due to the street closings. The closing of this restaurant is testament that any business will not survive with only patrons from across the street. The street closings do not help in any way to attract customers from outside of the immediate neighborhood.

The streets around City Hall are not closed. The streets around Gracie Mansion are not closed. The FDR Drive runs directly under the United Nations building and other streets around the landmark are not closed. Does this mean that our police commissioner is more vulnerable and more susceptible to terrorist attacks than our mayor and other high ranking city officials? Is the NYPD implying that it's more important to protect Police Plaza than other landmarks where high ranking federal government officials and international leaders work and housed?

The reality is that having parking spaces for police officers' cars takes priority over everything!

Chatham Green, Chatham Towers, Alfred Smith Housing, and other residential buildings have been in the neighborhood long before Police Plaza was build. If the NYPD and the Police Commissioner are so concerned about their safety and security in the area, PLEASE MOVE AWAY.

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: Herman Phillips

I live at: 180 Park Row, #21D, New York, NY 10038

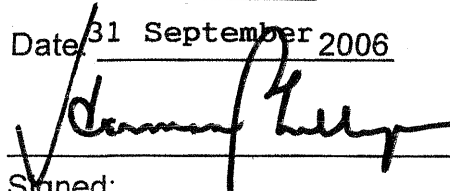
Contact information: 212/962-6360 email: _____
Telephone(s): _____

I wish to state: _____

As a resident of Chatham Square, I must stress that there are significant negative environmental impacts from the closing of Park Row. A few examples are the traffic jams and resulting air pollutants, especially particulate matter and dust; noise from vehicles and metal barrier machinery; and increased dangers to pedestrians trying to cross the Square. The police department insists the closure is necessary for security. However, the security measures taken are inconsistent and were really about parking initially, and continue to be about misguided ego-tripping and paranoia.

Date: 31 September 2006

Attach additional sheet[s] if necessary)

Signed: 

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: BENJAMIN LANGFORD

I live at: 183 PARK ROW
NY NY 10038

Contact information:

Telephone(s): 212 732-3859 email: LANGBEN@MINDSPRING.COM

I wish to state: I PREFER TO HAVE PARK ^{ROW} CLOSED
AND ~~PARK~~ ENJOY THE INCREASED
SECURITY AND TRANQUILITY.

Date: 10/3/06, 2006

Attach additional sheet[s] if necessary)

Signed: Benjamin Langford

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD

620 Circle Drive, Suite B
Fort Totten, NY 11359

Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
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kkimerling@aaldef.org

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We will forward your testimony to Inspector Anthony Tria and AALDEF.

With regard to the Public Hearing on the DEIS to be held on September 14, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on September 14, 2006. I am therefore submitting this written testimony.

My name is: Robert Kilke

I live at: 77 Fulton St. NY 10038

Contact information:

Telephone(s): _____ email: _____

I wish to state: The Park Row closure has not
had any adverse impact on me or anyone
that I know of. Those who advocate the
moving of Police Headquarters out of Manhattan,
or for that matter anywhere but where it
now is, are out of touch with reality.
We could not have a better neighbor
than the NYPD

Date: 9/8 2006

Attach additional sheet[s] if necessary)

Signed: Robert Kilke

Mail, fax or email copies of your written testimony to the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
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Fax 212-966-4303
kkimerling@aaldef.org

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We will forward your testimony to Inspector Anthony Tria and AALDEF.

Civic Center Residents Coalition

DO NOT MOVE NYPD #191

With regard to the Public Hearing on the DEIS to be held on September 14, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on September 14, 2006. I am therefore submitting this written testimony.

My name is:

MARIA E. ZATUCHNEY

@South Bridge
165th towers

I live at:

100 BECKMAN ST
NYC. NY 10038

Contact information:

Telephone(s):

212 571 1909 or

email:

646-283-1367

I wish to state:

DO NOT MOVE NYPD

Headquarters OUT of where

IT IS, WE need all the

Protection, there is need

more clean up - (circled)

Date:

9.11.2006

Attach additional sheet[s] if necessary)

Signed:

Maria E. Zatuchney



Ms Maria Zatchney
100 Beekman St Apt 5A
New York NY 10038-1845

Mail, fax or email copies of your written testimony to the addresses below:

Inspector Anthony Tria

Capital Construction

NYPD

620 Circle Drive, Suite B

Fort Totten, NY 11359

Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund

(AALDEF) - attn: Ken Kimerling

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New York, New York 10013

Fax 212-966-4303

kkimerling@aaldef.org

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We will forward your testimony to Inspector Anthony Tria and AALDEF.

Civic Center Residents Coalition

WISH for additional
cleaning of apt. and streets
due to the Deck and Power (white) in the area.

With regard to the Public Hearing on the DEIS to be held on September 14, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on September 14, 2006. I am therefore submitting this written testimony.

My name is: Gloria Gallowitz
I live at: 90 Gold St.
NY NY 10038

Contact information:

Telephone(s): 212-571-7672 email: _____

I wish to state: We travel by automobile - Since 9-11 we
find it very difficult to drive home. The streets are
all clogged because of street closings and barriers.
Move City Hall and Police plaza to more
secure headquarters. Please give us back our
breathing room. We downtowners have suffered
enough.

Date: 9-11, 2006

Attach additional sheet[s] if necessary)

Gloria Gallowitz
Signed:

Mail, fax or email copies of your written testimony to the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

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We will forward your testimony to Inspector Anthony Tria and AALDEF.

Civic Center Residents Coalition

關於 2006年 10月 4日舉行的聽眾會:

我局住在或靠近“保安特區”而不能于2006年 10月4日親自參加該聽眾會.

如此, 我在此加上該書面證言.

我的姓名是: Fay Lee, 6B

我居住在: Chatham Towers 180 Park Row
ny ny 10038

聯絡:

電話: _____ 電信地址: _____

我願意表明: My husband and I are longtime residents
of Chatham Towers. He uses a wheel chair. The police
at the Park Row barricades has repeatedly refused to
allow us to drop my husband and his wheelchair off at
the door of 180 Park Row where the handicap ramp is
located. We must use the North Street side of our building where
he must be pushed around the corner manually no matter the weather
-heat, rain or snow! My husband and I are in our 80's. Our home aide
is in her 70's. This is a hardship for us.

日期: 10/20, 2006年

(如需要, 請附加紙件)

Fay Lee /jc as described to me

簽名

請于以下地址郵寄、傳真或電傳您的證言:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

您亦可電傳傳您的證言到: ctownissues@gmail.com.

我們將代轉給檢查官 Anthony Tria 及 AALDEF.

Civic Center Residents Coalition

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: Cindy Ma

I live at: 32 Monroe Street Apt 6G-4
NYC NY 10002

Contact information:

Telephone(s): 917 892-0231 email: cn_ma@yahoo.com

I wish to state: For the past 5 years after park run
has been close I have had to change alternate
route for my commute and I often still believe
that the police headquarters in Park Run is a
target for terrorist. It definitely puts me
in danger and fear. I am
hoping this will change very soon.

Date: 10/4, 2006

Attach additional sheet[s] if necessary)

Cindy Ma
Signed:

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
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New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and ^{did} ~~cannot~~ attend the Public Hearing in person on October 4, 2006. I am therefore submitting this ^{additional} written testimony.

My name is:

John Ost

I live at:

333 Pearl St.

N.Y. NY 10038

Contact information:

Telephone(s):

email:

I wish to state:

See attached sheets

Date: 10/22, 2006

Attach additional sheet[s] if necessary)

Signed:

John Ost

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
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Fax 212-966-4303
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We will forward your testimony to Inspector Anthony Tria and AALDEF.

Comments on DEIS John Ost

Land use, zoning, community facilities and public policy

There are effects on the neighborhoods that the EIS does not, and cannot measure. What effect, for example, do the street closures have on people who might otherwise travel into the area to shop or dine? Travel into the area is impacted not only by the longer bus transit times/traffic jams; but, how about the driver who decides he/she does not want to be stuck in traffic because the police have blocked a lane of traffic on the Brooklyn Bridge or permanently closed off the northbound Park Row Exit (off the Brooklyn Bridge) to use as a parking lot for their commuter vehicles? What about those who do not come into the area because the NYPD, by seizing the 400 space Municipal parking garage, has severely reduced parking opportunities in the neighborhood? How about those who find the area aesthetically unpleasant (even threatening) by the closure of public walkways and the extensive security and fences in the area? What about the extensive air pollution, noise (sirens and horns), traffic and their effect upon the thousands who live in the area? What effect does the continued closure of a large part of City Hall Park have on the character of the neighborhood?

Community Facilities Schools, day care, police and fire services

To be sure motorized travel throughout the surrounding area is impacted. As a result those using schools and day care are severely inconvenienced. What is the psychological effect upon young children (and adults) subject to seeing all the security in their neighborhood? Despite EIS claims to the contrary, FDNY vehicles do not traverse the secure (or frozen) zone. Intuitively, extensive traffic jams, caused by the security MUST increase response times for engine Company #6. Likewise, ambulances from NYU Downtown Hospital do not enter the secure zone. Some crews have reported longer response times to certain locations. When the WTC site reconstruction begins, as well as construction of the 75 story building next to NYU Downtown, all these problems will worsen. The EIS omits any discussion of these projected events.

The problem: security. The answer: move and decentralize police headquarters.

I recall at the recent meeting, the response to my relocation suggestion was it would be too expensive. Don't all the NYPD security salaries, maintaining barricades, etc. cost money? Not to mention the cost to the community--health, time, inconvenience, psychological stress. Don't these have a value?

The question is who is paying the price for the NYPD's incompetent handling of security issues--it is US, the neighborhood. Money is available, don't forget there is City/State funding for the Yankee and Mets stadiums plus the Javits center.

Coming home one night and looking at PP, I realized that it is not that large a building. Thinking about moving computers, telephones, file cabinets etc. to decentralized locations could not (when compared to the cost of all this "super security") be that expensive.

Police Commissioner Kelly's comments of creating "hardened targets", as related to the 7WTC collapse, makes one wonder why he is not concerned about making Chatham Towers, Chatham Green AND Murry Bergtraum endangered by NYPD's making its headquarters a "hardened target".

Actually, the idea of NYPD being decentralized is, in and of itself, an excellent security measure. When Police Headquarters was built the electronic age was in its infancy and telecommuting was virtually unknown. Many companies now decentralize and encourage telecommuting. There is no reason for centralization of NYPD now, unless it is for "posterity".

I also have mentioned the back-ups caused by NYPD taking out a lane in each direction on the Brooklyn Bridge and the resultant noise, air pollution and traffic congestion. Likewise the permanent closure of the northbound Park Row exit off the bridge.

With regard to the Public Hearing on the DEIS to be held on September 14, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on September 14, 2006. I am therefore submitting this written testimony.

My name is: Mariama James

I live at: 90 Gold Street Apt #6L
New York, NY 10038

Contact information: (212) 791-8134
Telephone(s): (917) 841-5094 email: JamesSam@msn.com

I wish to state: I feel the worst for the residents of Chatam in that they seem to have been closed off from the rest of the community but I am also very much concerned about the dangerous traffic condition that has been created for both motorists and pedestrians at the cross of Spruce & Park under the Bklyn Br. There is no more stop going W at SBT. Traffic & travel time have increased causing delays & potential safety issues due to the closures & changes to Bklyn Br & ~~W~~ drive exits.

Date: 9/13, 2006

Attach additional sheet[s] if necessary)

Mariama James
Signed

Mail, fax or email copies of your written testimony to the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

Civic Center Residents Coalition

With regard to the Public Hearing on the DEIS to be held on September 14, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on September 14, 2006. I am therefore submitting this written testimony.

My name is: WAI-MON CHAN

I live at: 165 Park Row
New York NY 10038

COPY

Contact information:
Telephone(s): 212-384-2486 email: WCHAN52@hotmail.com

I wish to state: THE FOLLOWING IS CONTRARILY TO THE DEIS
I WOULD LIKE TO POINT OUT THAT
CHATHAM GREEN IS A PRIVATELY OWNED CO-OPERATIVE
THE STREET CLOSURES AND THE INCREASED TRAFFIC,
POLLUTION HAVE A DIRECT NEGATIVE EFFECT ON
MY INVESTMENT AND HEALTH

Date: 9/14/, 2006

Attach additional sheet[s] if necessary)

W. Chan
Signed:

Mail, fax or email copies of your written testimony to the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

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Civic Center Residents Coalition

With regard to the Public Hearing on the DEIS to be held on September 14, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on September 14, 2006. I am therefore submitting this written testimony.

My name is:

Karen Glasser

I live at:

333 Pearl St
NY, NY 10038

Contact information:

Telephone(s):

212-358-1320

email:

Karenpearl@aol.com

I wish to state:

Please see attached

Date:

9/11

, 2006

Attach additional sheet[s] if necessary)

Signed

Karen Glasser

Mail, fax or email copies of your written testimony to the addresses below:

Inspector Anthony Tria

Capital Construction

NYPD

620 Circle Drive, Suite B

Fort Totten, NY 11359

Fax 718 281 1593 atria@nypd.org

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Civic Center Residents Coalition

I have resided at Southbridge Towers for 35 years (Pearl and Frankfort St). The police parking and city car parking situation has always been bad, however since 9/11 it has become unbearable. Police workers park their private vehicles at every meter in the neighborhood, thereby costing the city money, since they never fill the meters.

City cars and private police vehicles also park directly in our bus stops regularly. They park on corners in crosswalks making it almost impossible to cross a street or get on or off a bus safely.

When I first moved here there was a municipal parking garage along side Police Headquarters. What is that building being used for? Why aren't police employees REQUIRED to park in that facility, even if it were for free? If the garage is filled, then I suppose they should be forced to do what I would have to do if I were to drive to work and not find a parking space - I would have to pay \$30 or more to park my car for 8 hours.

NY Downtown Hospital has NO parking available to visitors of patients. Every meter is taken by a "private police vehicle".

I have complained many many times to the Mayor however this topic apparently does not even deserve a response. Also, since these same cars were "forced" to stop parking on Mott Street, there are now double the amount of cars as was before 9/11.

I think I will try to get a little "police parking" sign to place in my windshield in case I need a parking space in my neighborhood.

Karen glasser
333 Pearl St - 23K
New York, NY 10038

With regard to the Public Hearing on the DEIS to be held on September 14, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on September 14, 2006. I am therefore submitting this written testimony.

My name is:

Raymond Cheung

I live at:

21 Monroe St
NY NY 10002

Contact information:

Telephone(s): email: ray16899@yahoo.com

I wish to state:

open up more parking spaces
for visitor. So, it will help bring more
business to Chinatown. NYPD should not
use our community for parking.

Date: 9/13, 2006

Attach additional sheet[s] if necessary)

Signed:

Mail, fax or email copies of your written testimony to the addresses below:

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Capital Construction
NYPD
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Fort Totten, NY 11359
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kkimerling@aaldef.org

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We will forward your testimony to Inspector Anthony Tria and AALDEF.

Civic Center Residents Coalition

With regard to the Public Hearing on the DEIS to be held on September 14, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on September 14, 2006. I am therefore submitting this written testimony.

My name is: Theodore J. May

I live at: 215 Park Row Apt. 11E

New York, N.Y. 10038

Contact information:

Telephone(s): 212 227 8537 email: _____

I wish to state: that if this plan goes through as it is written, my quality of life will be diminished. As it is now St. James Place is extremely hard to cross, especially for my young daughter. It is also very difficult to sleep because of the rumblings of trucks and car horns. Chatham Green and Chatham Towers are not Mitchell-Llama as your extremely poor investigations indicated and this will drive the value of our homes down. The impact study never thought enough of the people of Chatham Green or Chatham towers to even check if we were free market cooperatives, and only stated the conveniently false. Since we were here first maybe it would be better to move Police Headquarters to the unused Gracie Mansion.

Date: Sept. 9, 2006

Attach additional sheet[s] if necessary)

Theodore J. May
Signed:

Mail, fax or email copies of your written testimony to the addresses below:

Inspector Anthony Tria
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NYPD
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Fort Totten, NY 11359
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Civic Center Residents Coalition

With regard to the Public Hearing on the DEIS to be held on September 14, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on September 14, 2006. I am therefore submitting this written testimony.

My name is: IRVING HOWARD

I live at: 333 PEARL ST. Apt 21E
NEW YORK, NY 10038-1655

Contact information:

Telephone(s): 212 285 1256 email: _____

I wish to state: I am a consultant who works for a company that performs Compliance Reviews for all types of companies. I had earned at least \$100 to 150.00 an hour. When 9/11 tragedy occurred I was unable to work - could not leave the grounds where I live - no telephone service including cell phone. My wife developed respiratory problems. I lost a considerable amount of money. My job was to fly to different companies throughout the U.S.A. I was unable to do

Date: 9/26, 2006

Attach additional sheet[s] if necessary that for quite

Signed: Irving Howard

I live 4 blocks away from the towers!

Mail, fax or email copies of your written testimony to the addresses below:

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
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We will forward your testimony to Inspector Anthony Tria and AALDEF.

Civic Center Residents Coalition

With regard to the Public Hearing on the DEIS to be held on September 14, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on September 14, 2006. I am therefore submitting this written testimony.

My name is: CHUCK LEE

I live at: 165 PARK ROW #19C
NEW YORK NY 10038

Contact information:

Telephone(s): (212) 226 0505 email: _____

I wish to state: Please re-open Park Row. The closing of Park Row has damaged businesses in the lower East side of Manhattan, created heavy traffic on St. James and Worth streets, and caused the delaying of ambulances to the NYU Downtown hospital. The closing of Park Row has not significantly lightened security and proves to be more of an inconvenience to the community than a relief.

Date: Sept 15, 2006

Attach additional sheet[s] if necessary)

Chuck Lee

Signed:

Mail, fax or email copies of your written testimony to the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

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Fax 212-966-4303
kkimerling@aaldef.org

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We will forward your testimony to Inspector Anthony Tria and AALDEF.

Civic Center Residents Coalition

With regard to the Public Hearing on the DEIS to be held on September 14, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on September 14, 2006. I am therefore submitting this written testimony.

My name is: Vita Sabella

I live at: 333 Pearl St. (Southbridge Towers), # 13 H
New York, NY 10038

Contact information:

Telephone(s): 212-806-6563 email: vsabella@stroock.com

I wish to state: It is the "opening" of Park Row that had a negative effect. Before the re-opening, The 103 bus stopped at the corner of Frankfort and Pearl Sts., making it easy for my 90 yr. old mother to get to her dentist on the Bowery and Hester Sts., where the 103 stopped directly in front of the office. Then it was moved to Wagner Pl. which wasn't that bad, considering the 1-1/2 block walk. Now, the nearest bus stop for the 103 is at Park Row. My mother, as well as other seniors, aren't able to walk that distance. Not all seniors have Access-A-Ride. If Park Row remains opened, consideration should be given to the elderly and physically impaired to either have the 103 re-routed along Water/Pearl Sts. or add a bus stop along this route. With Southbridge Towers in that immediate area, and the large amount of elderly and disable residing in the complex, easier access to buses is needed to compensate for their loss due to the reopening of Park Row.

Date: 9/15, 2006

Attach additional sheet[s] if necessary)

Vita Sabella
Signed:

Mail, fax or email copies of your written testimony to the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
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kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

Civic Center Residents Coalition

Anthony Tria

From: jvc180@aol.com
Sent: Tuesday, October 24, 2006 11:59 PM
To: atria@nypd.org
Subject: Fwd: One Police Plaza DEIS - comments

Banging barricades on Park Row continue to be a serious problem!

-----Original Message-----

From: jvc180@aol.com
 To: atria@nypd.org
 Cc: jvc180@aol.com
 Sent: Tue, 24 Oct 2006 11:45 PM
 Subject: One Police Plaza DEIS - comments

Dear Inspector Tria:

Yesterday I have submitted under separate cover via Federal Express in the package from Danny Chen, almost 45 business testimonies stating negative impact from the Park Row closures which is contrary to the conclusions drawn by the One Police Plaza DEIS's business survey results.

Also here are some of my comments re: One Police Plaza DEIS as regards -

Chapter 6: Neighborhood Character:

p. 6-3

Security Zone:

The establishment of a "secure zone" around 1PP has resulted in the creation of a hazardous zone around the gasoline pumps in front of 1PP and facing Chatham Green. Since tanks are located across the street from residential buildings, how safe does this make residents feel?

Area within the security zone is also home to over a dozen businesses. Some like Rite Aid, Metropolitan Restaurant and Mrs. Friggins' and many medical offices have lost their street access. What mitigation?

Contrary to the DEIS, before the action, marked and unmarked police vehicles were not parked throughout the blocks south of One Police Plaza. Madison Street, James Madison Plaza and the covered area under the Brooklyn Bridge were not used for street parking. Area under the Brooklyn Bridge was a public park used by roller bladders and skateboarders. Similarly James Madison Plaza Park had benches and almost two dozen mature trees where people could sit. The park is presently littered on all sides by a toll booth, concrete barricades and other barriers.

Thousands of residents from Smith and Knickerbocher Houses, students from Murray Bergtraum High School and Verizon workers, southeast of One Police Plaza were able to access their homes/school/workplace/transit hub through the wide, open staircase of One Police Plaza. Now, the chain link fence, barricaded staircase and street behind Police Headquarters is an eyesore.

Pedestrian access is through a narrow staircase with a single lane in each direction, sandwiched on one side by One Police Plaza and the other by the Municipal Parking Garage. This access is very busy at 8:00 a.m.-9:30 a.m., noon time and 3:00-5:30:p.m., particularly when the high school is in session.

The imposition of security booths, barricades, bollards, jersey barriers, fencing, (in addition to bomb sniffing

11/2/2006

dogs, dog trailers, dog runs, etc added by the feds in 1999) has not only restricted the ebb and flow of community life around 1 Police Plaza, the appearance is inhibiting and uninviting, akin to a military zone.

Neighborhood character/aesthetics and the community's restricted use of open space resources has increased the insecurity of residents when these structures are located directly under their windows. Furthermore the impact has been most severe on the following:

With the Park Row closures, the closest pedestrian access route for Chatham Green, Chatham Towers, Confucius Plaza and Chinatown residents/visitors, to/from the Municipal subways and Lower Manhattan is along an alleyway between the Federal Detention Center and St. Andrews Church known as Cardinal Hayes Place. This backside of the Federal Detention Center houses garbage bins that attract rats at night and idling garbage/delivery trucks during the mornings.

In the alleyway, loose gravel and large potholes on the irregular surface makes walking hazardous, particularly for those wearing heels. Before the action, residents and workers were able to walk along tree-lined Park Row to Lower Manhattan.

p.6-4

The historic streets of Chinatown already heavily utilized and congested is now even more so, since the street closures are forcing traffic onto secondary roadways. Street shutdowns have emboldened NYPD and court officers' to increase tenfold the parking of their placard vehicles on top of sidewalks, in crosswalks, bus stops and curb cuts severely impacting neighborhood character, businesses making/receiving deliveries, as well as pedestrian and emergency service access.

This traffic congestion and difficulty in accessing shops and restaurants has led to a decline in business on Mott Street immediately next to the With Action area. The loss of many, long time businesses and high turnover of at least **31 others (in the two block stretch of Mott Street between Park Row and Canal Street)** since 9/11 have resulted in 4 shuttered stores today – on the block immediately next to Park Row that was once bustling with shoppers and diners. Now there is minimal foot traffic.

Where once our neighborhood was bustling with activity and wide open streets surrounding Chinatown, it now looks alternately like a series of parking lots where NYPD and court vehicles have virtually taken over all streets and in some cases the sidewalks as well. Multiple layers of barricades have turned our neighborhood into the "security zone" but security for whom? Large, unattractive street barricades, signs, flower pots, concrete blocks, have turned streets and sidewalks into an obstacle course.

What effects did the street closures, redirection of traffic onto secondary roadways and subsequent congestion have on the following:

- *Pedestrians' ability to safely cross streets, particularly when the army of traffic agents assigned to the Chatham Square and Civic Center area speed vehicles through lights, even when they are green for pedestrians.

- *Lack of pedestrian crosswalks along the length of St. James Place between Madison and Chatham Square and on Worth Street between Park Row and Centre Street

- *Businesses that relied on truck deliveries found their drivers circling continuously to find parking after the neighborhood was taken over by NYPD/court placard and illegal vehicles.

- *Chinatown visitors – shoppers, diners, tourists and those visiting their families in Chinatown have dwindled from their pre 9/11 highs; most citing lack of parking, redirected bus routes, inability to find cabs when laden down with purchases. Those who live in Chinatown cited inability to find cabs willing to go downtown after 9/11 due to heavy congestion particularly on the Bowery and Canal Street in evenings and weekends.

*Operation of the funeral parlors on Mulberry Street with increased traffic

*Chatham Towers Parking Garage – after 9/11, rerouting of traffic away from Worth Street and then the subsequent congestion

*Houses of worship in the neighborhood cited effects of reduced parking and congestion on worshipers such as Mariners Temple

*New sidewalk concrete barriers on Park Row make it difficult for people pulling carts, pushing carriages or carrying large packages/groceries.

* Former tour bus routes have disappeared after 9/11

*Car service ridership statistics pre and post 9/11 in the neighborhood?

*Cab service to downtown?

P. 6-5

Before action, Canal Street was and continues to be a heavily trafficked east-west thoroughfare with vehicles headed west to the Holland Tunnel and east to the Manhattan Bridge. After action, there is no mention of Worth Street now being an extremely busy thoroughfare, absorbing the traffic from -- closed Park Row, Pearl Street -- once a heavily used east/west street taken away before 9/11 by the building of a Foley Square fountain, rerouted traffic from the now closed Park Row exit ramp of the Brooklyn Bridge. Ramp North to Park Row is barricaded, used for parking police commuter vehicles, forcing traffic onto secondary roads and creating rush hour traffic jams, particularly around Worth Street, St. James Place, Water Street, Pearl Street and Frankfort Street.

Worth Street is impacted further by the closing of Fulton Street during peak pedestrian hours for a pedestrian mall, one of the few other east/west streets downtown..

Also during these busy times of day, the vehicular traffic surrounding this same area is severe due not only to the Park Row closure but also the closure of the north bound exit of the Brooklyn Bridge and the forced rerouting of cars onto secondary roadways – St. James and Frankfort -- on their way to the Civic Center area's federal/state/city courthouses, federal and city prisons, municipal offices, City Hall, Holland Tunnel, Chinatown, Tribeca, Wall Street area, Little Italy and One Police Plaza.

South Street Seaport redevelopment particularly around the Former Fulton Fish Market, Peck Slip plaza, including residential projects, commercial store fronts, etc. has and will funnel increased construction vehicles, workers, noise, congestion, residents and businesses onto already overloaded St. James Place, Fulton, Frankfort Streets – but not mentioned in the DEIS.

p. 6.6

The impact is severe enough that the residents of Southbridge Towers on Water Street are unable to get out of their garage during peak hours. NYU Downtown Medical Center is across the street from Southbridge and is on the same block as Fire Engine Company #6 also located on Beekman Street. The hospital has sold their parking lot for a proposed new residential tower that may be as high as 75 stories including a proposed K-8th grade school at that site bringing thousands of people to Beekman Street, not mentioned in the DEIS.

Beekman Street is a narrow street that funnels into Park Row in front of City Hall, already heavily congested in front of the Brooklyn Bridge where Park Row is closed.. Where is all this traffic going?

11/2/2006

The congestion at Frankfort/Pearl Streets resulting from the closure of the Northbound Park Row exit from the Brooklyn Bridge impacts emergency vehicle access and the Park Row street closures impacts nearby Engine Company #6 located on Beekman Street. This firehouse dedicated in 1903 and recently under renovation is located next to a shul, across the street from New York Downtown Hospital and approximately 200 feet from a 5000 resident housing complex, Southbridge Towers, fire trucks mired in traffic congestion, not only lose fire response time, but protracted use of their sirens inflict an undue burden on residents and those who work nearby.

Study the effects of the street closures on NYU Downtown Hospital and emergency response times. Wellington Chen of Chinatown Parknership noted ambulance response time was almost 20 minutes to a site just on St. James Place. Is there a system in place to allow emergency vehicles access through Park Row and do drivers know that access is possible?

What are the hospitals', physicians', ambulance drivers', other medical personnel's, fire department's data and anecdotal accessibility experience/evidence? We have been unsuccessful in accessing ambulance, fire and other emergency vehicle response times despite many attempts through our community board, through our elected officials, through our city agencies, and through our Freedom of Information Letter.

This does not even take into consideration the mammoth traffic in the next few years if the Downtown Brooklyn Stadium is built on the other side of the Brooklyn Bridge.

Does not consider the current NYPD closing of lanes of traffic on the Bridge impacting traffic on local streets surrounding the bridge and as far north as the FDR Drive.

Does not consider: rebuilding of WTC site bringing over 100,000 construction workers according to Charles Maikish; construction vehicles/supplies/materials, reconstruction of Fulton Street and building of West Street underpass, other new proposed residential towers and commercial spaces downtown as Lower Manhattan turns into a 24/7 community.

p. 6-6 .

No Action Condition

The reduced utilization of previous sidewalks and streets is projected to impact not only the existing population but the growing populations and increasing vehicles downtown and indeed will impact all of Manhattan as 1PP becomes a bottleneck to downtown development.

Contrary to their claim The NYPD has taken over the southbound lanes of Pearl Street between Park Row and Madison Street and have constructed a concrete foundation that was poured in place and is about a foot high with a approximately 5' wrought iron fence firmly imbedded in the concrete. This unattractive structure covers the southern boundary of NYPD headquarters and extends from Madison Street to Park Row and has permanently altered the neighborhood.

The NYPD has taken over Madison Street between Pearl and Frankfort Street for a parking lot. They have installed an unattractive mesh wire fence all around their parking borders and gone so far as to encircle the fire hydrant that is in front of Murray Bergtraum High School so that they can get one extra parking spot for themselves leaving the high school vulnerable in a fire emergency and unable to access the fire hydrant in front of their building. This structure has also altered the neighborhood character.

p. 6-7

Loss of Brooklyn Bridge Exit ramp – creates congestion so that people do not even want to go down near this area for their normal business, pre-9/11.

Thousands of residents from Smith and Knickerbocher Houses, students from Murray Bergtraum High School

and Verizon workers, southeast of One Police Plaza were able to access their homes/school/workplace/transit hub through the wide, open staircase of One Police Plaza. Now, the chain link fence, barricaded staircase and street behind Police Headquarters is an eyesore.

Pedestrian access is through a narrow staircase with a single lane in each direction, sandwiched on one side by One Police Plaza and the other by the Municipal Parking Garage. This access is very busy at 8:00 a.m.-9:30 a.m., noon time and 3:00-5:30:p.m., particularly when the high school is in session.

Contrary to DEIS, police vehicles were not permitted to park on James Madison Plaza before 2001 and are currently not allowed to park there due to community lawsuit win.

p. 6-8

Bottom of page, Task 2. Land Use.

“Tasks for detailed analysis include: #2 Provide a description and map of baseline 2001 land uses in the area and the surrounding study area.” What baseline date is being referred to in 2001?

Page 7

#3 “Prepare a list of development projects that have occurred between 2001 to 2005 in the study area that has influenced land use trends.” Again what baseline date in 2001?

Kam Kuo, a long time, Chinese supermarket serving the southern end of Mott Street that was open from 10:00 a.m. -9:00: p.m., closed after 9/11, not only darkening the beginning of Mott Street but leaving residents without a convenient one stop place for Chinese as well as American groceries.

About a year before 9/11, there was a newly established twice/weekly farmer’s market at Foley Square, in front of the fountain near Worth Street/Center Street, selling organic fruits and vegetables, flowers and baked goods. Chinatown does not have any organic food stores so this was a welcomed addition that unfortunately did not return after 9/11. The next closest site to purchase organic foods is in Tribeca at Reade Street between Church Street and West Broadway.

We request a study of the impacts of the takeover of the streets around Chinatown and the Civic Center area by NYPD vehicles after 9/11 (the effects of this along with the removal of Municipal Garage from the community) struck hard on the residential and business community What about long term effects? What if there was a future terrorist or even natural disaster threat and Park Row barricades were shut down preventing Chatham Green residents from leaving their parking area by vehicle?

Study the effects of increased traffic congestion on alternate streets like Worth Street, St. James, Water Street and Frankfort Street.

*What about emergency vehicle access around NY Downtown Hospital, the Engine companies on Beekman Street, Duane Street and other engine companies that serve the Chinatown and Civic Center area?

Study the effects of this increased traffic and air/noise pollution on quality of life, particularly for local residents, Columbus Park, James Madison Plaza Park, Chatham Green’s children’s park on St. James Place.

Sincerely,

Jeanie Chin

11/2/2006

Check out the new AOL. Most comprehensive set of free safety and security tools, free access to millions of high-quality videos from across the web, free AOL Mail and more.

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: Damon Leonn.

I live at: 72 Mott St
NY NY 10013

Contact information:
Telephone(s): _____ email: _____



永康大西藥房
LONG LIFE PHARMACY INC.

72 MOTT STREET,
NEW YORK N.Y. 10013
TEL: (212) 925-8532
966-6320

勿 紐
街 約
72 華
號 埠

I wish to state: That park now has
to be open.

Date: 10/03, 2006

Attach additional sheet[s] if necessary)

Signed: _____

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

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We will forward your testimony to Inspector Anthony Tria and AALDEF.

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: Stephen

I live at: 10 MOTT ST BSM7
New York NY 10013

Contact information:

Telephone(s): _____ email: _____

I wish to state: Park Row must be opened

Date: 10/11, 2006

Attach additional sheet[s] if necessary)

Stephen
Signed:

Mail, fax or email copies of your written testimony to **both** the addresses below:

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Capital Construction
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關於 2006年 10 月 4 日舉行的聽眾會:

我局住在或靠近“保安特區”而不能于2006年 10月4日親自參加該聽眾會。
如此, 我在此加上該書面證言。

我的姓名是:

我居住在:

19 Pell street
new York ny

聯絡:

電話:

電信地址:

我願意表明:

Park Row must be opened!
Affects my business

日期:

9/29/06, 2006年

(如需要, 請附加紙件)

簽名

請于以下地址郵寄、傳真或電傳您的證言:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

您亦可電傳傳您的證言到: ctownissues@gmail.com.

我們將代轉給檢查官 Anthony Tria 及 AALDEF.

Civic Center Residents Coalition

關於 2006年 10 月 4 日舉行的聽眾會:

我局住在或靠近“保安特區”而不能于2006年 10月4日親自參加該聽眾會。
如此, 我在此加上該書面證言。

我的姓名是: Lou Young INC

我居住在: 74A mott st
new York NY 10013

聯絡:
電話: 212-334-2448 電信地址: _____

我願意表明: Park Row must be opened
It affects my business badly

日期: 10/4/06, 2006年

(如需要, 請附加紙件)

簽名: [Signature]

請于以下地址郵寄、傳真或電傳您的證言:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

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我們將代轉給檢查官 Anthony Tria 及 AALDEF.

Civic Center Residents Coalition

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: Bok Lei Po Inc.

I live at: 63 Mott St
New York NY 10013.

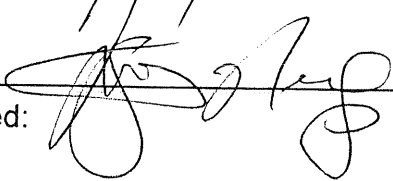
Contact information:

Telephone(s): _____ email: _____

I wish to state: Re-open Parkrow to public
Help Chinatown for more business

Date: 10/1/2006

Attach additional sheet[s] if necessary)

Signed: 

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

Golden Lake Corp.

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: BILLY

I live at: 59 (B) MOTT ST

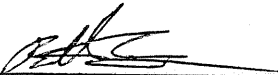
Contact information:

Telephone(s): 212-566-3217 email: _____

I wish to state: Reopen Park row ~~to~~ bring back the
Tourist Buses help ching town in busin.

Date: 10/1, 2006

Attach additional sheet[s] if necessary)


Signed: _____

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD

620 Circle Drive, Suite B
Fort Totten, NY 11359

Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling

99 Hudson Street, 12th Floor
New York, New York 10013

Fax 212-966-4303

kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.

We will forward your testimony to Inspector Anthony Tria and AALDEF.

關於 2006年 10月 4日舉行的聽眾會:

我局住在或靠近“保安特區”而不能于2006年 10月4日親自參加該聽眾會。
如此, 我在此加上該書面證言。

我的姓名是: Hong Khun Inc.
我居住在: 64 Mott Street

聯絡: _____
電話: _____ 電信地址: _____

我願意表明: Open Park Row. It
has affected my business

日期: 10/1/06, 2006年 (如需要, 請附加紙件)

簽名: X Kang Chen

請于以下地址郵寄 傳真或電傳您的證言:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

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(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

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我們將代轉給檢查官 Anthony Tria 及 AALDEF.

Civic Center Residents Coalition

With regard to the Public Hearing on the DEIS to be held on Oct 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: JUAN TSAO

I live at: 36 MOTT STREET-7
NEW YORK N.Y. 10013

Contact information:
Telephone(s): (212) 267-5765 email: juantsoa@earthlink.net

I wish to state:

BADLY AFFECT OUR BUSINESS IN
DOWNTOWN AREA

Date: 9/29, 2006

Attach additional sheet[s] if necessary)

Signed [Signature]

Mail, fax or email copies of your written testimony to the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

The last date for submission of written testimony is **October 24, 2006**.

關於 2006年 10 月 4 日舉行的聽眾會:

我局住在或靠近“保安特區”而不能于2006年 10月4日親自參加該聽眾會.

如此, 我在此加上該書面證言.

我的姓名是: WINNIE YEE

我居住在: 34 MOTT ST. #7
NEW YORK, NY 10013

聯絡:

電話: 212-233-0224 電信地址: _____

我願意表明: It affect business !

日期: 9/29, 2006年

(如需要, 請附加紙件)

Winnie Yee
簽名

請于以下地址郵寄、傳真或電傳您的證言:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

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我們將代轉給檢查官 Anthony Tria 及 AALDEF.

Civic Center Residents Coalition

關於 2006年 10 月 4 日舉行的聽眾會:

我局住在或靠近“保安特區”而不能于2006年 10月4日親自參加該聽眾會。
如此, 我在此加上該書面證言。

我的姓名是: YING CHANG WONG

我居住在: 9 Doyers St

聯絡:

電話: _____ 電信地址: _____

我願意表明: Park Row closed has
affected my business

日期: 9/29/06 2006年

(如需要, 請附加紙件)

簽名

請于以下地址郵寄、傳真或電傳您的證言:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

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我們將代轉給檢查官 Anthony Tria 及 AALDEF.

Civic Center Residents Coalition

關於 2006年 10月 4日舉行的聽眾會:

Hoplee Rest.

我局住在或靠近“保安特區”而不能于2006年10月4日親自參加該聽眾會。
如此, 我在此加上該書面證言。

我的姓名是: Sai Hung Lam

我居住在: 1314 - 44 ST.
BROOKLYN N.Y. 11219

聯絡: 718-8564085 電話地址: _____

我願意表明: PARK ROAD CLOSED
DOS BAD TO MY BUSINESS

日期: 10/1/06, 2006年

(如需要, 請附加紙件)

簽名

請于以下地址郵寄、傳真或電傳您的證言:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359

Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

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我們將代轉給檢查官 Anthony Tria 及 AALDEF.

Civic Center Residents Coalition

關於 2006年 10 月 4 日舉行的聽眾會:

Ming Fay

我局住在或靠近“保安特區”而不能于2006年 10月4日親自參加該聽眾會。

如此, 我在此加上該書面證言。

我的姓名是:

Linda Ng

我居住在:

42, MOTT ST, N.Y. 10013

聯絡:

電話:

(212) 406-1957

電信地址:

我願意表明:

Park row has closed effect
my business, open park row.

日期:

10/1, 2006年

(如需要, 請附加紙件)

簽名

Linda Ng

請于以下地址郵寄、傳真或電傳您的證言:

Inspector Anthony Tria

Capital Construction

NYPD

620 Circle Drive, Suite B

Fort Totten, NY 11359

Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund

(AALDEF) - attn: Ken Kimerling

99 Hudson Street, 12th Floor

New York, New York 10013

Fax 212-966-4303

kkimerling@aaldef.org

您亦可電傳傳您的證言到: ctownissues@gmail.com.

我們將代轉給檢查官 Anthony Tria 及 AALDEF.

Civic Center Residents Coalition

26 Mott St.

With regard to the Public Hearing on the DEIS to be held on Oct 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: NANCY SEID

I live at: 170 PARK Row NYC
NY, NY. 10038

Contact information:
Telephone(s): 212 962-3577 email: _____

I wish to state:

It affects business.

Date: 9/29, 2006

Attach additional sheet[s] if necessary)

Nancy Seid
Signed

Mail, fax or email copies of your written testimony to the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

The last date for submission of written testimony is **October 24, 2006**.

10 Mott Street

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: Shirley Lau

I live at: Brooklyn

Contact information:

Telephone(s): 212-732-6405 email: _____

I wish to state: Park rows closing has ~~been~~ badly
affecting my Business at Mott Street.

Date: 09/11/2006

Attach additional sheet[s] if necessary)

Signed: Shirley Lau

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

Haagen Dazs

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: David Nguyen

I live at: 53 1/2 Mott New York NY 10013

Contact information:

Telephone(s): 212-571-1970 email: _____

I wish to state: It'll be affected our business if
The Park Row is closed.

thank you for understanding

Date: 10-1, 2006

Attach additional sheet[s] if necessary)

David Nguyen
Signed:

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359

Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013

Fax 212-966-4303

kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

Fay Da Bakery
Mott

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: Victor Theung

I live at: New York, NY, 10128

Contact information:

Telephone(s): _____ email: _____

I wish to state: That Park Row is very beneficial
to Residents & tourist of this area,
closing it would hurt business as well
as economy here.

Date: 10/3, 2006

Attach additional sheet[s] if necessary)

Signed: Victor Theung

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

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99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

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We will forward your testimony to Inspector Anthony Tria and AALDEF.

New Beef King
Corp.

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: Robert YEE

I live at: 89 Bayard St.

Contact information:

Telephone(s): 212-233-6612 email: _____

I wish to state: Bad for Business

Date: 10/3, 2006

Attach additional sheet[s] if necessary)

Signed: [Signature]

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

With regard to the Public Hearing on the DEIS to be held on Oct 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: CAROL TSAO

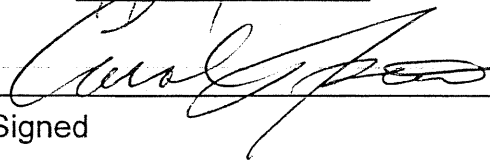
I live at: 36 MOTT STREET
NEW YORK N.Y. 10013

Contact information:
Telephone(s): (212) 267-5765 email: _____

I wish to state: Badly effect our community
business.

Date: 9/29, 2006

Attach additional sheet[s] if necessary)


Signed

Mail, fax or email copies of your written testimony to the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
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kkimerling@aaldef.org

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We will forward your testimony to Inspector Anthony Tria and AALDEF.

The last date for submission of written testimony is **October 24, 2006.**



順源西藥房

canalberry pharmacy

Thuan Nguyen cũ

84 Mulberry Street
New York, NY 10013

Tel: (212) 619-6190
Fax: (212) 619-6191

With regard to the Public Hearing on the DEIS to be held

I live in or near the "Security Zone" and I cannot attend
October 4, 2006. I am therefore submitting this written

My name is: MIKE LAM

I live at: 84 MULBERRY ST.

Contact information:

Telephone(s): (212) 619-6190 email: _____

I wish to state: affects business on Mulberry st.

& surrounding area

Date: 10/03, 2006

Attach additional sheet[s] if necessary)


Signed: _____

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

With regard to the Public Hearing on the DEIS to be held

I live in or near the "Security Zone" and I cannot attend on October 4, 2006. I am therefore submitting this written

My name is: _____

I live at: _____

Contact information:

Telephone(s): _____ email: _____

I wish to state:

Park Row closed has
affected my business.

Date: 9-29, 2006

Attach additional sheet[s] if necessary)

Brunell yab
Signed

Mail, fax or email copies of your written testimony to the addresses below:

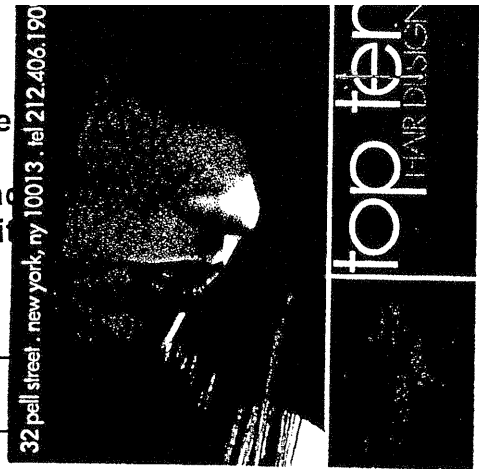
Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

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99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

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We will forward your testimony to Inspector Anthony Tria and AALDEF.

The last date for submission of written testimony is **October 24, 2006**.

32 pell street . new york, ny 10013 . tel 212.406.190



top ter
THAR DESIGN

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: Danny Lee

I live at: 71 Mott Street
L.S. Electronic

Contact information:

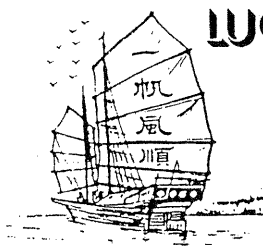
Telephone(s): _____ email: _____

I wish to state: Police Headquarters should
move to Brooklyn!
Very bad for business

Date: _____, 2006

Danny Lee

Signed:



LUCK SHING CORP.

China Fine Arts & Crafts

(212)227-6820

71 Mott Street,
New York, N.Y. 10013

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
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With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: _____

I live at: _____

波記潮州小食
NEW BO KY RESTAURANT, Inc.
金邊粿條、粉、麵、飯、粥
SPECIAL SEAFOOD NOODLE SOUP
PHỞ, HỦ TIẾU, NAM VANG, TRIÊU CHÂU

Contact information:

Telephone(s): _____

78-80 BAYARD STREET
NEW YORK, N.Y. 10013

TEL (212) 406 2292
FAX (212) 285 2670

I wish to state: _____

Bad For business

Date: 10/2, 2006

Attach additional sheet[s] if necessary)

Signed: _____

New Bo-Ky

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

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With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: 英皇時裝公司 貨真價實

I live at: Wong Fashion Outlet Inc. 專售名廠
零售批發

Tel: 917-579-8808

Contact information
Telephone(s):

82B Mulberry Street, New York, NY 10013

I wish to state:

Very bad for business

Date: 10/3, 2006

Attach additional sheet[s] if necessary)

Signed: Suk Ha Wong

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
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kkimerling@aaldef.org

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We will forward your testimony to Inspector Anthony Tria and AALDEF.

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: CUONG-B. LY

I live at: 87 Mulberry St. Chinatown

Contact information:

Telephone(s): _____ email: _____

I wish to state: Very bad for business

Date: 10/3/06 2006

Attach additional sheet[s] if necessary)

Signed: X Cuong B. Ly

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: _____

I live at: _____



Asia Market Corporation

Contact information:

Telephone(s): _____

Bradford Kwong

71½ Mulberry Street, New York, NY 10013
Tel: (212) 962-2028 / 962-2020 Ans. & Fax: (212) 962-3391

I wish to state: _____

bad for business

Date: 10 - 3, 2006

Attach additional sheet[s] if necessary)

Mo Han C.

Signed:

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

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I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: _____

I live at: _____



美麗禮品公司

H.P.T. GIFT SHOP

Assorted Hand Bags & Scarves
Sweat Shirt, T-Shirt, Hats & Ties
Wholesale or Retail



Contact info
Telephone(s)

55B Mott Street,
Chinatown, NY 10013

Open 7 Days A Week
Tel. (212) 406-9166

I wish to state: _____

Bad for business

Date: 10/1/06, 2006

Attach additional sheet[s] if necessary)

Signed: _____

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

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New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

With regard to the Public Hearing on the DEIS to be |

I live in or near the "Security Zone" and I cannot attend
October 4, 2006. I am therefore submitting this written

莊 酒 白 太
MARK'S WINE & SPIRITS INC.
Retail Wine & Liquor

My name is: _____

53 MOTT STREET
NEW YORK, NY 10013

TEL: (212) 962-1993
FAX: (212) 962-1982

I live at: _____

Contact information:

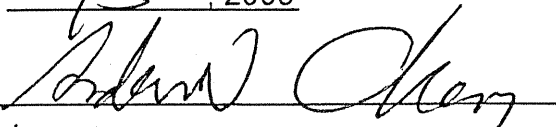
Telephone(s): _____ email: _____

I wish to state: _____

The closing of Park Row has
been terrible for business

Date: 10/3, 2006

Attach additional sheet[s] if necessary)

Signed: _____


Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

With regard to the Pl

ber 4, 2006:

I live in or near the "October 4, 2006. I ar

新 精
派 緻
風 小
格 食



79 Mulberry St.,
New York N.Y. 10013
Tel: 212-349-1495
212-331-3939

粥 各
粉 式
麵 飯
飯 品

c Hearing in person on

My name is: _____

I live at: _____

Contact information:

Telephone(s): _____ email: _____

I wish to state:

Not good for business

Date: 10-3-, 2006

Attach additional sheet[s] if necessary)

W. A. N. C.

Signed:

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

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(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Se
October 4, 2006. I am 1

hearing in person on

翠園藝品公司
JADE GARDEN ARTS & CRAFTS CO.

紐約華埠茂比利街76號 (堅尼路金門公司左邊)

76 MULBERRY ST., NEW YORK, NY 10013

TEL: (212) 587-5685 · FAX: (212) 732-8038

My name is: _____

I live at: _____

經營：陶瓷、玉器、字畫、禮品、大宗進口宜興紫砂花盆、
茶壺、雕塑、洛陽唐三彩，價格特平，歡迎零售、
批發。

Pottery & Porcelain, Jade Carvings, Chinese Paintings & Calligraphy,

Black Wood Carvings, Tricolor Pottery of Tang Dynasty

The Yixing Violet Sand Earthen, Wares, (Flower Pots and Tea Pots)

Contact information:

Telephone(s): _____ email: _____

I wish to state: _____

Bad for Business.

Date: 10/03, 2006

Attach additional sheet[s] if necessary)

Signed: _____

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

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New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

關於 2006 年 10 月 4 日舉行的聽眾會：

我局住在或靠近“保安特區”而不能于2006年10月4日親自
如此，我在此加上該書面證言。

我的姓名是：_____

我居住在：_____

聯絡：_____

電話：_____ 電信地址：_____

45 Mott Street, New York, NY 10013
Tel: 212-693-2888 Fax: 212-693-0611

我願意表明： Very bad for business

日期： 10/22/ , 2006年

(如需要，請附加紙件)

WJL
簽名

請于以下地址郵寄、傳真或電傳您的證言：

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

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New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

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我們將代轉給檢查官 Anthony Tria 及 AALDEF.

Civic Center Residents Coalition

茶坊

GREEN
TEA
CAFÉ

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: _____

I live at: _____

Contact information:

Telephone(s): _____ email: _____



I wish to state: No Good for Business

Date: 10/22, 2006

Attach additional sheet[s] if necessary)

Signed: _____

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

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New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

關於 2006年 10月 4日舉行的聽眾會:

我局住在或靠近“保安特區”而不能于2006年 10月4日親自參加該聽眾會。
如此, 我在此加上該書面證言。

我的姓名是: _____

我居住在: _____

聯絡: _____

電話: _____ 電信地址: _____

我願意表明: Very bad for my business



紐約華埠勿街五十六號

Business Hours:
Mon. - Fri. 11AM to 2AM
Sat. & Sun. 9AM to 2AM

NEW WONTON GARDEN

56 Mott Street
New York, NY 10013

Tel: (212) 966-4886

日期: 10/22, 2006年

(如需要, 請附加紙件)

簽名

請于以下地址郵寄、傳真或電傳您的證言:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

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New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

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我們將代轉給檢查官 Anthony Tria 及 AALDEF.

Civic Center Residents Coalition

關於 2006年 10 月 4 日舉行的聽眾會:



HAPPY TIME CAFE

我局住在或靠近“保安特區”而不能于2006年 10月4日親自參加該聽！
如此，我在此加上該書面證言。

我的姓名是: _____

我居住在: _____

聯絡: _____

電話: _____ 電信地址: _____



51 Bayard Street
New York, NY 10013

212-732-2395

7 DAYS A WEEK:
11:00 am - 2:00 am

我願意表明: Very Bad for Business

日期: 10/22, 2006年

(如需要, 請附加紙件)

簽名

請于以下地址郵寄、傳真或電傳您的證言:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

您亦可電傳傳您的證言到: ctownissues@gmail.com.

我們將代轉給檢查官 Anthony Tria 及 AALDEF.

Civic Center Residents Coalition

Mr. Tang
of MOTT STREET (Since 1982)

大鵬運 海鮮酒家

LONG LIFE TO YOU 壽

DEIS to be held on October 4, 2006:

cannot attend the Public Hearing in person on
ig this written testimony.

Contact information:

Telephone(s): _____ email: _____

I wish to state: No good for business!

Date: 10/22, 2006

Attach additional sheet[s] if necessary)

Signed: _____

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359

Fax 718 281 1593 atria@nypd.org

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New York, New York 10013

Fax 212-966-4303
kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

關於 2006年 10 月 4 日舉行的聽眾會:

我局住在或靠近“保安特區”而不能于2006年
如此, 我在此加上該書面證言.



Joe's Shanghai

RESTAURANT

www.JoesShanghaiRestaurant.com

我的姓名是: _____

我居住在: _____

聯絡:

電話: _____ 電信地址: _____

我願意表明: No Good for Business

日期: 10/22, 2006年

(如需要, 請附加紙件)

簽名

請于以下地址郵寄, 傳真或電傳您的證言:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

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我們將代轉給檢查官 Anthony Tria 及 AALDEF.

Civic Center Residents Coalition

關於 2006年 10 月 4 日舉行的聽眾會:

我局住在或靠近“保安特區”而不能于2006年 10月4日親自參加該聽眾會。
如此, 我在此加上該書面證言。

Tel: (212) 766-3773
Fax: (212) 766-3981

我的姓名是: _____



安 寧 西 藥 房

我居住在: _____

UNITED HEALTH PHARMACY INC.

接受各類醫藥咭配藥
現金配藥一律九折優惠

聯絡:

紐約華埠白樹沙白街四號
4 Elizabeth St., New York, NY 10013

電話: _____ 電信地址: _____

我願意表明: _____

Open the street
Bad for business.

日期: 10/22, 2006年

(如需要, 請附加紙件)

X [Signature]
簽名

請于以下地址郵寄、傳真或電傳您的證言:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

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Civic Center Residents Coalition

關於 2006年 10 月 4 日舉行的聽眾會:

我局住在或靠近“保安特區”而不能于2006年 10月
如此, 我在此加上該書面證言.

我的姓名是: _____

我居住在: _____

聯絡:

電話: _____ 電信地址: _____

我願意表明: Very bad for business!

日期: _____, 2006年

(如需要, 請附加紙件)

X Agel
簽名

請于以下地址郵寄、傳真或電傳您的證言:

Inspector Anthony Tria
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NYPD
620 Circle Drive, Suite B
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Fax 212-966-4303
kkimerling@aaldef.org

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我們將代轉給檢查官 Anthony Tria 及 AALDEF.

Civic Center Residents Coalition

惠民大藥房



Bayard L.C. Pharmacy Corp.

紐約擺也街六十二號

62 Bayard St., N.Y., NY 10013

Tel.: (212) 219-8116 Fax: (212) 219-8115

TRACY CHAN R.Ph.

陳綺雯 藥劑師

歡迎詢問・醫藥問題

接受老人醫藥卡, 多種醫藥保健卡

With regard to the Public Hearing on the DEIS to be held

“買得滿意, 食得開心”

I live in or near the “Security Zone” and I cannot attend
October 4, 2006. I am therefore submitting this written t

點心燒賣 水餃鍋貼 各式粽粽 南北風味 佳節美食

美美食品公司

35 Pell Street | New York | New York | 10013
Tel: 212-267-0733 212-267-0744 Fax: 212-406-9801
Email: sales@maymayfood.com

My name is:

John Hung

I live at:

170 PARK ROW #16C NEW YORK
NEW YORK 10013

Contact information:

Telephone(s):

(212) 267-0733

email:

jh.maymay@yahoo.com

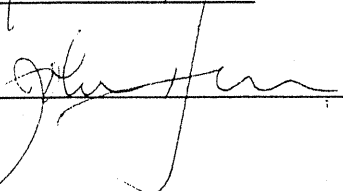
I wish to state:

that since the Sept 11 the block off traffic from
the city hall to Chinatown is bad. people can not
walk to Chinatown for lunch and shopping during lunch
hours have a big impact on our Chinatown business.
I don't think block off PARK ROW is BAD FOR CHINATOWN
FOR ALL KINDS of REASON.

Date: 10/22, 2006

Attach additional sheet[s] if necessary)

Signed:



Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: RIVIN CHAN

I live at: 180 PARK ROW #4B

N.Y. N.Y. 10038

美國 宏安公司 紐約
FONG INN TOO INC.
46 Mott Street, New York, NY 10013
Tel: (212) 962-5196

Contact information:

Telephone(s): 212-962-5196 email: _____

I wish to state: I WITNESS A POLICE OFFICER WITH A PLACARD
PULL INTO A PARKING METER RIGHT BEHIND A WOMAN THAT
WAS GOING TO PARK AT THAT METER AND TOLD THE WOMAN I AM
A COP YOU CANNOT PARK HERE. I'VE ALSO WITNESS OTHER
POLICE OFFICER & COURT OFFICER PULL RIGHT BEHIND OTHER
CARS THAT WERE GOING TO PARK AT THE METER AND DON'T
SAY A WORD PUT THEIR PLACARD IN THE WINDSHIELD AND
WALK AWAY. FIRST THEY ^{DON'T} PAY THE METER SO THE CITY LOSES
OUT ON THE MONEY. THEY PARK AT THE METER FROM 4 TO 15 HOURS
SO I HAVE TO BELIEVE (N.Y.S.) NEW YORK CITY & STATE IS A POLICE STATE?

Date: 10/3, 2006

Attach additional sheet[s] if necessary)

Rivin Chan

Signed:

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359

Fax 718 281 1593 atria@nypd.org

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New York, New York 10013
Fax 212-966-4303

kkimerling@aaldef.org

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We will forward your testimony to Inspector Anthony Tria and AALDEF.

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: Thomas Lee, Jr.

I live at: 94 Bayard St and my
business address 69 Mulberry St.

Contact information:
Telephone(s): 212-233-4148 email: _____

I wish to state: That businesses in Chinatown
consider the drive down Mott St. almost
like a ramp off the highway. Driving
south on Mott takes traffic away
from Mott St. Chinatown when it dead
ends on Park Row

漢美肉公司
Han May Meat Co.

Since 1948

Date: 6/3/2006

[Signature]
Signed:

價廉物美
羊鴨物美
鮮雞蛋
本號常備

69 MULBERRY STREET
(Corner Bayard St.)
New York, N. Y. 10013
Tel: (212) 233-4148

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359

Fax 718-281-1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303

kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

華埠雪糕行



The Original
Chinatown Ice
Cream Factory

NEW YORK CHINATOWN

65 BAYARD STREET

NEW YORK, NY 10013

Phone: (212) 608-4170

www.chinatownicecreamfactory.com

info@chinatownicecreamfactory.com

Christina Seid

Philip Seid

With regard to the Public Hearing on the DEIS to be held

I live in or near the "Security Zone" and I cannot attend
October 4, 2006. I am therefore submitting this written

My name is:

PHILIP SEID

I live at:

65 BAYARD ST

N.Y.C. N.Y. 10013

Contact information:

Telephone(s):

212 6084170

email:

I wish to state:

Park Row should be

restored to pre 9-11 situation.

It is difficult for businesses and
residents for all the unnecessary restrictions

Date: 10-22, 2006

Attach additional sheet[s] if necessary)

Signed:

Philip Seid

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria

Capital Construction

NYPD

620 Circle Drive, Suite B

Fort Totten, NY 11359

Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund

(AALDEF) - attn: Ken Kimerling

99 Hudson Street, 12th Floor

New York, New York 10013

Fax 212-966-4303

kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.

We will forward your testimony to Inspector Anthony Tria and AALDEF.

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I am attending the hearing in person on October 4, 2006. I am t

Manhattan Florist & Gifts, Ltd

Large Selection for All Occasions !

Fine Blooms for Arrangements, Blooming & Foliage Plants,
Fruit & Gourmet Baskets, Corporate, Wedding,
Hospital, Funeral Orders Welcome.

WORLD WIDE DELIVERY

87B Bayard Street, New York, NY 10013 • Tel/Fax: (212) 385-0003

My name is: _____

I live at: _____

Contact information:

Telephone(s): _____ email: _____

I wish to state: Without vehicular traffic,
amount of people, vehicles, customers hasn't been
the same. loss of speedy emergency service.
The loss of the Park Road Exit on the Brooklyn
Bridge has a huge negative impact. it formerly
brought business directly into Chinatown; now it is
rerouted everywhere else. Missing 400 car municipal
parking lot, it has definitely affected business.

Date: 10/3, 2006

Attach additional sheet[s] if necessary)

Sue.
Signed: _____

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281-1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.



PARENTS TEACHERS ASSOCIATION, INC.

8 Henry Street
New York, NY 10038
(212) 587-5634

Dear

As President of the PS1 Parent Teacher's Association, I represent over 600 students and families attending our school. We have about 600 students traveling in and out of the school, crossing our streets.

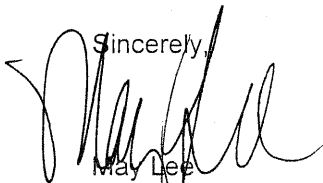
The enclosed petition represents our plea for the safety of our children. We are opposing the proposed plan to reverse the Oliver Street traffic direction. This reverse of traffic direction onto Oliver and into Madison Street will be a threat to the safety of our children crossing these streets. Not only is this a safety threat to our children but also to the heavy senior population that resides nearby. Many walk with canes and special walkers. Please do not wait till something tragic to happen to acknowledge the dangers.

PS1 is surrounded by the streets of Henry, Catherine, Madison and Oliver. The parents are already struggling with the potential dangers of heavy traffic coming through the narrow streets of Catherine and Henry. We've seen buses and trucks get stuck on the curbs.

With the added traffic on the small street of Oliver as a result of the DEIS will mark all 4 corners of PS1 a danger zone for crossing. Therefore, we are in strong opposition of the proposed change on the direction of traffic on Oliver Street.

Thank you for considering the safety of our children.

Sincerely,



May Lee
President,
PS1 PTA

TESTIMONY SUPPORTING THE PARK ROW RESOLUTION & CRITICISM OF THE PARK ROW
DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS), 9/26/06, Submitted by Jeanie Chin
Member: Chatham Towers Board, Civic Center Residents Coalition and CB#3, Community Outreach Task Force on
Transportation Issues

Five years ago after 9/11, the NYPD closed Park Row a major road downtown that linked the Lower East Side/Chinatown and Downtown Manhattan communities. After many legal battles, the NYPD has finally completed a long awaited Draft Park Row Environmental Impact Statement (DEIS). The DEIS is an insult to our intelligence and common sense. It demonstrates no understanding of the cumulative effect of changes that have transformed our communities with street closures that encompass an area larger than the WTC site. There is a failure to address the entire NYPD security program and arbitrary limitation of the traffic study area.

The DEIS is riddled with data that is missing, misleading and manipulated to produce conclusions that are incomplete and inaccurate. Incorrect traffic volumes are used, unsolved cases of missing vehicles, all impacts under-reported, traffic model not released, parking entirely shortchanged, transit info distorted.

To cite just one example – the Park Row exit ramp from the Brooklyn Bridge that was closed, formerly processed 500 to 700 or more vehicles an hour onto Park Row North. Its closure in 2001 diverted them somewhere. Nowhere in the DEIS is this discussed.

Conditions beyond 2006 are totally ignored in the DEIS. No mention of the redevelopment of Lower Manhattan and Downtown Brooklyn projected to bring 100,000 workers alone to the WTC site and to a closed Park Row.

No mention or study of the effects of the closing of traffic lanes by the NYPD on the Brooklyn Bridge and its impact on traffic as far north as the FDR Drive and the impact as vehicles barrel through local streets to avoid the already heavy traffic congestion.

Under-reporting of vehicles calls into question the air/noise pollution data. How will this additional traffic impact emergency vehicle response times?

With Park Row closed, narrow Worth Street has been transformed into one of Downtown's few crosstown streets. How will this affect future growth?

Police Headquarters claims that it must have a buffer zone that no other terrorist target in the city has. Commissioner Kelly has criticized former Mayor Giuliani's decision to locate the OEM at 7 WTC, next to a known terrorist target, the Twin Towers. Isn't Police Headquarters also located next to known terrorist targets – the Brooklyn Bridge, City Hall, the Courthouses, 26 Federal Plaza? Is it wise to locate all the eggs in one basket rather than decentralize?

The NYPD's DEIS is a self serving document, a mockery of a long process in our communities. I leave you with one DEIS suggested mitigation to accommodate the traffic congestion at Chatham Square and along Worth Street – adjust the traffic signal by one second. Let reason prevail open Park Row and move Police Headquarters to a site where they can have all the buffer distance and parking that they want.

With regard to the Public Hearing on the DEIS to be held on October 4, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on October 4, 2006. I am therefore submitting this written testimony.

My name is: DAVID CHENG

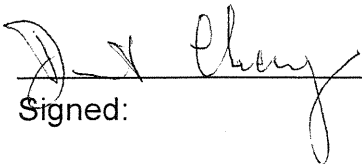
I live at: 170 PARK ROW, APT. 10C
NEW YORK, NY 10038

Contact information:
Telephone(s): 212-227-3461 email: DAVID CHENG @ AOL.COM

I wish to state: (SEE ATTACHMENT)

Date: 10/10, 2006

Attach additional sheet[s] if necessary)


Signed: _____

Mail, fax or email copies of your written testimony to **both** the addresses below:

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax 718 281 1593 atria@nypd.org

Asian-American Legal Defense and Education Fund
(AALDEF) - attn: Ken Kimerling
99 Hudson Street, 12th Floor
New York, New York 10013
Fax 212-966-4303
kkimerling@aaldef.org

You can also email your written testimony to: ctownissues@gmail.com.
We will forward your testimony to Inspector Anthony Tria and AALDEF.

Civic Center Residents Coalition

Written Testimony for DEIS

David C. Cheng

I am a local resident, the president of a local real estate company and the C.E.O. of a community bank in Chinatown. I am familiar with the Chinatown business community because it is part of my responsibility to keep track of the economic vitality of the local community.

(A) Impact Socioeconomic Conditions

I would like to first address the impact of the Park Row closure on the Socioeconomic Conditions of the neighborhood. Given my close observation of the local business community, I am absolutely shocked by the report's conclusions. The serious impacts caused by the Park Row closure on the economic health of the area are beyond dispute in Chinatown's business community. Overwhelming majority of the merchants disagree with the DEIS report's conclusion that the Park Row closure has had little impact on the local business community. Unfortunately, most local merchants also believe that it is a waste of time to fight NYPD and did not testify. The Chinese merchants and residents in Chinatown are indeed upset by the Park Row closure. But they are also resigned to the fact that they are powerless against the police department. I personally hope that they are wrong.

In spite of the Chinese merchants' reluctance to testify, it should not be difficult to confirm the resentments of the community. However, the DEIS investigators made use of public data that are often not directly relevant to the study, and conducted an unscientific survey of about 20 local merchants, a woefully inadequate sample size for statistical analysis. The DEIS then reached conclusions that are not objectively supported by data. In cases where the decline of local business are too apparent to ignore, the DEIS simply attributed the decline to the 9/11 attacks and a host of other contributing factors without objective analysis. As a former scientist with forty years of experience in statistical analysis, it is obvious that such an inappropriate use of data would only lead to inconclusive findings. What I found shocking, however, is that the report then proceeded to use these inconclusive findings to justify their claim that there is little or no impact on the business community or on the lives of local residents.

Overall, the DEIS is a seemingly impressive report that appears to be supported by a massive amount of data. However, a closer look at the report reveals that the connection between the data and claims is superficial at best. These problems are pervasive in the report, and too numerous to cite in this testimony. Instead, I shall illustrate these problems with a few examples from the report:

Example #1:

On page 4-20, the report claims that

"...Chatham Towers and Chatham Green Houses, are both Mitchell Lama co-ops, which are not susceptible to changes in property values due to market forces. Mitchell Lama co-ops are typically not bought and sold in the regular real estate market, but rather the shares are sold back to the co-op board."

This is simply false. There is no restriction on the sales of apartments in either co-op. These apartments are definitely susceptible to changes in property values due to market forces, contrary to the claims made in the report. At best, the research was done haphazardly without proper checking of facts.

Example #2:

The decline in socioeconomic activities is attributed to the 9/11 attacks in several sections of the report. There is no question that the 9/11 attacks had significant impacts on the local business community. However, the role of DEIS investigators is to separate the different contributing factors, and to determine how the Park Row closure has impeded the recovery of the neighborhood's socioeconomic health from the 9/11 attacks. The investigators of this report definitely have not met these basic goals. Instead, they attributed the severe economic impacts primarily to the 9/11 attacks, in addition to a host of other contributing factors. The primary issue that is not properly addressed by the report is how the Park Row closure has affected the recovery from the 9/11 attacks. The report's conclusion that closure of Park Row is a minor contributing factor to the decline of the neighborhood is made without objective analysis or justification.

On the tourism industry, the report claims (on page 4-44) that:

"...the street closures resulting from the One Police Plaza security plan have therefore not had a significant adverse impact on the operation or viability of the City's tourist industry. Therefore, the action does not have the potential to affect the operation and viability of the City's tourism industry."

This claim has little bearing on the local problems addressed by this DEIS. No one claims that the Park Row closure has affected the tourist industry of the entire city. This is an example of inappropriate use of data made by the investigators to support NYPD's claims.

On the local tourist activities, the report claims that:

"Although there are some complaints that Chinatown has suffered disproportionately in terms of tourist activity, that would appear to be an effect of the September 11 attacks which has been felt throughout the tourism industry and not just in Chinatown, and these negative effects seem to have lessened with time."

This is one of many examples of the use of the 9/11 attacks to justify NYPD's claims. The proper question is not whether the 9/11 attacks affected the decline of the tourist activities, but how to separate the impact of Park Row closure from other contributing factors to the recovery from the 9/11 attacks. The report has made no attempt to separate the effect of these contributing factors. The conclusion that the Park Row closure has little impact on the local tourist activities has no supporting evidence in the report, and this conclusion is unjustified.

Example #3:

On page 4-44, the report drew the following conclusions:

"The action has not resulted in significant adverse impacts for all areas considered in the socioeconomic analysis."

*"Moreover, although it appears that the security zone may have contributed to the general decline in business conditions in those areas nearest the security zone, business survey results **do not conclusively** indicate that proximity to the security zone is the sole cause of this decline in business. The security zone has also not adversely affected the viability of the Chinatown retail and restaurant sectors, which continue to be a major draw for both residents and tourists."*

These conclusions are not supported by the data presented in Chapter 4. A careful reading of Chapter 4 reveals that the data presented are either not directly relevant to the issues discussed or totally inadequate to justify these conclusions if interpreted objectively by investigators.

(B) Alternatives

Next, I'd like to address the "Alternatives" (in Chapter 12).

The report accepts, without any question whatsoever, the decisions of the NYPD in all matters related to security. One such example, on the alternative for Chatham Green parking lot, the report stated on page 12-9:

"This proposed alternative was reviewed and evaluated by NYPD's Counter Terrorism Bureau and it was determined that this alternative would not allow sufficient stand-off distance between NYPD headquarters and the Chatham Green Houses parking lot."

Such an uncritical acceptance of NYPD's decision is troublesome because there are serious conflicts of interest in these decisions. When the local residents questioned NYPD on their use of Park Row for private cars after Park Row was closed, a NYPD spokesman responded that the parking space on the full length of Park Row are needed to satisfy their contractual obligation with the union. This statement supported many residents' belief that NYPD confiscated a few hundred feet of standoff distance on the north side, but only about one-tenth of this distance on the south side, not because they needed this long standoff distance for security, but because they wanted more parking spaces. No other terrorist target, including FBI, CIA, and courthouses, has remotely the amount of standoff distances the NYPD has acquired on the north side. Pressures from the court and several legislators, and finally Mayor Bloomberg's decision to allow buses on Park Row, eventually resulted in the removal of private cars from Park Row. But this is an example of conflicts of interest that is bound to occur when an institution is the sole decision maker on matters that affect them. When such a conflict of interest exists, it is paramount that a third party, such as a counter terrorism bureau from a federal agency, make an independent assessment whether the long standoff distance is justified in light of the severe impacts it has on the neighborhood.

On the alternative of relocating the police headquarters, the report reiterated all the claims made by the NYPD, without any critical analysis on whether those claims are appropriate to the situation.

For example, the report stated on page 12-7 that:

"Given the functions hosted by One Police Plaza, and the close coordination required between the NYPD and the criminal justice system, it is essential for the police headquarters to be located within close proximity to the court facilities and detention centers, as well as the seat of government."

The DEIS accepted the claim that "it is essential for the police headquarters to be located within close proximity to ... the seat of government" without any effort in objective investigation. It took me fifteen minutes of on-line investigation to find a counter-example to this claim. In the fall of 1997, the Boston Police Department (our nearest major metropolitan area) moved its headquarters to a site three miles away from Boston City Hall. Such a distance is acceptable because the advances in modern telecommunication have significantly reduced the importance of physical distance. The fact that Boston Police Department had an opportunity to move close to

the "seat of the government", but chose not to do so clearly demonstrates that NYPD's proximity claim is not critically important.

In the time of war against terrorism, the need for security is much more important than the need to be close to the seat of government. So the case for moving the NYPD headquarters to a more secure location is in fact much stronger after the 9/11 attacks.

On page 12-7, the report states that:

"In addition, the relocation of police headquarters would be an expensive undertaking, that would require the City to spend large sums of money ..."

This is true. But this is part of the cost of the war on terrorism. In a democratic society, the cost of such wars should be borne by the society as a whole, and not by an unfortunate local community. By refusing to fund the move of the police headquarters, the government is, in effect, making the Chinatown community bear the cost of their inactions. The cost to Chinatown is both direct (such as the five-fold increase in insurance premium in Chatham Towers after the NYPD made the buildings part of the terrorist target zone) and indirect (such as deterioration of the businesses and loss of jobs in Chinatown). In an open society, this is blatantly unfair to the local community. It would be unthinkable that the NYPD could get away with such condescending attitudes if the police headquarters were located on Park Avenue instead of Park Row. NYPD's claim of a lack of money for such a move is disingenuous. If funding for this move is a real issue, the NYPD should have applied for funds from the state and federal governments as part of the war on terrorism. This, they have not done.

On page 12-8, the report states that:

"Given the presence of a number of other sensitive facilities within the security zone..., all of which would still remain if police headquarters are relocated, it would be necessary to maintain some, if not all, of the current security measures in the area."

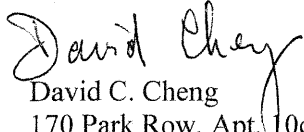
This is true and anticipated. However, these other facilities currently do not have the enormous buffer zone confiscated by the NYPD, and will not have such buffer zones unless they close a large number of streets, resulting in a partial shutdown of the entire downtown neighborhood. That is an extremely unlikely scenario. Therefore, the protective measures needed after the relocation of the NYPD would not be anywhere as drastic to Chinatown and would not require the closure of Park Row.

This is yet another example of statements made in DEIS to justify the NYPD's claims, rather than arriving at a conclusion through objective analysis.

(C) Summary

In general, the seemingly comprehensive DEIS report is focused on supporting the claims made by NYPD. The DEIS has presented a seemingly impressive amount of data. But there is very little effort in gathering statistical data that are objective and relevant to the case, and even less effort in analyzing the data to reach truly independent conclusions. Instead, the DEIS made use of data mainly to support conclusions favorable to the NYPD.

On the alternative of relocating the NYPD headquarters, the DEIS simply repeated all the claims made by NYPD without any serious investigation. A neutral, objective analysis would find that this alternative deserves consideration, and should be pursued by the government as a potential solution both to satisfy NYPD security needs and to alleviate the serious problems caused by Park Row closure.


David C. Cheng
170 Park Row, Apt. 10c
New York, NY 10038

October 10, 2006

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CHINESE COMMUNITY CENTER, INC.

CHINESE CONSOLIDATED BENEVOLENT ASSOCIATION

62 MOTT STREET, NEW YORK, NY 10013

TEL: (212) 226-6280
FAX: (212) 431-5883
E-Mail: ccbany@yahoo.com
Website: <http://www.ccbany.org>

Established
Since 1883

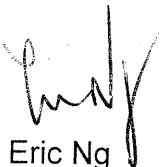
Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359

Dear Inspector Tria,

CCBA was established in 1883, and has functioned as Chinatown's representative to this day. We work closely with the NYPD on many issues, and appreciate their hard work in making Chinatown streets safer. However, after reviewing the Draft Environmental Impact Statement (DEIS) we have determined that there are many discrepancies with regard to Socioeconomic conditions, real estate values, and the lack of a rapid and direct route to Downtown Hospital. We urge you to review once again, this DEIS, and correct the discrepancies that so grossly misrepresent our neighborhood.

The reopening of Park row is one of the major priorities of Chinatown Businesses and the community. We cannot accept this DEIS in this draft form.

Sincerely,



Eric Ng
President

Cc: Asian-American Legal Defense and Education Fund (AALDEF)

Oct. 17, 2006

Inspector Anthony Toca
Capital Construction
NYCD
620, Cerch Drive, Suite B
Fort Totten NY 11359

I would like to address how the lack of parking impacts on the Traffic Congestion in and around Chinatown.

Cars and Trucks constantly cruise around looking for parking.

This slows Traffic and adds to congestion and all the horrors attendant to it.

Reconfiguring of the streets in Chinatown will not ease Traffic flow or contribute to the security for anyone - without the availability of affordable parking.

I am opposed to the Widening of St James Place for the purpose of accommodating extra traffic.

There is more than enough road access west of Broadway to accommodate the transport of Construction Materials to the Freedom Tower Site.

Chinatown should not have to bear this extra burden. We should not have to distort our lives to accommodate other Community's convenience.

The Municipal Garage has been off limits to the public for years - currently for security reasons. If present day Technology and tactical know how is not adequate in maintaining security - then another municipal garage needs to be built.

After all we live and work in an area
that is the heart beat of the city where
necessary business needs to be conducted.

A municipal parking facility is indispensable
to a civic center and its surroundings.

Currently N.Y. Downtown Hospital has lost
its parking area.

If for some reason the subway system becomes
grounded - how would the hospital personnel
make it to work to man the only hospital
that serves this downtown area.

Parking issues need to be addressed
before any consideration of reconfigurations!

Yours truly,
Dorothea Thom
165 Park Row
New York N.Y. 10038
e mail DOTH 06888

**ANNE K. JOHNSON
7 ST. JAMES PLACE, # 10-I
NEW YORK, NY 10038**

October 14, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

Dear Inspector Tria:

I live in Smith Houses on St. James Place behind the Police Headquarters. I travel through Chinatown and the Civic Center Area around Police Headquarters. I reject the Draft Environmental Impact Statement (DEIS) on Park Row which claims that the closing of Park Row has little impact on our neighborhood.

The traffic on St. James Place since 9/11 has been horrible to say the least. We put up with it for a while because we knew that our city had been attacked. However, now the Police Department wants to take away parking on St. James Place between Madison Street and Oliver Street and make additional lanes of traffic on that street. This is because even though a court of law has ruled that you must open Park Row to traffic again, you have refused. You seem to think that more traffic on St. James Place will not have a terrible effect on an already overburdened neighborhood. St. James School is on St. James Place in that block. The children at the school have no gym, and are forced to play on James Street at St. James place. The air quality will be severely negatively impacted by your plan. There is also a children's playground across the street behind Chatham Green Housing Development. The asthma rate in this neighborhood is very high among children, and the traffic has made it worse.

In addition, your study recommends changing the traffic direction on Oliver Street so that the cars and trucks will go down onto Madison Street. Oliver Street is a residential street on one side, and has a school, church, and home for disabled on the other side. Madison Street is already severely over crowded due to rerouting of busses in the past and due to the many businesses further up the street. Smith Houses and Hamilton Madison House and another children's playground are on one side of Madison Street, and the P.S. 1 playground is on the other side.

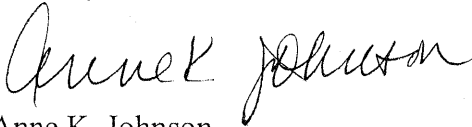
Your refusal to properly study the area, asking only 22 merchants out of thousands in and around the Chinatown area, asking no residents of Smith Houses, no members of the local churches, tenant associations, school PTA's, etc. is at best unfortunate. What it really is, in my opinion is **racist!** Most of the people who live in our neighborhood are so called "minorities". Just what were you thinking! Do you think you could get away with this in a "white, middle class" neighborhood? I don't think so.

In addition to closing Park Row, you took over the Municipal Garage several years ago which was very needed by this entire community. Now that you have opened the garage to police

vehicles the police, judges, court officers, and others with placards seem to park even more on our streets, sidewalks, bus stops, and places designated for deliveries. This makes the Park Row closure even worse.

Please open Park Row to traffic as it was before 9/11. Please also restrict the parking of private police vehicles and judges' and court officers' private vehicles on the streets and put them into the parking garage that you took away from the neighborhood several years ago.

Sincerely,

A handwritten signature in cursive script, appearing to read "Anne K. Johnson". The signature is written in dark ink and is positioned above the printed name.

Anne K. Johnson

Anthony Tria

From: Roberta Singer [roberta.singer@juno.com]
Sent: Sunday, September 10, 2006 4:18 PM
To: atria@nypd.org; kkimerling@aaldef.org
Subject: public hearing
Attachments: Environmental Impact Study testimony.doc

Please find attached my letter regarding the DEIS.

Roberta L. Singer, Ph.D.

Roberta L. Singer
77 Fulton Street #16f
New York, NY 10038
212.285.1736
roberta.singer@juno.com

September 10, 2006

To whom it may concern:

I am unable to attend the public hearing because limited mobility prevents me from walking to the meeting site and the NYPD street closings have forced a re-routing of the only bus that would get me there.

Limited mobility makes it extremely difficult to negotiate the subway steps, thus, when circumstances do not permit me to take the bus, I drive. Construction on nearly every street in this area, NYPD headquarters' barricades and street closures, and police officers' cars parked on the streets reducing the number of travel lanes, combine to make it time consuming, frustrating and often dangerous (for pedestrians and drivers) just to get into and out of the area. Even before 9/11 this area had a fair amount of congestion, but going and coming was not hampered by all the above factors.

The day and night construction is noisy, dirty, and air-polluting, adding to the already problematic issues of air quality down here. (Two years ago I was diagnosed with an asthmatic condition as a result of 9/11.) I understand the need for street digging and building construction, but the degree of it, compounded with all the other factors have greatly diminished the quality of life here. I love this neighborhood and the Southbridge Towers community, but living here has very often become very difficult.

The traffic congestion makes it difficult for emergency vehicles to get to their destination and thus they use their sirens and claxons loudly and continuously; the noise is deafening. On beautiful days when I would like to keep the windows and terrace door open I am forced to close them and use the AC--not an environmentally or economically sound solution.

Finally, it hardly inspires confidence in the police department when we see them closing streets a couple of blocks surrounding their headquarters and hiding behind barricades. If there is even a possibility of moving NYPD Headquarters out of this area to one less densely populated and congested it would go a very long way to resolving many of this area's problems.

Thank you very much for your consideration of these issues.

Sincerely,

Roberta Singer

Sept. 9, 2006

With respect to the Public Hearing on the DEIS to be held on September 14, 2006:

I live in the "Security Zone" and I cannot attend the Public Hearing in person on September 14, 2006. Therefore, I am submitting this written testimony.

My name is:

I live at:

e-mail address:

I wish to state: The events of 9/11/2001 have been a mixed blessing in a way. I was watching the twin towers collapse in China on that fateful date. When I came back at the end of September, 2001, I had to be escorted to get back to my home. That was the initial inconvenience. The ambient air was smelly, with a certain unpleasant odor, for a long time. Would that have a health impact on us? It'll be hard to assess. Definitely, all those relief workers at the site sustained adverse health effects. Anyone with common sense would be able to tell, not needing the Mayor's prophecy that there was no linkage. This I have to disagree with him.

The immediate and nagging, negative longer-term impact of the disaster has been the traffic. Because of the closing of Park Row beneath the police headquarters, all traffic leaving lower Manhattan turned bad. There has been constant congestion on Pearl Street near the Southbridge Tower residential complex, since no traffic is permitted on Park Row, coming and going through the police plaza. To say it ironically, I sarcastically often tell my friends and family that in the morning when I go to work, at the Chambers St. area, I can cross Park Row from Pace University's building with my eyes closed. But, the case is not so with the Pearl St. Frankfort Street area. It's just the opposite, with cars crawling, impatient New York drivers honking. Result: Nose and air pollution. Absolutely. Driving in and out of our complex has not been that bad, but still it's an inconvenience, since we'd have to make changes to our driving habits.

So, what's the long-term solution? Move the police headquarters. The City didn't have the foresight (nobody did at the time it was conceived, of course, as nobody ever heard of Al Qaeda, Osama, etc. then). So, 1 Police Plaza was built across Park Row right next to the Municipal Building. That's fine if Osama were never to surface. Now, it's time to move the police headquarters to a more isolated location, so it can be cocooned up. On hindsight, should the police plaza have been built in a more isolated location? Absolutely. At least it should have been built in a more self-contained manner, not risking that it could be attacked from right below it.

Anthony Tria

From: [REDACTED]@gmail.com]
Sent: Saturday, September 09, 2006 4:18 PM
To: atria@nypd.org; kkimerling@aaldef.org; ctownissues@gmail.com
Cc: [REDACTED]@yahoo.com
Subject: Sept. 14 DEIS hearing
Attachments: Sept 14 Hearing.doc

Additional text -

The health impact on the rescue and relief works of the 9/11 disaster does not require more than common sense to understand. The government should give it the benefit of the doubt to treat these heroic individuals. You haven't heard of the health impact on the residents yet. It's hard to visualize how the government (the Mayor included) can sometimes say things in not-so-compassionate way. The former EPA chief is now under scrutiny for her irresponsible words. Additionally, I might want to point out that the EPA's ORD had drafted a report to address the health effects of the chemicals connected to the twin-tower collapse. I was at the public hearing where ORD invited "experts", quote unquote, to critique its report on its assessment of the various chemicals related to the incident, and their impact on human health. EPA did not collect any samples for I believe at least two weeks after 9/11/2001 (the NYPD treated the area as a crime scene?), and it had the audacity to proclaim, for pretty much all the chemicals measured, that there would be no long-term adverse health impact on human health. That's an irresponsible statement. Anyone with some common sense would have said that since he did not have the best samples, the recommendations are at best inconclusive. Footnote: EPA ORD never issued THAT report. One wonders why.

Lastly, if I should be quoted, I prefer to remain an anonymous citizen.

Anthony Tria

From: JOYCE WEST [jycwestflorida@verizon.net]
Sent: Saturday, September 09, 2006 10:58 AM
To: atria@nypd.org
Cc: kkimerling@aaldef.org
Subject: public hearing on deis 9/14/06

i wish to state that the closure of surrounding streets/police barricades has greatly impacted my quality of life in so many ways. to name just a few, my terrace door has to be closed at all times because the noise from the traffic is quite unbearable. you would not be able to speak on the phone or hear the tv if the door was left open. in addition, to say that the air quality is poor would be an understatement. i have developed many allergies of unknown origin and at one point lost 40 lbs. because of the problem. i went to three doctors, not one could determine the exact cause even after many tests were performed.

whenever i'm expecting a delivery or car service i have to hold my breath because they find it difficult getting to the area and gaining access to the building. it's become necessary at times, for me to personally go to the checkpoint to get them in. the selling of apartments has gotten more and more difficult and if these proposed and ridiculous changes are enforced it will be all but impossible to do so, impacting us financially as well.

i could go on and on but i'm sure you get my point and will use your common sense to return this long suffering and forgotten area to normalcy.

thank you,

joyce west
resident of chatham green co-ops.
165 park row
ny 10038

With regard to the Public Hearing on the DEIS to be held on September 14, 2006:

I live in or near the "Security Zone" and I cannot attend the Public Hearing on September 14, 2006. I am therefore submitting this written testimony.

My name is: Daniel Levine

I live at: 215 Park Row, Apt. 17C, NYC NY 10038

Tel: 917-676-6615 email: peckslip@verizon.net

To Whom It May Concern:

I read the Park Row/Chinatown Draft Impact Study and was extremely disturbed by the misinformation, skewing of facts, lies, land-grabbing tactics, and downright hubris of the Study.

I am a shareholder in Chatham Green, located on Park Row, and contrary to the DEIS, both Chatham Green and Chatham Towers are private-held co-op buildings, in which apartments regularly sell for over one million dollars – the "facts" stated in the Study are dead wrong. We not only have a personal stake in the neighborhood, with middle- and upper-class residents initially populating it in the early 1960s, but we also have an equity stake.

The figures stated for traffic patterns are based on old, or manipulated information. Daily, northbound traffic on St. James is backed up from the Brooklyn Bridge to Chatham Square. And daily, eastbound traffic is backed up on Worth Street from Centre Street to Chatham Square – and this is with one to two police directing traffic at Chatham Sq, and one to two police directing traffic at Brooklyn Bridge/Pearl Street. Traffic is overwhelming now, and dangerous for pedestrians, and will only get worse if this plan is implemented.

Ambulances and fire engines are often stuck in traffic, and sometimes it takes minutes to transverse one block. The "facts" given in the study are all based on off-hour statistics. Due to the closure of Park Row, the traffic, and restrictive signs, ambulances and private cars often have difficulty entering my building; at times even residents have been denied access.

These issues were raised at the presentation of the initial traffic plan, but fell on deaf and/or incompetent ears. This new Study is even worse than the original one enacted: air quality has dropped due to the traffic, noise has increased dramatically, safety is an issue, investments in real estate are being threatened, property is potentially being taken away, quality of life is being ignored, businesses have closed – and things will just get worse if this plan is instituted...this plan should be scrapped immediately.

The plan also states that trucks for the Trade Center need a wider St James street for access. Not only would our property be taken away on the St. James and Park Row sides, but we are on the east side and the Trade Center site is on the west side – seven WTC and all other construction projects have proceeded fine without infringing on our streets and our rights as residents. Also, there are two churches and three schools which would be immediately be affected by the noise, and, as the traffic now is a danger, increased traffic would create an even greater danger for children and church-goers.

We live here, we grew up and went to school here, we raised our families here – and this plan will ruin Chinatown further, possibly even destroy the neighborhood forever.

Thank you.

/s/ Daniel Levine

Anthony Tria

From: GeoffLee [noved@verizon.net]
Sent: Sunday, September 17, 2006 10:49 PM
To: NYPD CapitaConstruction; AALDEF Ken Kimerling
Subject: Fw: Park Row DEIS
Attachments: DEIS testimony.doc

----- Original Message -----

From: RW56@aol.com
To: ctownissues@gmail.com ; kkimerling@aaldef.org ; atria@nypd.org
Sent: Tuesday, September 12, 2006 10:46 PM
Subject: Park Row DEIS

Attached is written testimony I would like to submit to the public hearing on the DEIS. I am unable to make a stronger arguement since the issue I comment on was not addressed in the DEIS.

9/19/2006

Richard & Mae Wong
9 Oliver Street
New York, NY 10038

September 12, 2006

Testimony on the Security Zone DEIS

We understand that the Security Plan proposes to reverse the direction of traffic on Oliver Street from the existing northbound from Madison St to St James Place. I have reviewed the DEIS and can find no statement of rationale as to what this would accomplish or any discussion on the impact of such traffic reversal. The only thing we could find was in Chapter 12 Mitigation where in Figure 11-2 a plan of the streets at Chatham Square Oliver Street is shown with an arrow pointing opposite the present traffic direction. I can only assume that this plan shows the traffic direction the plan will provide. If this is so, the proposed change in traffic direction should be deemed arbitrary and capricious because the DEIS has given no rationale for such a change, or any discussion of the impact of such a change. It is difficult to speak out against this change without knowing what the rationale is for this change.

Being a resident and property owner on Oliver Street for over 35 years, we believe that such a change will seriously impact on the living standard of the residents of the street by increasing the traffic flow with traffic coming of Chatham Square. Access to the church and school on the street would also be hampered by this traffic reversal.

Respectfully submitted,

Richard & Mae Wong

Anthony Tria

From: Carol Towbin [caroltowb@juno.com]
Sent: Sunday, September 17, 2006 1:29 PM
To: atria@nypd.org
Cc: kkimerling@aaldef.org; ctownissues@gmail.com
Subject: DEIS

Dear Inspector Tria:

As a Chatham Green resident, I have lived since 9/11 in a so called "security zone" which offers no additional security as far as I can see. The barricade has impacted terribly on our health, safety, peace of mind and way of living.

Horrendous noise, pollution not to be believed, traffic delay, difficulty in crossing the streets (and after the lies about the quality of air for years, it is very clear that our health and safety are the last item on the political agenda.) have changed our schedules and imperiled all, especially our children and the aged. Of which I am one. I have asthma, and never, and I mean, never, open my windows on the St. James side of the building. I have often been awakened by traffic sounds coming from that side, as it is a north-south street which has had to serve in place of the closed off Park Row. Security?

Easy access by friends is a thing of the past. I take a taxi rarely, yet on occasion the drivers are reluctant to enter this policed area--as it seems to be a secret for the rest of the City. Visitors attempting to come through by car must be vetted, yet the M103 and M15 buses (we are very relieved for their restoration after years of increased difficulty in reaching our destinations) sail through and no bus travellers are questioned. And of course there is no control over the traffic on St. James.... Security?

In my own experience, a delivery truck was not permitted to enter, the delivery man had to trundle the item all the way from outside the barricade.

Requiring our City's finest (and we will never forget their valiance on 9/11) to go ten feet forward, and then ten feet back in a police car each time a car or bus wishes to emerge from the Park Row enclosure going north is laughable, considering our technical knowledge. And in the south direction, the light permitting cars to enter has been broken for I don't know how long--Is this New York City in the United States we are talking about? Delay of the arrival of emergency vehicles is unconscionable due to traffic. Security?

The entire Chinatown area is suffering financially as well as in health.

Please do not compound the awful effect of 9/11 by adding more pollution and noise and traffic problems. The DEIS was poorly researched in any number of points (we of course are not Mitchell-Lama housing) and the plan to further implement all the disadvantages above touched upon, and turn a business/residential street already overburdened with traffic, noise, pollution, into a truck route is a cruel attempt to solve a problem in the most misguided, dangerous to pedestrians, simplistic way. A more advanced solution (perhaps a tunnel on either side of the island?) not affecting any community as opposed to the blatant way the DEIS has presented its "findings" is called for.

Sincerely,

Carol Towbin
165 Park Row #21A
New York, N.Y. 10038
caroltowb@juno.com
212-732-6087

Anthony Tria

From: GeoffLee [noved@verizon.net]
Sent: Sunday, September 17, 2006 10:51 PM
To: NYPD CapitaConstruction; AALDEF Ken Kimerling
Subject: Fw: Reopen of Park Row

----- Original Message -----

From: Civic Center Residents Coalition
To: noved@verizon.net
Sent: Sunday, September 17, 2006 10:39 PM
Subject: Fwd: Reopen of Park Row

----- Forwarded message -----

From: **hi2020** <hi2020@verizon.net>
Date: Sep 11, 2006 12:34 PM
Subject: Reopen of Park Row
To: ctownissues@gmail.com

With regard to the Public Hearing on the DEIS to be held on 9/14/2006.

I live in or near the "Security Zone" and I cannot attend the Public Hearing in person on 9/14, 2006. I am therefore submitting this testimony.

My name is: WAYNE WONG
I live at: 180 PARK ROW, #2A
NEW YORK, NY 10038

TEL: 212-964-5952
EMAIL: hi2020@verizon.net

I wish to state: Since the closing of Park Row for public traffic the traffic from Bowery right turn to Worth St. becomes very heavy. Crossing the Worth St. is a very difficult and very dangerous movement. Each time I have waited for the green light to start crossing but the cars keep coming from the Bowery and Mott. St. Most time I have to wait at the middle of the street to get a chance to run across the street. That's why I wish Park Row to be reopened for all public traffic so that to reduce traffic hazard at crossing Worth Street.

Date Sept. 10, 2006

Signed: Wayne Wong

--

send inquiries to: ctownissues@gmail.com

9/19/2006

Anthony Tria

From: GeoffLee [noved@verizon.net]
Sent: Sunday, September 17, 2006 10:50 PM
To: NYPD CapitaConstruction; AALDEF Ken Kimerling
Subject: Fw: DEIS

----- Original Message -----

From: "Sabella, Vita M." <VSABELLA@stroock.com>
To: <ctownissues@gmail.com>
Sent: Friday, September 15, 2006 4:16 PM
Subject: DEIS

I live in the Southbridge Towers apartment complex on Pearl and Frankfort Sts. Since the reopening of Park Row, bus travel has been made more difficult. Where the M103 once stopped at the corner of Pearl/Frankfort Sts., is now a Staten Island express bus stop. The 103 was re-routed to Wagner Pl. by the Alfred E. Smith complex, which was only 1-1/2 block walk, but that was short-lived. We now have to walk to Park Row and Chatham Sq. to have access to the M103. The difficulty in this is more compounded by the fact that many seniors and disabled individuals reside in the Southbridge Towers complex. What was once very convenient and easily accessible for them is now a major problem for most. Not all seniors use Access-A-Ride!

Therefore, based on the above, the re-routing of buses due to 9/11 was actually a plus rather than a negative. It is the re-opening of Park Row that is the negative only because of the elimination of the M103 bus stop at Pearl St. and its inconvenient accessibility.

Thank you for your concern.

Sabella, Vita M. <VSABELLA@stroock.com>

Anthony Tria

From: RDBRUCE@aol.com
Sent: Monday, October 02, 2006 7:57 PM
To: atria@nypd.org; kkimerling@aaldef
Subject: Public Hearing on DEIS held on September 14, 2006

Dear Inspector Tria,

I was unable to attend the September 14, 2006. Please accept these comments in lieu of any oral presentation I could have made. I have lived at Apartment 21F at Chatham Green, Inc. since the building was built. Since the closure of Park Row, the noise along Saint James Place has been extremely disturbing. I feel that the reduction in the sidewalk along Saint James Place to make a three lane road, will bring the noise closer to the building and make things worse. I therefore oppose this alternative to re-opening Park Row, and restoring the traffic flow to the design which was previously in existence.

Respectfully submitted,

Ronald D. Bruce
165 Park Row, APT 21F
New York City NY 10038-1178
Home: 212-349-3779 Cell: 208-863-0897

10/4/2006

Name: Fai Cheng
I live at: 215 Park Row, #20C
New York, NY 10038
Contact Info: 718-935-5836 (work)
Email: fmcheng@us.ibm.com

I wish to state:

I find the NYPD DEIS faulted in at least a couple of areas.

Chatham Green is a market price cooperative, not Mitchell-Lama apartments. The units are worth much more than a few thousand dollars. Last year, we have a unit that sold for more than a million dollars. One of the selling points of the Co-op is that it is surrounded by a relatively quiet wide sidewalk. The proposed shrinking of St. James sidewalk would definitely affect the value of the coop.

I used to take a walk with my mom every evening around Chatham Green. We enjoyed the wide sidewalk and low noise level on Park Row. She passed away last year. Now, for the same reasons, I am taking my daughter on a stroller around Chatham Green a few times a week. I cannot imagine what St. James would look like if we shrink the sidewalk to allow one more lane for construction vehicles. I would have to stop using the sidewalk because it would be too narrow, noisy, dusty and dangerous.

I also find the proposed widening of the road very short sighted. The traffic jam is more than just this section of the road. It extends all the way up to Houston street. There are a few choke points from Bowery to Houston, including the cross streets at Canal, Delancey, and Houston. Widening the St. James section is not going to solve the congestion problem. Instead, the city should look into the use of the barge to bring in the construction material. This method was very successful when we had to remove the debris of the World Trade Center. Why not use it again? Or re-open Park Row for the construction vehicles?

Anthony Tria

From: Ken Kimerling [kkimerling@yahoo.com]
Sent: Thursday, October 12, 2006 1:05 PM
To: Anthony Tria
Subject: Fwd: NPD DEIS hearing Sept. 14, 2006

Mary Ann Jung <majnyc@webtv.net> wrote:

From: "Mary Ann Jung" <majnyc@webtv.net>
To: ctownissues@gmail.com
CC: kkimerling@aaldef.org
Subject: NPD DEIS hearing Sept. 14, 2006
Date: Thu, 14 Sep 2006 16:40:29 GMT

September 14, 2006

Inspector Anthony Tria
Capital Construction, NYPD

Dear Inspector Tria:

Re today's hearings on the NYPD's DEIS on their closure of Park Row:

I live in the "Security Zone" and cannot be at the public hearing in person. So, I am submitting this written testimony.

Mary Ann Jung
180 Park Row-17E
NYC 10038
majnyc@webtv.net

I wish to state that, as with happens with most polls and the like, the clients for this DEIS received the skewed answers they sought. No surprise.

As a resident of Chinatown for nearly 40 years, these things I know to be true since the Sept 11, 2001 attack:

- + The increased traffic along Worth, St. James and the general Chatham Square area has increased, leading to poorer air quality, much more noise, and dangerous conditions for pedestrian and drivers.
- + Businesses in Chinatown have suffered more than any general decline found in Manhattan businesses.
- + The staffing for the traffic cops (and traffic police in cars 'monitoring' them) and the manned barriers along Park Row has added mightily to policing costs and/or taken this personnel away

from other duties.

+ While my building, Chatham Towers, is in compliance with the Americans with Disabilities Act, the building's ramp is on the Park Row side, a street my Access a Ride vans cannot access to pick me and my walker up. The long walk from the ramp, along Park Row and back on Worth to the Worth Street entrance is difficult on good weather days, a burden in rain, snow and ice. The NYPD closure of Park Row negates my building's compliance with that Act.

+The DEIS has willfully minimized the scope of its 'study'. No consideration is given to the traffic implications of the decade-long reconstruction of the WTC site, including the Calatrava station and the connecting Fulton Street Transportation Center on my neighborhood. Nor is consideration given to the traffic connected with the continuing growth in residents in Lower Manhattan and added workers once the WTC site buildings are built and leased.

+ The headquarters of the NYPD is embedded in what was a thriving residential neighborhood (Chatham Green and Chatham Towers with Southbridge and Confucius Plaza also affected). Why isn't the headquarters moved to somewhere where citizens won't provide the shield the NYPD perceives it needs.

Mary Ann Jung

Ken Kimerling

Legal Director

ASIAN AMERICAN LEGAL DEFENSE AND EDUCATION FUND

99 Hudson Street, New York, NY 10013

212.966.5932 -EXT 203 --- Fax 212 966 4303

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Betty Lee Sung Chung and Charles Chia Mou Chung

165 Park Row, Apt 20F

1. The most important impact was the longer route we had to take to get to the subway. Both my husband and I are in our eighties. It is hard for us to walk far and we walk very slowly. We used to be able to walk across the Police Plaza and get to Municipal Bldg in 5 minutes. Now we have to take a much longer route. I have clocked the time – 18 minutes to get to subway entrance. It has become much more difficult for us to use the subway.
2. When we had our car, we used to be able to exit on Pearl St from our parking lot and turn left onto East River Drive. Now, we have to drive around the block and stop at three traffic lights to get to same place.
3. All the bus stops, M15, M9, M22, B51, M103 are constantly shifting so if you go down to wait for a bus and it never comes, the stop has shifted again or relocated two blocks away. There are never adequate notices of the shifts.
4. The traffic on St. James St. is so heavy that sometimes it takes 10 minutes to go the one block from Pearl St. to Chatham Square if there is no traffic cop at the Square to let traffic flow. The red light turns so quickly there that only 3 cars can move before the light changes. That means gas fumes accumulate for us at Chatham Green to breathe. All the North/South traffic from Park Row is now shifted over to St. James St, which is only a narrow street compared to Park Row.
5. The worst thing is when the ambulances or fire trucks come down St. James. They can't get through because of the traffic jams. Their sirens are screeching and piercing and very hard on our ears and nerves.
6. The entrance to our parking lot is at the mouth of Park Row. We residents must show our drivers' license every time we come in and sometimes, the cops refuse to let us into our own residences. I now carry Lt. Lopez's phone number so that I can call him personally to tell the cops to let us come in. That is ironic!!!
7. Same thing with car service and taxi cabs. Some cops let them in to pick us up. Others won't. As I mentioned before, my husband and I are in our eighties. Some times we have luggage. We can't get off at the mouth of Park Row with heavy luggage and walk to the last building where we live. When car service drivers come to pick us up, invariably they are delayed because of the hassle of coming to our door. I have made repeated suggestions that we Chatham Green residents be issued special passes so that the cops can recognize we want to get into our homes. Nothing has been done.

8. As a taxpayer, I cannot see why Park Row is barricaded and manned by so many policemen at the five corners of our block. There are two at mouth of Park Row,

2

one each on East and West of Park Row and Pearl, one at Pearl and Madison, and one at Pearl and St. James. That's the salary of six men, three shifts a day. Multiply that by their pay. (Low estimate: $18 \times \$35,000 = \$525,000$) What does that come to per year to blockade one block??? Multiply that by the five years that the barricade has been here. (\$2,625,000 !!!) Is this wasteful??

9. The other waste is the exit at the mouth of Park Row. The pop-up barrier has been broken for nearly a year. One policeman sits in a patrol car and moves it back and forth each time a vehicle has to go out. That costs more than fixing the pop-up.
10. I don't think there is another block in the entire city that is so barricaded -- not City Hall, not the Empire State Bldg, not the United Nations. Police Headquarters may be the central command center, but five years have lapsed whereby the government could have decentralize the command center to the outer boroughs. If they have, then it is time for them to re-open Park Row.



ASIAN AMERICANS FOR EQUALITY

FACSIMILE TRANSMITTAL SHEET

TO: *Inspector Anthony Tria* FROM: *Maria E. Bottino, Dir of Govt. Affairs*
 COMPANY: *NYPD Capital Construction* DATE: *October 20, 2006*
 FAX NUMBER: *(718) 281-1593* FAX NUMBER: *212-979-8386*
 PHONE NUMBER: *(718) 281-1254* PHONE NUMBER: *212-979-8381 X131*
 RE: *One Police Plaza Security Plan Draft Environmental Impact Statement*

☒ URGENT ☐ FOR REVIEW ☐ PLEASE COMMENT ☐ PLEASE REPLY ☐ PLEASE RECYCLE

NOTES/COMMENTS:

We are submitting written comments.

Thank you!

Maria E. Bottino (212) 979-8381 X131
AAFE

Web Site: www.aafe.org

☐ **AAFE Management C**
 129 Rivington Street
 New York, NY 10002
 Tel: (212) 477-2265
 Fax: (212) 477-2429

☐ **AAFE Queens**
 133-04 39th Avenue
 Flushing, NY 11354
 Tel: (347) 438-0062
 Fax: (347) 438-0061

☐ **Central Office**
 108 Norfolk Street
 New York, NY 10002
 Tel: (212) 979-8381
 Fax: (212) 979-8386

☐ **Housing Immigration and Social Services**
 108 Norfolk Street
 New York, NY 10002
 Tel: (212) 979-8988
 Fax: (212) 979-8811

☐ **AAFE CDF/REDC**
 111 Division Street
 New York, NY 10002
 Tel: (212) 964-6023
 Fax: (212) 964-6003

**ASIAN AMERICANS FOR EQUALITY**

108-110 Norfolk Street, New York, NY 10002

Tel: 212-979-8381 Fax: 212-979-8386 www.aafe.org

Asian Americans for Equality
Public Hearing on the DEIS on Closure of Park Row Testimony
October 20, 2006

For more than four years, Asian American for Equality (AAFE) has worked hand-in-hand with Community Board #3 and Chinatown residents and businesses to assess the problems created by the closure of Park Row. We believe that the solution to these problems must address two basic issues: 1. to ensure the collective safety of the residents and businesses of the area, and 2. to regain the public space as a vital point of exchange in the community.

The September 11th attacks had a tremendous negative impact on Chinatown due to street closures, traffic interruption, and the disruption of business services. Businesses relied on foot and automobile traffic from points south and east, including the office workers who came to Chinatown during the lunch hour to enjoy a meal, perhaps do some shopping, and still have time to get back to their office. And it interrupted the flow of visitors and tourists. The barriers to foot traffic have increased the time it now takes to get to Chinatown. Many former patrons simply have not returned. Visitors are discouraged from maneuvering the maze of streets, resulting in many longstanding businesses closing their doors for good.

Area residents have fared no better. The Draft Environmental Impact Study found that the closure of Park Row caused "significant traffic impacts at four intersections," especially during the morning rush hour, a rise in pedestrian accidents and fatalities, added to deteriorating air quality, and in their own words "created a disconnect between the security zone area and the surrounding area."

Calls for action to mitigate these problems have been dismissed by the New York City Police Department (NYPD) as jeopardizing the safety and security of One Police Plaza. Chinatown residents and businesses perceive the NYPD's posture as an unwillingness to engage in a real dialogue. The neighborhood sees the abuse of parking privileges, the use of James Madison Park for personal automobiles, and the conversion of the Municipal Garage into a private garage for NYPD-authorized vehicles only, as, at best, disregard for the needs of the community. To many, the permanent closure of Park Row just seems like another way of turning Park Row into a Parking Lot.

Park Row is an essential connector for Lower Manhattan neighborhoods. Without the flow of pedestrians and vehicular traffic, communities lie isolated and removed from the bustle of civic life. If we are truly concerned about the economic and residential vitality of our communities, then Park Row must be open. If other important buildings in New York City and around the world, including US embassies, allow cars and trucks to pass nearby why should Police Headquarters be the only building that needs such an enormous buffer?

But, if this is most targeted and most vulnerable building in New York City, then it is prudent and necessary that the NYPD think hard about where Police Headquarters should be located. If, in fact, One Police Plaza will continue to be a major target for extremists, then we believe it is appropriate to ask: Why are they located in the middle of a residential neighborhood? And One Police Plaza sits at the heart to the City's Civic Center, which includes the seat of government at City Hall, municipal offices, courts, and a school.

Thank you.

Anthony Tria

From: RScor215@aol.com
Sent: Monday, October 23, 2006 2:40 PM
To: atria@nypd.org; kkimerling@aaldef.org
Cc: RScor212@alumni.pace.edu
Subject: park row DEIS comments

One of the first glaring errors in the DEIS was the statement that Chatham Green & Chatham Towers were Mitchell Lama Coops –and thus were not for sale on the open market. These buildings were never part of the Mitchell Lama program. As a result, the study completely ignored the analysis of what effects the closures had on market values of these apartments. Whether this was done intentionally or out of ignorance made me think what other errors exist in this study or what other facts are twisted to support the desired outcome.

One of the community suggestions was closing off the exit of the Chatham Green driveway and having out entrance/exit use the same entrance on Park Row. Then the NYPD could do whatever they wanted with Pearl St. The response was that the counter terrorism unit said it would be unsafe. So, I asked myself "for the past five years we have been exiting onto Pearl Street with an active fuel tank (operated by NYPD– approximately 25 feet from our driveway) within a stone's throw. This alternative would have permanently closed our exit onto Pearl St and INCREASED the "buffer space" from 80 to 100 feet. This was deemed unacceptable.

Speaking of buffer space, I have always wondered about the difference in the "secure zones" for One Police Plaza. The measurements are as follows:

- 750 ft from Chatham Green driveway to 1pp
- 300 ft on the Brooklyn bridge FDR ramp
- 500 ft from St James Place
- 300 ft from Park Row South exit of the Bklyn Bridge

If I accept the reasoning that 700 feet is the needed buffer space, then shouldn't it be 700 feet in all directions from the center of 1PP. If so, then the secure zone should extend to Spruce St on the south, Lafayette Street on the west; Worth Street on the north; and mid way into the Smith housing projects to the east. So I ask "what is the acceptable amount of buffer space that 1PP really needs?

Why isn't the city concerned about a rocket being launched from the bridge/fdr ramp which comes within 300 feet of 1PP?

Finally, looking at other potential targets: the Federal & State courthouses, 26 Federal Plaza, it seems like they feel secure with the bollards currently in place and having the streets open to both pedestrian & vehicular traffic. Another inconsistency.

1PP considers themselves a target and are endangering the lives of people in the community by making us part of their buffer zone. THEY ARE THE PROBLEM! IPP is a 30 year old building that has outlived its usefulness. I feel they should follow the example of the OEM and the FDNY communications centers and move to either the Brooklyn waterfront or Randall's Island.

Therefore we urge the city to consider the alternatives on the following page.

NAME: RICHARD SCORCE date : 10/20/06

11/2/2006

I LIVE AT: 215 PARK ROW 7H (CHATHAM GREEN) NY 10038

TEL 212 349-2321 EMAIL: RSCOR215@AOL.COM

The residents of Chatham Green have experienced undo hardship for the last five years caused by the NYPD's onerous and not equidistant "security zone" placed around One Police Plaza,

I find it unacceptable that Park Row remains closed and no effort has been made by the city/nypd to alleviate the hardships this closure has had on Chatham Green. I have thought about this situation and believe it can be alleviated with the enactment of the following:

Realistic buffer zones be established which truly represent a safe zone for 1PP as opposed to the unevenly devised buffers that currently exist. (attached is a map showing the distances from the closure point to 1PP). No one is saying that 1PP should not be secure but in their land grab they have gone far beyond what other target buildings in the area have done. The streets in front of both the federal and state courthouses are open. Also 3 of the 4 streets surrounding 26 Federal Plaza are open to the public & traffic. City Hall has traffic passing by on both Park Row and Broadway.

Relocation of the northern most pop up barriers so that they would be south of the Chatham Green driveway. Originally barriers were placed south of our driveway (about 25 feet south of the current popup), Then, about 8 months after 9/11 barriers and pop ups were placed north of our driveway.

Detailed explanation of why Community Alternative Plan #2 (closing the exit of Chatham Green driveway) is not feasible according to the counter terrorism unit (especially since this plan called for the permanent closure of the exist onto Pearl Street and an increasing the buffer between Chatham Green and 1PP from 80 to 100 feet).

The elimination of the active fuel tank that sits only 100 feet from Chatham Green property. If 1PP is such a target, then a fuel tank should not be out in the open as it currently exists.

Alternative reconfiguration plans for Chatham Green parking area entrance/exits and construction of such entrance/exits at city expense.

Finally, the city should relocate 1PP, thereby replacing a 30 yr old building that is not state of the art in both function and security. The OEM and FDNY moved operations from lower Manhattan to the waterfront in Brooklyn. There is no reason why NYPD cannot do the same.

Written Statement of Rocky Chin¹
In response to the
Draft Environmental Impact Study
Concerning the impact of the Closure of Park Row after September 11, 2001.

Sent by E-mail

October 23, 2006

Thank you for the opportunity to submit this written statement to supplement oral remarks at Public Hearings held on September 14th and October 4th, 2006.

Soon after the terrorist attacks on 9-11, the NYPD unilaterally closed Park Row, the southern-most tip of the Bowery – a major north-south Lower Manhattan traffic artery. Chinatown & the Lower East Side - like other downtown neighborhoods - experienced severe traffic, telephone & public transit disruptions. Smoke & fumes from fires burning at the WTC site were a constant part of our daily lives. At the time, we understood the necessity of these measures. However, we also expected the NYPD to re-open Park Row in due time. Unfortunately, months turned into years, and efforts by residents and community members to engage the NYPD in discussions about NYPD-imposed security measures in and around Park Row were frustrated.

In the months after 9-11, Chinatown and the Lower East Side had to mobilize hundreds of members from their respective communities. Only after these advocacy efforts did elected officials and members of the Lower Manhattan Development Corporation begin to acknowledge the suffering of these communities. Nevertheless, the concerns of Chinatown and the Lower East Side were frequently ignored and even counter-posed with the concerns of the Seaport District, Battery Park City & TriBeCa. In point of fact, all of the residential and commercial neighborhoods were suffering – and the concerns of these communities all took a back seat to what was clearly the

¹ I served as a civil rights attorney at the New York City Commission on Human Rights under four mayors from 1985 to 2002. I coordinated Mayor David Dinkin's Roundtable Conference at City Hall addressing issues impacting Asian Americans. I currently am a member of Community Board 3, CB 3's Task Force on Chinatown Traffic Issues and a resident of the Lower East Side.

priority of the Bush White House - to bring Wall Street and those businesses that serve Wall Street back to “normal” as quickly as possible.

Residents and businesses impacted by the closure of Park Row were ignored by the Mayor and the Police Commissioner. Litigation and two lawsuits forced the NYPD to commission an environmental impact study.

Although Chinatown has been a part of Lower Manhattan for over 150 years, government officials, social scientists & public policy institutions have generally ignored the community. Even in 2006, many New Yorkers relate to Chinatown just as a place to eat or purchase an inexpensive trinket. In the past, Chinatown was either a quaint ethnic enclave whose residents seemed to keep their problems to themselves, or a community filled with hatchet men and opium dens, sensationalized in lurid pulp fiction novels. The very real issues and problems of Chinatown were first tackled by social service agencies such as the Chinese American Planning Council (founded in 1965). Introductory Asian American studies courses were not part of private or public university curricula until the 1970s. Today, few academic institutions employ faculty who regularly conduct social science research utilizing information from Chinatown.

This lack of research – and research data – is in sharp contrast to Asian American scholarship and research on the West Coast. The Asian American Studies Program at the University of California at Los Angeles, for examples, has over 60 scholars affiliated with the Asian American Studies Program. Social science researchers – often graduate students under the supervision of faculty - often help government officials make informed public policy decisions.

When faced with some basic obstacles regarding data and data collection – the consultant for the DEIS chose to punt. There is also no indication that the consultant consulted with any of the several scholars that have conducted studies about Chinatown².

I point out these flaws in research methodology because I am very familiar with the problem. In the early 1990s, I coordinated Mayor David Dinkins City Hall Roundtable on Asian American issues. Over a two day period, the Mayor brought together his top commissioners to meet and hear

²Professors Margaret M. Chin(Hunter), Peter Kwong(Hunter), Tary Hum(Queens), Madhulika Khandaval(Queens), Gary Okihiro(Columbia), Jack Tchen(NYU) or Dr. Shao Chi (formerly, Asian American Federation of NY).

from community leaders and scholars. The roundtable/hearing was held at City Hall – and this ambitious endeavor revealed that insufficient research capacity was adversely impacting the community as well as the city's ability to address problems. The need for a vibrant Asian American policy & research institute was on the minds of many. The DEIS consultant chose not to do the necessary research. They took “snap-shot” data – incomplete snap shots at that – of Chinatown's businesses. Which does not tell the story of how the closure of Park Row has impacted the Chinatown business community. Moreover, the failure to translate materials and address the language realities of Chinatown puts into question the consultant's conclusions.

The Draft EIS - coming out in 2006, five years after 9-11 - is deeply disappointing. While it identifies some of the obvious negative impacts on the community, the report justifies some and ignores or rationalizes others. The impact of 9-11 – the traffic closures, the fumes from burning debris, noise & other forms of pollution – all were environmental impacts that should have been addressed 4 or 5 years ago by city, state & federal authorities – but weren't.

The consultants' methodology is flawed and the data they chose to cite or not cite is problematic. For example, prior to 9-11, the westbound off ramp of the Brooklyn Bridge was processing 500 to 700 cars onto Park Row north. What happened to these cars after 9-11 and the closure of Park Row?

The report recommends some forms of mitigation but not others. The DEIS recommends that 40 parking spaces for "City Employees" be restored on Park Row on a street that is controlled by the NYPD. 40 spaces for City Employees translate into 40 spaces for the NYPD. It is disingenuous to consider rewarding the NYPD for extending its security perimeter nearly 600 feet into Chinatown as mitigation for the community – especially given the proliferation of illegal parking in and around Chinatown after 9-11 by police and other governmental officials.

The report also fails to analyze and account for the impact of loss of the 400 municipal parking garages and falsely asserts that “the security plan has not resulted in changes to off-street parking.” Illegal parking and the lack of legal parking has had a negative impact on Chinatown retail & wholesale businesses.

The DEIS analysis of the impact of the Park Row closure upon emergency vehicles and public bus routes and trips is flawed. Where is the data on ambulance response times pre and post 9-11?

The DEIS consultants failed to use standard scientific research methodology, failed to collect key information, and failed to create appropriate research tools – all of which had led the consultants to reach only the conclusions sought by the NYPD.

The DEIS fails to look at the environmental impact of the closure of Park Row in lieu of 3 major developments which will likely impact traffic in and around the study area. These are: the massive reconstruction around Ground Zero in Manhattan, the Atlantic Yards and the Brooklyn Bridge Waterfront. The impacts of all of the street closures in the NYPD security plan must examine conditions at least 10 years into the future, not simply in the present year. The DEIS cannot be allowed to ignore the forecasted growth of traffic volumes of the redevelopment of Lower Manhattan and Downtown Brooklyn during the coming decade -- impacts that should be well understood by the NYPD engineering consultant, Philip Habib Associates, since they also prepared traffic and transit work for EISs on projects in Downtown Brooklyn. The thousands of construction trucks and traffic associated with these developments will contribute to pollution and congestion – and these developments are not addressed in the DEIS. The addition of hundreds of trucks carrying heavy equipment and materials as well as the addition of thousands of construction workers and other personnel entering into and leaving Ground Zero will have an impact upon the quality of air and traffic in and around the already clogged arteries of Chinatown and the neighborhoods of Lower Manhattan. This failure to study the environmental impact of these large-scale developments presents an incomplete picture of traffic congestion due to the closure of Park Row after 9-11.

For all the security concerns being voiced by the Mayor and the NYPD, perhaps it is time to consider a long-term plan to re-locate the headquarters to a safer and more secure part of the city. The Mayor can commission an independent study to examine whether the central headquarters of the New York City Police Department should be located in Lower Manhattan or re-located, and hold public hearings to discuss the findings of that study and solicit input from the community board and the communities of Lower Manhattan. Consider relocating Police Headquarters to a site where the

threat of attack can be properly mitigated without putting ten of thousands of civilians at risk.

While all New Yorkers understand the need for the Police and Mayor to address terrorism and develop security measures, Chinatown and other neighborhoods of Lower Manhattan should not be forced to bear an undue burden nor do they want their communities turned into fortresses.

DEWEY BALLANTINE LLP

1301 AVENUE OF THE AMERICAS
NEW YORK, NEW YORK 10019-6092
TEL 212 259-8000 FAX 212 259-6333

ROY TAUB
212 259 7164
rtaub@deweyballantine.com

October 24, 2006

BY FACSIMILE

Inspector Anthony Tria
Capital Construction, New York Police Department
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: (718) 281-1593

Re: Comments on NYPD Draft Environmental Impact Statement (CEQR
#04NYPD002M)

Dear Inspector Tria:

We are counsel for petitioners in Chatham Towers, Inc., et al. v. Michael Bloomberg, et al., Index No. 107761/04, and submit these comments on behalf of petitioners. Many of the individual petitioners, as well as residents of the private cooperative housing complexes that they represent, have submitted their own comments along with an expert report prepared by Community Consulting Services, Inc.¹ Those comments are incorporated in this submission.

The NYPD's Draft Environmental Impact Statement ("DEIS") is replete with factual errors, faulty analysis, and unsupported assumptions. As with the earlier Environmental Assessment Statement prepared by the NYPD, it fails to take a "hard look" at the impact of the NYPD's One Police Plaza Security Plan (the "Plan"), as

¹ Community Consulting Services was retained in part by petitioners.

required by state law. The extensive problems with the DEIS are too numerous to describe in any great detail here and can only be outlined below.

Traffic and Parking

The primary effect of the barricades put in place by the NYPD is to close a number of significant streets in lower Manhattan, as well as an exit from the Brooklyn Bridge, which creates significant changes in traffic and travel patterns. Unfortunately, the DEIS fails to properly measure the impact of the barricades on such traffic. As stated below, this failure to account for the *actual* effects of the street closures completely undermines the conclusions of the DEIS.

Despite thorough and specific comments by Brian Ketcham and others about what is needed for a properly scoped traffic study, the DEIS fails to properly study the traffic impacts caused by the Plan. As set forth in greater detail in the recent analysis performed by Community Consulting Services, the DEIS improperly segments² its study by excluding elements of the so-called "security zone" that surrounds One Police Plaza from its with-action analysis by disregarding street closings made in 1999 and the closing of the Public Parking Garage. Both the 1999 street closings and the Public Parking Garage closing are within the so-called "security zone" studied by the DEIS and, consequently, cannot be segregated and treated as separate actions because both were closed for ostensible security reasons.

² 6 NYCRR 617.2(ag) provides: "Segmentation means the division of the environmental review of an action such that various activities or stages are addressed under this Part as though they were independent, unrelated activities, needing individual determinations of significance." 6 NYCRR 617.3(g)(1) clearly notes that "[c]onsidering only a part or segment of an action is contrary to the intent of SEQRA."

The City Environmental Quality Review ("CEQR") Manual requires lead agencies to consider any potential segmentation and suggests as a starting point the State Environmental Quality Review Act ("SEQRA") Handbook, which lists eight questions that help identify what a lead agency such as the NYPD should include in a SEQRA study. The DEIS, however, does not contain any review of these questions. If such a review had been conducted, the no-action scenario would not have included as baseline conditions the 1999 street closures and the closing of the Public Parking Garage. The failure to do so undermines the estimates of traffic and the impact on parking as clearly laid out in Community Consulting Services's comments.

These issues of segmentation were all discussed in previous comments on the draft scope in this environmental review. Nevertheless, the comments were entirely ignored by the NYPD in its preparation of the DEIS.

In addition, there is no consideration of other planned projects that will increase the traffic flow into the area, including the Atlantic Yards project in Brooklyn, the building of a 76-story residential tower just south of the Brooklyn Bridge, and the reconstruction of the World Trade Center site. All of these projects will add to the current flow of traffic into lower Manhattan and over the Brooklyn and Manhattan Bridges. Even the one-year closing of the lower level of the Manhattan Bridge, which will place more vehicles on the Brooklyn Bridge, is not mentioned. While with-action measurements can be made because the streets have already been closed, this does not relieve the study of the obligation to augment those measurements with predictions of increased traffic as a result of planned and/or already commenced projects in the area.

The DEIS study area for traffic is itself truncated and fails to account for the large volume of vehicles that are now exiting the Brooklyn Bridge as well as the increased number of vehicles in the future. As graphically presented in Community Consulting Services's report, there are a large number of vehicles that are exiting from the Brooklyn Bridge that are not accounted for in the DEIS because the DEIS takes no measure of the cars exiting the Brooklyn Bridge; it only measures cars passing through nearby intersections. In addition, the DEIS makes no attempt to explain what happened to the vehicles exiting the Brooklyn Bridge that earlier surveys found were heading north through Park Row by way of the now-closed exit ramp. The absence of these vehicles from the NYPD's study can mean only one of two things: either these vehicles are causing increased traffic outside the study area or the measurements that were taken in the study area were not accurate. If the former, the study area should have been larger. If the latter, the data should be corrected. Whatever the case, the DEIS has an obligation to find out what is *actually* happening in the study area.

The DEIS also fails, as did the EAS, to monitor and measure the traffic congestion on St. James Place. The congestion on this street has been a constant complaint from local residents but no effort was made to measure it except to measure vehicle flow of the cars that reach the intersections.

The DEIS also fails to consider and account for the impact of traffic officers posted at the congested corners. These officers help the traffic flow and their effect needs to be accounted for in the study and in the suggested mitigation and alternative proposals.

As noted above, the DEIS improperly segments the impact on parking by disregarding the closing of the 400-vehicle Public Parking Garage. It also fails to consider the environmental impact study done on parking earlier for the Public Safety Answering Service. That study found only 13 garages in the area, including the 400-car garage, and a total of 1,743 publicly accessible parking spaces, not the 41 garages and the 5,409 available spaces claimed by the DEIS in 2006 nor the estimated 4,711 available spaces in the baseline number. Significantly, the DEIS states that there is a 314-car garage at 130 Duane Street with 126 spaces vacant. Yet, this site is outside the study area. Moreover, the baseline report states the garage has a capacity of only 40 spaces, not the 314 reported in 2006. In any event, there is no garage or parking lot at 130 Duane Street because it is a newly-constructed residential building. Thus, the DEIS has not only relied upon the existence of alleged parking outside of the study area and inflated the number of parking spaces, but it made the whole thing up, as no such parking lot exists. This is emblematic of the effort to find no impact by avoiding looking at the real problems caused by the so-called "security zone."

Moreover, the earlier Answering Service EIS found that if the Public Parking Garage were to close, there would be an impact on parking unless the NYPD set aside on-street parking space and made them available to the public. The NYPD has not relinquished any spaces and, in fact, has taken more spaces, while its employees take even more spaces in violation of the law. The DEIS does not explain why the earlier study found that the loss of the garage would cause an impact and yet the current study finds no shortage of parking.

The DEIS fails to consider existing plans for development in the area that will eat up most of the vacant spaces in the area south of the Brooklyn Bridge where both residential and commercial development is planned and/or under construction. The two largest identified off-street parking sites that are available, 56 Fulton Street and 57-61 Ann Street, are at the southernmost end of the study area. These lots will soon have to accommodate the new 76-floor high-rise residential building being built next to NYU Downtown Hospital and the displaced 110 cars that are presently parked at the site of the new construction. None of this is considered in the DEIS. In addition, the DEIS does not indicate when the determinations of vacancies were made for these two sites. Both are close to the South Street Seaport, and if the counts were made on a cold day, they are not representative of the true vacancy rates for this area when tourists visit the area in large numbers.

The DEIS recognizes that the so-called "security zone" has taken away on-street public parking spaces. Yet, the DEIS does not consider that the absence of off-street parking is exacerbated by the absence of on-street parking. The DEIS suggests that the loss of on-street parking is of no import and any additional parking would soon be taken by illegally parked government employees. Unlawful competition for spaces by the NYPD apparently is an acceptable way to avoid a finding of impact.

Community Facilities

The DEIS also depicts a false picture of emergency response times to the affected area. The NYPD and its consultants ignored extensive testimony that the Plan has led ambulances on their way to the area to travel a more circuitous route in order to circumvent the barricades, imposing further delays that have the grave threat of causing

irreparable harm to persons in the area requiring immediate medical attention. Instead, the DEIS relies on statistical compilations of response times that are not fully explained and have not been provided to the public for purposes of verification and duplicability.

Transit and Pedestrians

The DEIS also ignores the effect the street closures have had on disabled persons. Aside from the effects the street closure and barricade impacts have had on the general population, these impacts have had a pronounced effect on the disabled, particularly where the Security Plan measures negate compliance with the Americans with Disabilities Act by preventing disabled persons from making easy, unobstructed use of ramps and other installations to accommodate ingress and egress.

Air Quality

The expert report prepared by Community Consulting Services specifies the failures to meet professional standards in the analysis of air quality. These critiques and observations highlight the absence of a hard look at the impact. For example, the DEIS fails to consider the 20-year time frame required by the National Ambient Air Quality Standards ("NAAQS") in making its determination. In this study area, as in others, the DEIS looked only at 2006 and did not consider the planned future developments that will impact traffic. Over the next twenty years, the predicted growth in population and employment associated with these already-planned changes requires that the analysis be redone.

The DEIS also fails to set forth the results of its study of vehicle classifications. The accuracy of these classifications will impact on the DEIS's overall conclusions. Moreover, there is no indication that the closing of the Brooklyn Bridge to

commercial traffic or the resultant impact on air quality, which is likely to be significant, if that restriction were lifted were considered in the analysis.

Noise

The expert report prepared by Community Consulting Services specifies the failures to meet professional standards in the analysis of noise impacts.

The DEIS needs to reconsider its findings on noise and air once it reconsiders its determinations on traffic. The failure to consider future planned developments makes reconsideration particularly necessary. In addition, the noise study took only one noise measurement instead of three measurements to ensure accuracy. Finally, the study fails to consider the impact of return of commercial traffic to the Brooklyn Bridge. The introduction of additional trucks into the area will also have a major impact on noise.

Socioeconomic and Other Impacts

The DEIS also fails to consider several socioeconomic and other impacts caused by the NYPD's street closures and related implementations or, when it does consider these impacts, engages in flawed and improper analyses. These deficiencies further demonstrate that the DEIS fails to take a hard look at the Plan's impacts.

One error is the classification of "the two residential developments which are located within the security zone, and are therefore directly affected by the action, namely Chatham Towers and Chatham Green Houses" as Mitchell-Lama co-ops. Chatham Towers and Chatham Green Houses are not Mitchell-Lama co-ops, and thus, contrary to the DEIS's findings, are in fact "susceptible to changes in property values due to market forces." *Id.* The DEIS's failure to take note of this fact and to analyze the

effects on property values at these two developments is inexcusable and renders the findings facially deficient.

Martin Rosenblatt has submitted additional comments augmenting his earlier study of the tax assessment property values of Mott Street properties with 2006 data that confirm the initial results of economic impact. In addition, the DEIS's reliance on "market values" is inappropriate because "market value" is not a valid measure when applied to Mott Street properties, which have had few, if any, recent sales.

Moreover, the DEIS's business survey fails to provide a valid analysis of the impacts caused by the Plan. One flaw in this survey is the surprisingly low sample size of 61 businesses in an area that includes almost 500 businesses. Furthermore, notices that the surveys would be conducted were mailed in December 2005, months before any businesses were actually surveyed. These letters were written only in English, despite the fact that the intended audience—businesses located in the Chinatown area—are in an area that New York City census data states has a population of 70% who do not speak English very well. Finally, a copy of the actual survey, which would include the questions that had been posed to the businesses, is not included in the DEIS.

Mitigation

The NYPD and its consultants conducted virtually no analysis of the impacts that would result from the proposed changes to Oliver Street (change in direction) and St. James Place (street widening to accommodate more lanes). Indeed, one must scour the voluminous DEIS to find the lone, slight reference to changing the direction of traffic on Oliver Street. The lack of any further analysis on this issue, while improper, is understandable given the desire to minimize the public's awareness of this

Inspector Anthony Tria
October 24, 2006
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impending change. The NYPD needs to consider the impact these changes would have on the persons attending the numerous churches and schools in the area, not to mention the residents on these streets and the related pedestrian traffic.

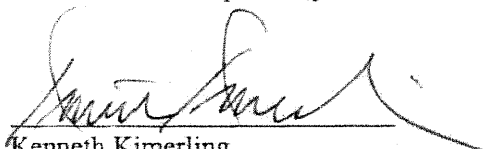
Alternatives

In considering alternatives to the NYPD's action, the consultants disregarded the purpose of their retention by the NYPD (presumably to provide an objective set of findings) and instead adopted wholesale, without any verification or scrutiny, the NYPD's own reasons for why the proposed alternatives were simply not feasible or practicable. This sort of expert obedience cannot satisfy the "taking a hard look" standard set out by the courts.

Conclusion

The DEIS does not meet its purpose of fully measuring the impacts caused by the NYPD's street closure and barricade plan. It is our hope that the NYPD takes these comments into account and amends the DEIS to fully address the flaws and concerns discussed herein.

Respectfully submitted,


Kenneth Kimerling
ASIAN AMERICAN LEGAL DEFENSE
AND EDUCATION FUND
99 Hudson Street
New York, NY 10013
212-966-5932


Aldo A. Badini
Roy Taub
DEWEY BALLANTINE LLP
1301 Avenue of the Americas
New York, NY 10019
212-259-8000

cc: Christopher Reo

TO:

Inspector Anthony Tria

Education Fund

Capital Construction

NYPD

620 Circle Drive, Suite B

Fort Totten, NY 11359

Fax 718 281 1593 atria@nypd.org

and

Asian-American Legal Defense and

(AALDEF) - attn: Ken Kimerling

99 Hudson Street, 12th Floor

New York, New York 10013

Fax 212-966-4303

kkimerling@aaldef.org

With regard to the Public Hearing on the DEIS to be held on September 14, 2006:

I live in or near the "Security Zone" and this written statement is to supplement my oral testimony which was given on October 4, 2006.

My name is: Geoffrey Lee

I live at: 19 Mott Street, #1, NYC 10013

Contact information:

Telephone: 917 969 5226 email: noved@ix.netcom.com

The following will supplement what I have already offered in oral testimony on 10/4/2006 at the Public Hearing.

I feel the DEIS in its current form is faulty, inadequate, and flawed in numerous ways. By order of a judge, the NYPD called on Habib & Associates to report on the Security Plan since 9/11, and, by means of this deceptive report, Habib would give the NYPD and its Security Plan a free ticket to continue with creating safety hazards, increasing traffic congestion, parking illegally, increase air pollution, keeping Park Row closed, and overall negatively affect the safety, economics and quality of life in lower Manhattan, particularly the Chinatown area.

I will list a few of the points to exemplify just how faulty the DEIS is, these few points are just a tiny sampling of how the NYPD has gotten the fox to guard the hen house:

1. At the 10/4/06 public hearing Christine from Habib stated there were no effects on emergency response times found by the DEIS, and this is stated in the DEIS itself. Therefore, according to the DEIS, the Opening of Park Row was not necessary. There was obviously much inadequate research done regarding emergency response times being increased by the Security Plan. I refer to the article below (bold) in a local paper in 2003 quoting Kenneth Eshak:

The Villager- Volume 73, Number 10 July 9-15, 2003

Judge says Park Row closings were 'heavy-handed'

By Josh Rogers

Kenneth Eshak [N.Y.U. Downtown Hospital], the hospital's interim president and C.E.O., said the city is endangering the lives of Downtown residents.

"Specifically, we believe that the closures and other obstacles by New York City between the hospital and the neighborhood have lengthened the time... for emergency vehicles...to bring patients to our hospital," Eshak wrote in a letter submitted to the judge (State Supreme Court Justice Walter Tolub).

"Needless to say, this constitutes a tangible detriment to the health and safety of the affected New York citizens, residents and employees, and in specific cases, could be life threatening."

In addition, several speakers at the Oct. 4, 2006 public hearing gave testimony citing clear incidents and examples of delayed ambulance service and response times. Please refer to the transcript of Oct. 4, 2006 Public Hearing on DEIS. Does someone have to die before Habib gets to the truth and the facts?

2. With regard to illegal parking, the DEIS in Chapter 7 counts 1,012 illegally parked cars with parking placards on a typical work day. This number, multiplied by the number of work days since 9/11, would produce a total of **1.25-million parking violations in the Security Zone in five years**. It is insulting for the DEIS to say that 1.25-million parking violations have not had a negative effect in the Security ZOne. At the hearing on Oct. 4, 2006, I dared anyone from Habib or the NYPD to experience what it is like to walk out everyday on their own local streets to 1.25-million parking violations for five years.

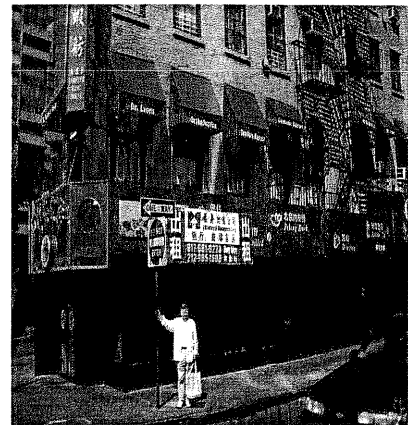
a) I have personally witnessed many businesses fold because every street in Chinatown was taken up by illegal parking with placarded cars. It is ludicrous for the DEIS to determine that there has been no deleterious effect on the community caused by illegal parking. Many businesses have folded in the same location multiple times in Chinatown since 9/11. The number of

businesses closing, compared to the rest of New York City since 9/11, is disproportionately high. The DEIS offers no mitigation regarding illegal parking in its Mitigation chapter.

b). The wording of the DEIS is 1,012 **illegally** parked cars (by NYPD and government employees). **Illegal means illegal** – this is lawbreaking done 1.25-million times in five years since 9/11. Repeat -This means the law has been broken 1.25-million times, all by the NYPD and government employees. **The DEIS does not acknowledge that the law has been broken at all**, yet it uses the term **illegal parking** freely. This bespeaks of plain and total arrogance by the NYPD who ride in cars emblazoned with the words: COURTESY, RESPECT, PROFESSIONALISM. The DEIS has shown no Courtesy, no Respect and no Professionalism in carrying out its report on the NYPD and the Security Plan.

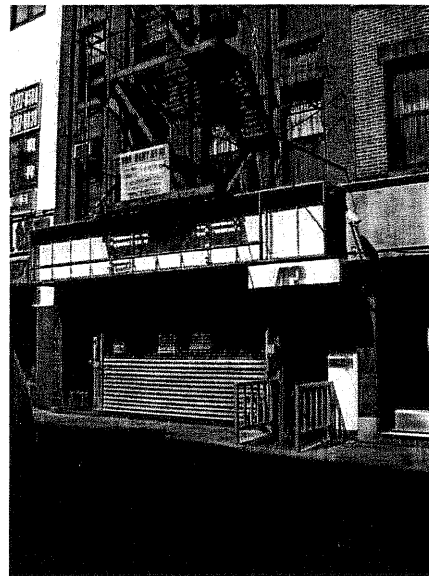
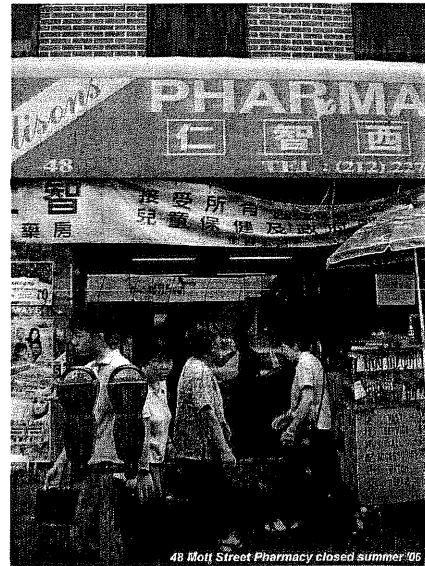
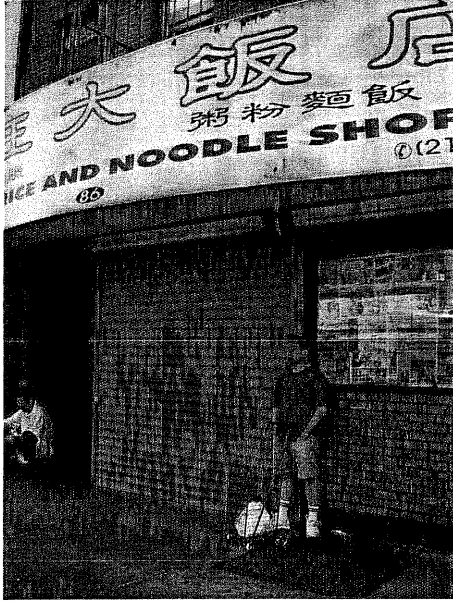
The elimination of 1,012 parking violations per day in our neighborhood within the Security Zone would be a tremendous boon to business. It would reduce air pollution in the Security Zone as less cars and trucks would be circling multiple times looking for parking spots. The DEIS does not mention this fact.

In addition, countless millions of dollars of lost New York City revenue would be retrieved from parking meters alone if existing parking laws were enforced. This is not brought out in the DEIS, Habib missed this fact also.



Chinatown is in a **NO PERMIT ZONE** – just ask the Department of Transportation. Therefore, no placarded cars are allowed, except when parking signs are posted to designate “official areas”, such as around the courts. The NO PERMIT ZONE rule has been virtually and literally ignored for five years since 9/11. The DEIS also ignores, or, refuses to acknowledge, or, never bothered to find out about - the Department of Transportation’s NO PERMIT ZONE rule. Enforcement of the NO PERMIT ZONE rule would eliminate many thousands of illegal parking violations in the Security Zone, it would enable the NYPD to show respect for existing laws (we **are** talking about the police and the law here) and respect, not arrogance, toward the local community within the Security Zone. How can the NYPD expect to gain the community’s admiration and respect if the community witnesses lawbreaking on a grand scale everyday by the ones who are supposed to be enforcing the law? I do not want my children to have disrespect for the law, but when they see police officers everyday breaking the law right outside their door, respect for the law becomes meaningless.

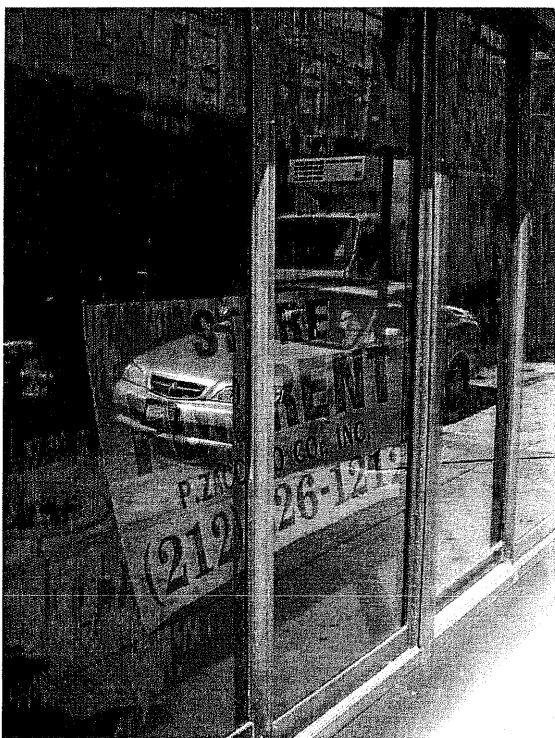
Additionally, enforcement of existing laws would gain millions of dollars for New York City, and greatly reduce parking congestion in Chinatown, allowing businesses to grow again and recover from 9/11. I have included pictures of businesses closed since 9/11, taken one afternoon this summer of 2006 in a 1-block radius starting from the corner of Mott Street and Pell Street.





The oldest store in Chinatown closed post 9/11, due to closing of Park Row and illegal parking by NYPD and government salaried employees





In the years post-9/11, everyday Mon-Fri, I have personally witnessed thousands of incidents of illegally parked cars with placards on fire hydrants, blocking sidewalks and curbs, parking with two wheels on the sidewalk (impeding pedestrian traffic), blocking curb cuts so that wheelchairs cannot go by, and blocking streets in Chinatown to the point where emergency vehicles, ambulances and fire trucks, have been significantly delayed. I have many photographs to document this.

There are also many, many news articles and features on local t.v. news channels to attest to the illegal parking by government employees. This is a travesty, this is shameful, this is not the law. Habib obviously did no homework in this regard and does not mention any documentation of the press, newspapers and t.v. with regarding to negative effects of the Security Plan. In fact, the DEIS, to add insult to injury, proposes to give the NYPD 40 more parking spaces on Park Row. There is much documentation regarding Court Officers whose parking placards are not issued by the D.O.T., they printed by the Court Officers union, and are therefore illegal. This fact was not mentioned by the DEIS. A real crackdown on illegal placards, including copied ones, and not token and rare and random ticketing, by means of enforcement of existing laws, would be mitigation; again, this is not mentioned in the DEIS.

The DEIS really does show the fox guarding the hen house.

The DEIS is a waste of taxpayer dollars because it is false and one-sided.

The NYPD did not obtain a true and accurate report, and neither did the local community within the Security Zone.

The Security Plan as portrayed by the DEIS is a security plan only for the NYPD, not for the residents who live in the Security Zone.

The DEIS needs to be redone by an impartial, objective, unbiased outside agency, that is, an agency that will include the safety and welfare of the community in its report.

Below are some of the news items the DEIS missed.

Subject: Links pages regarding illegal parking in Chinatown. There are many, many more.

Videos:

http://wcbstv.com/local/local_story_234132355.html

Selective ticketing by ticket workers 8/23/2006 CBS TV

<http://www.wnbc.com/video/9039420/index.html>

Ralph Penza - Channel 4 4/26/06

<http://wcbstv.com/video/?id=86222@wcbs.dayport.com&cid=48>

Mario Bosquez WCBS TV 3/29/06

http://www.ny1.com/ny1/content/index.jsp?&aid=58918&search_result=1&stid=6

NY1 cable feature (click on road runner icon for cable/DSL video streaming) Solan Pyne, reporter

An undercover cop illegally stops Jan Lee from taking photos of a placarded car blocking a fire hydrant.

<http://www.youtube.com/watch?v=amy8wtjH56Q&search=clogged%20arteries>

CLOGGED ARTERIES video about effects of illegal parking in Chinatown

Part 1 of 2

http://www.youtube.com/watch?v=zsBAHx_09el&search=clogged%20arteries

CLOGGED ARTERIES video about effects of illegal parking in Chinatown

Part 2 of 2

Newspaper Articles:

<http://www.nydailynews.com/04-27-2006/news/story/412431p-348789c.html>

Mayor Bloomberg made a statement. 4/27/06 Daily News "Mike in gear vs. Chinatown parking"

<http://www.nydailynews.com/04-26-2006/news/story/412090p-348524c.html>

4/26/06 Daily News story.

<http://www.villagevoice.com/news/0618.ferguson,73012.2.html>

When Good Cops Park Badly, April 26, 2006 Village Voice Sarah Ferguson

NY Times - requires a free registration

<http://www.nytimes.com/2006/03/12/opinion/nyregionopinions/l12city.html?ex=1144468800&en=e1772fb51871a5fa&ei=5070>

<http://www.villagevoice.com/news/0615.ferguson,72804.5.html>

Watching the Detectives - Village voice April 11, 2006

http://www.thevillager.com/villager_146/chinatownisgettingtired.html

The Villager Feb 15 -21/ 2006 issue

<http://www.transalt.org/press/media/2006/287.html>

DownTown Express -Transportation Alternatives February 10, 2006

I am limited in time to make more comments on further faults of the DEIS. Again, the points made above are but a tiny sample of how flawed the DEIS is. I feel that there was not enough time given to read the entire complex 290+ page DEIS and also not enough time to prepare a more complete testimony. I would like to make further comments in the future.

Thank you for reading my testimony,

Date: Oct. 23, 2006

Respectfully,

Geoffrey Lee

Anthony Tria

From: Eugene Falik [falik@msn.com]
Sent: Monday, October 23, 2006 2:35 PM
To: Atria@nypd.org
Subject: Environmental Impact Statement CEQR No. 04NYPD002M

Inspector Anthony Tria
 Capital Construction
 NYC Police Department
 620 Circle Drive, Suite B,
 Fort Totten, New York, 11359
 718/281-1254

Inspector Anthony Tria,

We had spoken on Tuesday, September 5, 2006 about the security plans for Police Plaza. You had asked me to send you my notes on the draft Environmental Impact Statement CEQR No. 04NYPD002M, <http://nyc.gov/html/nypd/pdf/dclm/1PPSecurityPlan7-28-06.pdf>, in regard to closing of streets near Police Plaza [Chatham Towers, Inc. et al. v. Bloomberg et al. (Index No. 107761/04) - opinion dated October 15, 2004, by Justice Tolub] but a review of my activities last month indicates that I never sent them to you. I apologize for the delay and hope that they can contribute useful insights before the matter is resolved in court.

Questions:

1. Is there any reason to believe that NYPD is more of a target, or requires more protection, than hundreds of other targets that have not been able to impose protection for themselves at gun point?
2. Why should the police have better protection than others?
3. Police have a relatively safe job compared to others -- Sanitation, Fire, construction. Why should they have extra protection?
4. Is it appropriate to force citizens to live in an armed camp, or leave the area?
5. Is there any reason, based on what has happened in Iraq, to suppose that this, or any such plan would be effective anyway?
6. Will the next step be to do this around every police station in the City?
7. Isn't the effectiveness is similar to waving sign in Times Square to keep the elephants away?
8. Deaths at WTC were due in significant part to security arguments not to follow the rules (NYC building code)
9. Why aren't police vehicles put in the garage to make those spaces available to the public?
10. Since the V&TL generally prohibits street closings such as these, shouldn't a court should issue summonses every 2 hours to commissioner and mayor from the first hour of closing until the closing is authorized by law?
11. Why isn't garage opened to city owned vehicles to remove them from the street?

The conclusion of no action section (12) states -

- "The necessary security measures needed to protect potential terrorist targets such as NYPD headquarters would not be implemented under this alternative."
- There is no showing that these "security measures" are -
 - necessary, or,
 - effective.

I would, of course, appreciate any comments that you, or Mr. Kelly, may have on these matters.

You, and/or other interested parties may reproduce this e-mail as part of the review process of the Environmental Impact statement and any following review or proceedings.

11/2/2006

Eugene Falik
Solutions by Design
falik@msn.com
718/327-6370

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and then delete it from your system. Thank you.

My name is Danny Chen. My wife and I are shareholders in the Chatham Green Cooperative on Park Row. I played in the empty lot before Headquarters was built and I watched, with some pride, as the new home of the NYPD was being built in my backyard.

The comment that I have about the DEIS and the "security plan" is more of a question. Why is the NYPD (through its contractor, Habib and Associates) incapable of extending any courtesy to the PEOPLE affected by the One Police Plaza land grab? In resolving to take away PEOPLE's rights to move freely through public land, must one abandon all sympathy towards those PEOPLE's humanity? It is the only explanation for denying access to emergency service vehicles through your "secure zone" and at the same time proclaiming that emergency service vehicles have access. It is inhumane to be denying access while at the same time saying that access to emergency service vehicles is full and unfettered.

Other problems with the DEIS include:

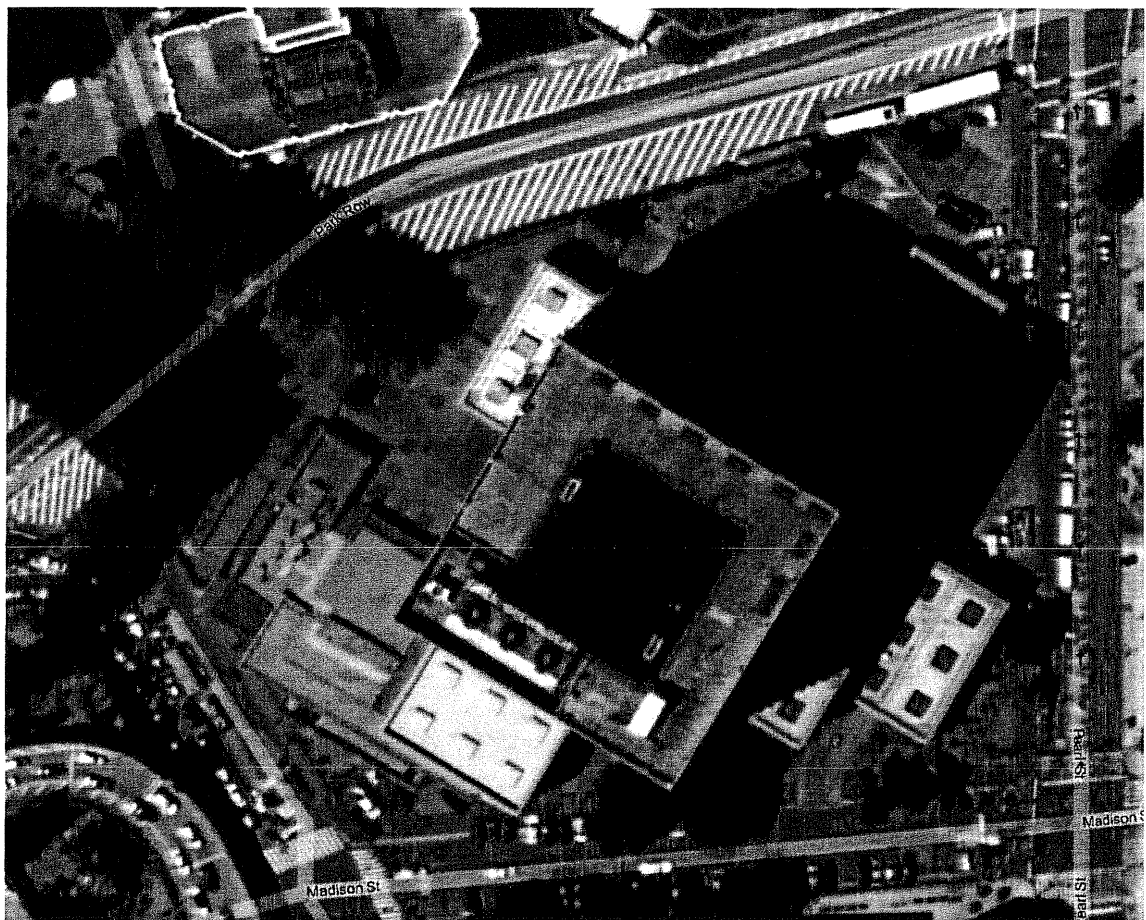
- The statements that Madison Street and Ave. of the Finest were closed in 1999 is just plain not true. Both streets were used as approaches to the Municipal Parking garage until the garage was closed in 2001.
- Chatham Green and Chatham Towers are NOT Mitchell Lama co-ops. We are private co-ops and subject to market value fluctuations. So a study of real estate values and apartment sale prices is probably in order. The ACRIS database does seem to show that an apartment in Chatham Green last year sold for \$184,000. This appears to be a very low price for Manhattan real estate.
- There appear to be no interviews with residents or businesses INSIDE the security zone.
- The inventory of available garage parking spaces presented in the DEIS seems to include parking lots that are no longer available.
- No local residents or small businesses were consulted about real mitigations that might offset the effects of the street closures.
- No plan was presented to re-establish pedestrian access up to Police Plaza from Madison Street.
- The conclusion of no measurable impact on businesses does not match up with actual experiences.
- An actual analysis of the best location for Police Headquarters was not performed in this DEIS. I suggest that it be included.

I'd like to close with one mitigation that was not covered in the DEIS. Looking at the below photo, it is pretty evident that the "core" of Police Headquarters actually enjoys quite a bit of standoff distance from ANY street. It is only the "appendage buildings" to the complex that are close to streets. So, by abandoning these outer buildings, the NYPD can maintain reasonable standoff distance without closing Park Row or Pearl Street.

The NYPD also needs to realize that if the building is actually a potential target, the continued operation of the gas filling station on Pearl Street must also end.

Thank you,

Danny Chen



MOTT STREET TAX ASSESSMENT STUDY

PREPARED BY MARTIN ROSENBLATT

ON BEHALF OF THE CIVIC CENTER RESIDENTS COALITION

TABLE OF CONTENTS FOR MOTT STREET STUDY

- Section One 1. Chart Comparing Tax Assessments Of Mott Street With Manhattan For Fiscal Years 2005 and 2006.
- Section Two 2. Chart Comparing Mott Street Tax Assessment Changes By Sections Of Mott Street For Fiscal Years 2005 and 2006.
This Chart Shows Valuations By Location Closest To The Security Zone In The Middle, And Ending At Canal Street
- Section Three 3. Chart Comparing Mott Street Tax Assessments Arranged By Median Numbers For The Same Three Sections as Section Two Above And For Fiscal Years 2005 and 2006.
- Section Four 4. Chart Showing Tax Assessments Of All Of Mott Street Arranged According To Three Sectors But Arranged by The North and South Side Of Mott Street.

INTRODUCTION

This study is in response to the submission by the New York City Police Department's One Police Plaza Security Plan DEIS. It attempts to illustrate how the closing of Park Row has adversely impacted the economic well being of the area near the closure as illustrated by the negative impact on Mott Street, a major historic Chinatown street.

It was on this street that Sun Yat-sen, who played an historic role in bringing about a stable Chinese republic according to the principles of democracy and people's livelihood sought the help of the Chinese community in Chinatown and met with people on Mott Street in the corridor closest to the closing.

It is this corridor which is seeing its illustrious past and current economic conditions ruined as a result of the closing of Park Row.

The section of the DEIS that was commissioned by the NYC Police Department that deals with property values on pages 4-34 and 4-35 of their report in response to my earlier study about Mott Street and is under the headline Property Values has serious methodological flaws, errors in fact, and can best be described as: "ALICE IN WONDERLAND", where up is down, black is white, and all is well this way!!

The initial study that I did and which is now being followed up with an additional study to update the available data and situation used tax assessment figures, percentages of change, and average percentages of change along Mott Street to arrive at conclusions. Since the conclusions that were arrived at didn't look good as far as the NYC Police Dept. was concerned and since their PAID CONSULTANT needed another conclusion, their consultant it appears visited the Mad Hatter of Alice In Wonderland Fame and concocted another "Scenario". The new approach is: IF THE FACTS DON'T FIT YOU FIT THE FACTS TO FIT.

So... instead of commenting on the initial study drawn from assessment figures, the NYC Police Department's consultant instead uses a totally unresponsive approach, they respond but don't answer, and changes the subject by using data I didn't use, i.e. property values and then goes back to my study to say that in my assessment study I should have used median figures instead of averages to measure changes.

The NYC Police Dept.'s consultant who prepared the report didn't use any actual data to arrive at conclusions but instead provided some estimates of property values over a period of time. No facts about anything were provided, not even any actual sales figures which would have shown the true measure of what property values would have been i.e. market price.

The Mott Street Assessment Study took account of what the NYC Police Dept.'s consultant refers to when it talks about "outliers". Let's use plain language. Some buildings assessments increased by large amounts mostly up in assessment value and some down. The study was fully cognizant of this issue. These larger incremental changes resulted from either a new building going up, a renovation, or a closing. These dramatic shifts were few and far between. It is precisely these events which reflect the character of what actually happened on Mott Street post 9/11.

It seems that the NYC Police Dept's DEIS consultants didn't really visit Mott Street, because had they done so, their conclusion that they reached, that the closer you were to the security zone, the higher the property values in relation to the rest of Mott Street would seem ridiculous. The exact language from the Police Dept.s consultants report is as follows:

"... with the median rate of increase actually highest in the Section closest to the Security zone."

This is where Alice In Wonderland Comes In!! There are actually stores that went out of business in the section of Mott Street closest to Chatham Square, since 9/11 at least thirty one businesses have failed on Mott Street and numerous other properties along Mott Street have not been able to rent their spaces. This is precisely the location that the Police DEIS study a portion of which was quoted from above said the highest increase in property values took place. So,.. in the Police DEIS study, all was swimmingly well, and the closing of Park had no impact. A simple walk down Mott Street, looking at the store closings, which bring down assessment values, and speaking with the owners of these buildings would have painted a far different picture. And also, by the way, the New York City Department Of Finance assessment information and year to year changes are measured by percentage changes to arrive at data and not median calculations in any measure. Another factoid missing from the "Through The Looking Glass" DEIS study done on behalf of the NYC Police Dept. to justify their closing of Park Row.

In this follow up report, various comparisons were done to demonstrate how the section of Mott street closest to the Security zone has had the worst assessment record:

The first chart compares the changes of assessed real estate in Manhattan over two years 2005 and 2006 with Mott Street. The chart shows that while Manhattan tax assessment percentages between 2005 to 2006 increased in value by 228.32%, the assessments of properties on Mott street went up by a miniscule 6.6%.

The second chart shows the changes in assessments on Mott Street in three different sections. Section One is the section that is closest to Park Row, called the Security Zone by the Police Department. The Second Section is the middle part of Mott Street and the Third Section is that part of Mott Street that is closet to Canal Street. The actual boundaries of each of these three sections is detailed in this chart.

The major finding illustrated by this chart is that while the tax assessment changes expressed in percentages on Mott Street were relatively similar in all three sections in 2005, a dramatic shift occurred for the tax year 2006. The increase in Section One was a 1.6% in tax assessments, the increase in Section Two was 2.8%. The increase in Section Three was 4.2%. This means that Section One, that part of Mott Street closest to the Security zone, had the worst increase in property tax assessment. Section Two went up by 42.8% when compared to Section one, and Section Three went up 61.9% when compared to section one.

The third chart shows an analysis of Mott Street Tax Assessments arranged by Median Numbers for years 2005 and 2006, comparing all three sections. This chart illustrates that Section One, that section closest to Chatham Square and Park Row, had the lowest median scores of property tax assessments of the three sections on Mott Street.:

Section One had a median increase of 7.4% in 2005 and 4.75% in 2006.

Section Two had a median increase of 9.45% in 2005 and 6.7% in 2006.

Section Three had a median increase of 8.5% in 2005 and 5.65% in 2006.

So... both charts illustrate that Section One, that part of Mott Street closest to the Security Zone has fared worse than the other parts of Mott Street and that Mott Street as a whole fared very poorly when compared to the rest of Manhattan's booming real estate market.

The fourth chart details all of the properties on both the North and South Sides of Mott Street and compares tax assessment increases for each of the three sections for 2005 and 2006. This table provided the basis for charts two and three.

It is important to understand that Chinatown isn't a Rodney Dangerfield comedy show, when Chinatown says that: "It Gets NO Respect". One has only to read the NYC Police Department consultant's DEIS report, to see why this is so when it concludes that there is no impact on Mott Street or Chinatown by the closing of Park Row. Only in this case there aren't any peels of laughter from the audience. The residents of Chinatown aren't laughing. They are witnessing the strangulation of their businesses and their way of life.

COMPARISON OF PROPERTY TAX ASSESSMENT CHANGES OF MOTT STREET AND MANHATTAN ANNUAL ASSESSMENTS FOR FISCAL YEARS 2004 -2005 AND 2005-2006 ASSESSMENTS ARE IN MILLIONS OF DOLLARS AND YEAR TO YEAR CHANGES ARE EXPRESSED IN PERCENTAGES

MANHATTAN		MOTT STREET	
YEAR	% CHANGE	% CHANGE	DIFFERENCE
2006	11.36	3.2	8.16
2005	3.46	3.0	.46

This chart demonstrates that while Manhattan was experiencing a boom in the assessed value of its real property during 2006, Mott Street's assessed value barely moved. More precisely, from 2005 to 2006, the percentage change for all of Manhattan's assessed value went up by 228.32%.

In contrast, Mott Street rose only by 6.6%.

This table and the study which follows of what happened to tax assessments on Mott Street over two fiscal years is based on figures obtained from the NYC Department Of Finance records of annual tax assessments.

The numbers clearly show that while New York City was increasing in substantial property assessment growth and Manhattan in particular, Mott Street, a street within the scope of the EIS was doing poorly.

Key: Reason for % Increase / Decrease
R: Renovation/Development;
C: Closed Down; U: Unknown

1

MOTT STREET Tax Assessment Spreadsheet
By Section Units 10/20/06

Key: Reason for % Increase / Decrease
R: Renovation/Development;
C: Closed Down; U: Unknown

	19 164/46	197,100	237,420	Uknwn	20.50%	238,230	0.34%
	21 164/45	294,750	285,750		-4.00%	313,110	9.60%
Mosco							
Section Two		Averages 2005: 10.2% 2006: 2.8%					
Pell Street	North Side						
40	163/14	328,185	354,439		8.00%	356,674	0.63%
42 - 44	163/15	639,900	696,600		8.90%	798,300	14.60%
	46 163/16	158,850	187,740		18.20%	202,410	7.80%
	48 163/17	244,350	282,960		15.80%	335,160	18.40%
	50 163/18	981,000	1,167,300		19.00%	1,021,500	-12.00%
Bayard St.							
Mosco	South Side						
22 to 31	164/37	828,000	936,000		13.00%	990,000	5.80%
33 to 37	164/32	675,900	625,500		-8.00%	652,500	4.30%
	39 164/31	352,755	380,975		8.00%	410,085	7.60%
	41 164/30	459,000	513,900		12.00%	575,100	12.00%
	43 164/29	299,790	310,140		3.40%	284,400	-8.00%
	45 164/28	298,350	302,130		10.00%	389,160	29.00% Unkn
47 to 49	164/26	589,500	622,500		5.60%	420,750	-33.00%
	51 164/25	140,936	152,207		8.00%	157,085	3.00%
	53 164/24	396,000	479,100	U	21.00%	428,400	-11.00%
Bayard St.							
Section Three		Averages 2005: 10.8% 2006: 4.2%					
Bayard St.	North Side						
52 - 56	201/1	1,143,000	1,313,100		15.00%	1,616,000	23.00% Unkn
	58 201/2	99,457	107,413		8.00%	116,005	8.00%

MOTT STREET Tax Assessment Spreadsheet
By Section Units 10/20/06

Key: Reason for % Increase / Decrease
R: Renovation/Development;
C: Closed Down; U: Unknown

60 - 64	201/4	574,782	616,576		7.30%	659,760	7.00%
66	201/6	277,875	277,875		0.00%	292,500	5.30%
68	201/7	387,540	380,250		-2.00%	332,550	-13.00%
70	201/8	194,850	225,000		15.50%	227,640	1.20%
72	201/9	250,200	260,190		4.00%	262,530	9.00%
74	201/10	324,630	332,280		2.40%	334,800	7.60%
76	201/11	181,350	221,220	Unknwn	22.00%	243,540	10.00%
78	201/13	1,647,900	1,804,500		10.00%	1,933,200	7.10%
CANAL ST.							
Bayard St.	South Side						
57	200/31	155,700	207,540		33%	203,670	-2.00%
59	200/30	281,250	350,280		25%	366,930	5.00%
61	200/29	248,850	303,670	Unkn	22.00%	311,730	3.00%
63	200/28	203,850	252,580	Unkn	24.00%	247,500	-2.00%
65	200/27	282,600	308,250		9.00%	317,010	3.00%
67	200/26	311,130	301,500		-4.00%	318,690	6.00%
69 to 71	200/24	366,300	432,000		18.00%	373,050	-14.00%
73 to 75	200/22	454,300	461,500		1.60%	465,600	0.90%
77	200/21	367,980	438,380		19.00%	461,580	5.20%
79	200/20	452,880	472,500		4.30%	513,000	8.60%
81	200/19	398,880	406,380		1.90%	462,180	14.00%
83 to 85	200/17	1,089,000	1,123,200		3%	1,111,500	-1.00%
CANAL ST.							

Median Numbers of Mott Street Tax Assessments

Median Numbers

Address Block/Lot 2004-2005 2005-2006 Reason % Change

Section One

2005

Mott Strt. 16	162/9	160,730	283,360		76.20%
19	164/46	197,100	237,420		20.50%
5	164/53	339,300	398,340		17.00%
Mott St. 1-3	164/54	508,500	575,100		13.00%
13	164/49	234,000	264,060		12.80%
10	162/6	98,500	109,170		10.80%
7 to 9	164/51	787,500	872,100		10.70%
8	162/42	553,500	602,100		8.80%
22	162/12	340,200	367,416		8.00%
18	162/10	329,378	355,728		8.00%
30	162/16	179,132	193,462		8.00%
Mott 35 - 38	162/18	556,200	597,600		7.40%
Mott St 2 - 6	162/1	3,627,000	3,881,700		7.03%
20	162/11	315,450	335,700		6.40%
14	162/8	256,320	271,170		5.80%
15	164/48	237,600	247,500		4.20%
12	162/7	120,150	123,840		3.10%
17	164/47	262,260	265,500		1.20%
26	162/14	284,400	285,750		0.47%
11	164/50	368,423	368,423		0.00%
21	164/45	294,750	285,750		-4.00%
32	162/17	315,390	288,560		-9.00%
28	162/15	304,920	261,000		-15.00%
24	162/13	399,600	317,250		-21%

2006

Median Numbers of Mott Street Tax Assessments

Address Block/Lot 2006-2007 % Change from 2005

24 162/13	409,680	29.00%
5 164/53	445,410	11.80%
16 162/9	313,290	10.60%
15 164/48	251,100	10.10%
28 162/15	286,650	9.80%
21 164/45	313,110	9.60%
Mott 35 - 38 162/18	650,700	8.90%
30 162/16	208,938	8.00%
7 to 9	941,400	8.00%
11 164/50	397,896	8.00%
14 162/8	287,190	5.90%
Mott St 2 - 6 162/1	4,068,000	4.80%
10 162/6	114,300	4.70%
13 164/49	275,130	4.20%
22 162/12	380,250	3.50%
19 164/46	238,230	0.34%
18 162/10	355,050	-0.20%
8 162/42	597,600	-1.00%
Mott St. 1-3 164/54	558,000	-3.00%
26 162/14	273,150	-5.00%
12 162/7	110,250	-11.00%
17 164/47	220,500	-12.00%
20 162/11	261,000	-23.00%
32 162/17	162,190	-44.00%

Section Two

2005

53 164/24	396,000	479,100	21.00%
50 163/18	981,000	1,167,300	19.00%
46 163/16	158,850	187,740	18.20%

Median Numbers of Mott Street Tax Assessments

22 to 31	48 163/17 164/37	244,350 828,000	282,960 936,000	15.80% 13.00%
	41 164/30	459,000	513,900	12.00%
42 - 44	45 164/28 163/15	298,350 639,900	302,130 696,600	10.00% 8.90%
	40 163/14	328,185	354,439	8.00%
	39 164/31	352,755	380,975	8.00%
	51 164/25	140,936	152,207	8.00%
47 to 49	164/26	589,500	622,500	5.60%
	43 164/29	299,790	310,140	3.40%
33 to 37	164/32	675,900	625,500	-8.00%

2006

42 - 44	45 164/28 48 163/17	389,160 335,160	29.00% 18.40%
	163/15	798,300	14.60%
	41 164/30	575,100	12.00%
	46 163/16	202,410	7.80%
	39 164/31	410,085	7.60%
22 to 31	164/37	990,000	5.80%
33 to 37	164/32	652,500	4.30%
	51 164/25	157,085	3.00%
	40 163/14	356,674	0.63%
	43 164/29	284,400	-8.00%
	53 164/24	428,400	-11.00%
	50 163/18	1,021,500	-12.00%
47 to 49	164/26	420,750	-33.00%

Section Three

2005

Median Numbers of Mott Street Tax Assessments

57 200/31	155,700	207,540	33.00%
59 200/30	281,250	350,280	25.00%
63 200/28	203,850	252,580	24.00%
61 200/29	248,850	303,670	22.00%
76 201/11	181,350	221,220	22.00%
77 200/21	367,980	438,380	19.00%
200/24	366,300	432,000	18.00%
70 201/8	194,850	225,000	15.50%
201/1	1,143,000	1,313,100	15.00%
78 201/13	1,647,900	1,804,500	10.00%
65 200/27	282,600	308,250	9.00%
58 201/2	99,457	107,413	8.00%
201/4	574,782	616,576	7.30%
79 200/20	452,880	472,500	4.30%
72 201/9	250,200	260,190	4.00%
200/17	1,089,000	1,123,200	3.10%
74 201/10	324,630	332,280	2.40%
81 200/19	398,880	406,380	1.90%
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66 201/6	277,875	277,875	0.00%
68 201/7	387,540	380,250	-2.00%
67 200/26	311,130	301,500	-4.00%

2006

52 - 56	201/1	1,616,000	23.00%
	81 200/19	462,180	14.00%
	76 201/11	243,540	10.00%
	72 201/9	262,530	9.00%
	79 200/20	513,000	8.60%
	58 201/2	116,005	8.00%
	74 201/10	334,800	7.60%
	78 201/13	1,933,200	7.10%
60 - 64	201/4	659,760	7.00%
	67 200/26	318,690	6.00%

Median Numbers of Mott Street Tax Assessments

66 201/6	292,500	5.30%
59 200/30	366,930	5.00%
77 200/21	461,580	5.00%
61 200/29	311,730	3.00%
65 200/27	317,010	3.00%
70 201/8	227,640	1.20%
73 to 75	465,600	0.90%
83 to 85	1,111,500	-1.00%
	203,670	-2.00%
57 200/31	247,500	-2.00%
63 200/28	332,550	-13.00%
68 201/7	373,050	-14.00%
69 to 71		

4

10/23/2006

Mott Street Property Tax Assessments

30	162/16	179,132	193,462	8.00%	208,938	8.00%	Sik Kuan Mocha
32	162/17	315,390	288,560	-9.00%	162,190	-44.00%	(Shut down)
Mott 35 - 38	162/18	556,200	597,600	7.40%	650,700	8.90%	1) Don Enterprise 2) New Age Designer 3)
			Block Average 2005: 6.9%		Average 2006: 0.06%		
Pell Street							
40	163/14	328,185	354,439	8.00%	356,674	0.63%	Chinatown Optical
42 - 44	163/15	639,900	696,600	8.90%	798,300	14.60%	1) Ah Wang Bakery 2) Ming Fa Book
	163/16	158,850	187,740	18.20%	202,410	7.80%	Fong Inn Too
48	163/17	244,350	282,960	15.80%	335,160	18.40%	Qittu (Drs.Office)
50	163/18	981,000	1,167,300	19.00%	1,021,500	-12.00%	Mr. Tang's
			Block Averages 2005: 14%		Averages 2006: 5.8%		
Bayard St.							

Mott Street Property Tax Assessments

52 - 56	201/1	1,143,000	1,313,100	15.00%	1,616,000	23.00%	1) "PTICAL" 2) Wonton Garden
58	201/2	99,457	107,413	8.00%	116,005	8.00%	New Serendipity Chinese Community Center
60 - 64	201/4	574,782	616,576	7.30%	659,760	7.00%	Eastern Villa Restaurant
66	201/6	277,875	277,875	0.00%	292,500	5.30%	House of Veges
68	201/7	387,540	380,250	-2.00%	332,550	-13.00%	Tai Hong Lau
70	201/8	194,850	225,000	15.50%	227,640	1.20%	Long Pharmacy
72	201/9	250,200	260,190	4.00%	262,530	9.00%	1) Lou Young 2) Good Field Trading Company
74	201/10	324,630	332,280	2.40%	334,800	7.60%	Egg Custard King Café
76	201/11	181,350	221,220	22.00%	243,540	10.00%	1) Chase Bank 2) Excel Realty Group
78	201/13	1,647,900	1,804,500	10.00%	1,933,200	7.10%	
CANAL ST.							
			Block Average 2005: 8.2% Average 2006: 6.2%				
Address	Block/Lot	2004-2005	2005-2006	% Change	2006-2007	% Change	

Mott Street Property Tax Assessments

SOUTH SIDE				Average for South Side (2005): 11.5 (2006): 2.3%		
Worth St.						
Mott St. 1-3	164/54	508,500	575,100	13.00%	558,000	-3.00% King
5	164/53	339,300	398,340	17.00%	445,410	Buddha Bodai Kosher Rester.
7 to 9	164/51	787,500	872,100	10.70%	941,400	Closed for construction
11	164/50	368,423	368,423	0.00%	397,896	Fashion Hair
13	164/49	234,000	264,060	12.80%	275,130	Chinese Rester.
15	164/48	237,600	247,500	4.20%	251,100	Wo Hop Restaurant
17	164/47	262,260	265,500	1.20%	220,500	1) Whole World Fasion 2) Wo Hop
19	164/46	197,100	237,420	20.50%	238,230	1) St. Paula 2) Sinotique
21	164/45	294,750	285,750	-4.00%	313,110	Sun Hop Shing
				Block Averages 2005: 8.4 Averages 2006: 1.1%		
Mosco						

Mott Street Property Tax Assessments

22 to 31	164/37	828,000	936,000	13.00%	990,000	5.80%	(#22)Ping-S Seafodd (#24) Ruby Ho In't Trading (#26) Wing-on Wo & Co. (#28) Peking Duck (#31) Good Fortune Gift Shop
33 to 37	164/32	675,900	625,500	-8.00%	652,500	4.30%	Eye Solutions
39	164/31	352,755	380,975	8.00%	410,085	7.60%	NY Chung Chu
41	164/30	459,000	513,900	12.00%	575,100	12.00%	Golden Fung Wah Bakery
43	164/29	299,790	310,140	3.40%	284,400	-8.00%	Closed
45	164/28	298,350	302,130	10.00%	389,160	29.00%	Green Tea Café
47 to 49	164/26	589,500	622,500	5.60%	420,750	-33%	Assoc. 2) Chinatown Gifts
51	164/25	140,936	152,207	8.00%	157,085	3.00%	"Tearrific" Cafe
53	164/24	396,000	479,100	21.00%	428,400	-11.00%	Mike's Wine & Spirit
Block Average 2005: 8.1% Average 2005: 1%							
Bayard St.							
57	200/31	155,700	207,540	33%	203,670	-2%	1) New Crown Inc. 2) Call Wire

Mott Street Property Tax Assessments

59	200/30	281,250	350,280	25%	366,930	5.00%	1) Chinese Herb Health 2) Golden Lake
61	200/29	248,850	303,670	22.00%	311,730	3.00%	Mandarin Court
63	200/28	203,850	252,580	24.00%	247,500	-2.00%	1) Bok Lei Trading 2) Shanghai Inc.
65	200/27	282,600	308,250	9.00%	317,010	3.00%	Chung Wah Pharmacy
67	200/26	311,130	301,500	-4.00%	318,690	6.00%	Big Wong Pharmacy
69 to 71	200/24	366,300	432,000	18.00%	373,050	-14.00%	Electronics 2) Singapore Food
73 to 75	200/22	454,300	461,500	1.60%	465,600	0.90%	1) Conford Shoes 2) Ten Ken Ginseng
77	200/21	367,980	438,380	19.00%	461,580	5%	People's Pharmacy
79	200/20	452,880	472,500	4.30%	513,000	8.60%	1) Ten Ren's Tea 2) Gift Center
81	200/19	398,880	406,380	1.90%	462,180	14.00%	1) Hoy Wong Restaurant 2) "Hair" Salon
83 to 85	200/17	1,089,000	1,123,200	3%	1,111,500	-1.00%	
CANAL ST.							
Block Average 2005: 1.1% Average 2006: 2.2%							

I am the President of the Board of Chatham Towers, Inc, a residential co-op which is located at the corner of Park Row and Worth Street. I have watched Worth Street, in front of our building, suddenly transform from a relatively quiet street into a major east/west thoroughfare, after 9/11. Now it is also one of the few crosstown streets serving all of Lower Manhattan.

At the corner of Worth Street and Park Row, 5 lanes of traffic converging on two narrow westbound lanes of Worth Street makes this congested corner particularly hazardous for children, seniors and the disabled to navigate. There is not a single crosswalk the entire length of Worth Street from Park Row to ~~Center~~ ^{Center} ~~Calayotte~~ Street. That is 4 long blocks without a pedestrian crosswalk, despite repeated community requests to the Department of Transportation after 9/11 and a resolution that passed Community Board #3. All pleas haven fallen on deaf ears despite the fact that the community's major park bordering Worth Street and the neighborhood has a large senior population with walkers and wheelchairs.

Compounding the problem on narrow Worth Street is the stream of illegal government placard parkers, mainly NYPD parkers, who persistently park daily on top of the sidewalk in front of our buildings despite repeated calls to the Fifth Precinct. Enforcement is spotty and frequently available only when the media is present. A few months ago, we had to once again repair the concrete and steel rim on our curb due to the parking on top of our sidewalk.

The traffic congestion has also increased air/noise pollution and reduced the quality of our lives. Most offensive is the loud, banging mechanical barricades erected on Park Row last fall, located just a few yards under residents windows when our surface transportation was restored after almost 4 years of protest. Hundreds of vehicles, particularly buses bang 24 hours a day/7 days a week over the curved steel plate and is loudest when an articulated bus rolls over them. Despite pleas to 311, Police Headquarters, the Fifth Precinct and the Community Assistance Unit have done nothing to mitigate this loud assault. The DEIS says this "happens sporadically" and is therefore not much of a problem.

Our community has not only lost a speedy and wide tree lined pedestrian walkway on Park Row to Downtown that was replaced by a pot hole, rat and auto littered alleyway on Cardinal Hayes Place, also those who live on the eastern side of Police Headquarters lost the use of a wide stairway and were relegated to a steep and narrow staircase that lies by the side of Police Headquarters and the former Municipal Garage also taken over by the NYPD. This

staircase can only accommodate one person walking in each direction. People carrying baby strollers are observed on this staircase. The alternative is to use the staircase or navigate an extra two blocks out of their way to Cardinal Hayes Place.

For the Park Row DEIS to claim that there has been minimal, if any impact, is an insult to this community's intelligence and common sense. The closing of Park Row and surrounding streets has been an assault on our physical and mental health, quality of life, emergency service access and untold hours of lost travel time.

Toby Turkel
President of the Board
Chatham Towers Inc.
170 Park Row
New York, NY 10038

As a 26 year-old organization in Chinatown that regularly hosts school groups, tourists, and visitors from all over New York metropolitan area and the world, the Museum of Chinese in the Americas experienced first-hand the isolating effects of the closure of Park Row and Lower Manhattan immediately following September 11th. One direct effect of the closure was the creation of a siege-like atmosphere both unwanted in our community and off-putting to visitors, as well as, the long-term effect of influencing the habits of weekday and weekend shoppers from visiting Manhattan Chinatown, that continue to dampen our community's psychological and economic recovery efforts. The Park Row issue is also connected, however, to other concerns – the closure of municipal parking to the public, and the clear abuse of power and privilege by government officials and employees who use our neighborhood streets as their private parking lot.

We are disappointed in the way many of these issues have been handled, and the spirit in which our representative government has approached our community's legitimate quality-of-life and economic stabilization concerns. While responses to small, particular issues may have created incremental improvements since 9/11, we feel that the government needs to seriously and respectfully address the cumulative effects of these measures on our community.

Respectfully,

Cynthia Lee
Museum of Chinese in the Americas
Mulberry Street

**New York Police Department
Public Hearing on the One Police Plaza
Draft Environmental Impact Study (DEIS),**

**125 Worth Street
Thursday, September 14, 2006**

**Testimony of
Graham Beck, Communications and Campaign Coordinator
Transportation Alternatives**

My name is Graham Beck, Communications and Campaign Coordinator for Transportation Alternatives. I want to thank you for the opportunity to testify in relation to the One Police Plaza Security Plan Draft Environmental Impact Statement (DEIS) CEQR# 04NYPD002M. Our comments particularly focus on the traffic impacts in the area since the closure.

While traffic problems are rife throughout the city, downtown Manhattan is particularly burdened by vehicular congestion, which negatively impacts mobility, commercial activity, quality of life, and the health of residents and visitors to the area. 2000 Census data show that the top 5 drive-to-work census tracts are in lower Manhattan, with the 2900 Chinatown tract topping the list with between 11,000-12,000 daily automobile trips. 46% of workers commuting to this tract do so in a car, the highest percentage of auto commuters in the Manhattan Central Business District. Of these, 56% are government workers, who not surprisingly drive at an even higher rate than the private sector workers, by an almost 2 to 1 margin.

Furthermore, many government workers illegally park their cars on sidewalks, in front of fire hydrants, in bus stops, and in crosswalks. These government workers who park illegally have the effect of slowing emergency response times, jeopardizing public safety, crippling truck and delivery traffic, impeding pedestrian flow and damaging businesses. Further, it sends a message to community residents that their streets are seen as parking lots for commuter vehicles rather than neighborhoods to be respected. The NYPD's own DEIS documented 1217 illegally parked vehicles in the study area, 1012 of which were using government issued parking placards.

Given the conditions prior to the closure of Park Row, the DEIS makes insufficient mitigation recommendations to deal with increased traffic, such as slight alterations to signal timing, and completely skirts the central issue of enforcing illegal permit parking by government workers. The DEIS must include a plan to mitigate the abuse or permit parking placards by enforcing existing parking laws. Likewise, the DEIS should offer mitigations to all the adversely affected intersections, not just three of the five, and should include plans for reducing the total number of drivers to the area by reducing the number of parking placards issued to government workers.

Anna Goldstein
170 Park Row
New York, NY 10038
September 14, 2006

Subject: Public Hearing on DEIS – Park Row Closure

My name is Anna Goldstein, and I am a resident of Chatham Towers on Park Row at the south of Chinatown.

It has been five years since 9/11, and the temporary closure of Park Row does not feel temporary. In fact, I believe that the Police Department and the city have deliberately misrepresented the closure from the beginning, and all of us who live in the community are suffering with the consequences.

The closure of Park Row has resulted in a high volume of traffic on Worth Street, which borders my building. It has been extremely difficult ^{for} my children and I to cross the street because of the non-stop, steady stream of traffic on Worth Street. Cars come from St. James Place when the traffic light is red, but then when it is green and time for pedestrians to cross, cars turn in from Mott Street as well as the Bowery – because Park Row is closed. We feel like there is no safe time to cross the street.

To deal with the high volume of traffic being diverted as a result of the Park Row closure, it was necessary for the police to put as many as 6 traffic officers at Chatham Square. The traffic officers are there to keep traffic moving and usually ignore pedestrians; my experience has been that they direct cars to go even when the traffic light says that pedestrians can cross.

My children like to play in Columbus Park with their friends, as do most of the children in Chinatown. The heavy traffic makes me concerned about the levels of pollution surrounding the park.

Since the closure of Park Row, my extended family prefers not to come to Chinatown to dine and have family get-togethers. Traffic patterns have diverted them as much as two miles in order to get back to Chinatown.

Then there is the parking problem. Parking has been usurped by not only the court personnel, but by private cars bearing police placards. All the parking that once existed for the residents and visitors of Chinatown prior to 9/11 has become almost non-existent. Cars used to be able to park on Park Row, Mulberry Street, Bayard Street, and Baxter Street. In addition, the municipal parking garage at Police Plaza has closed to the community.

I am sure the traffic and parking situation has changed other people's willingness to come to Chinatown as well. Our pediatrician says she no longer comes to Chinatown if she can

avoid it because of the traffic and parking problems. She and her family now go to Queens Chinatown to shop and dine.

I see that the businesses of south Chinatown have suffered. The Chinese supermarket, Kam Kuo, where I used to pick up milk and groceries, closed a few months after the Park Row closure, and nothing has re-opened there. The restaurant on the corner of Worth Street and Mott has changed hands a few times, but it was vacant more than not during the past 5 years – it used to be a highly desirable location. The south end of Mott Street used to be a bustling section prior to the Park Row closure. In fact, it used to be part of the heart of Chinatown.

The closing of Park Row caused in bus stops to be moved and bus routes to be diverted, contributing to the loss of customers due to inconvenience. Shoppers do not want to carry their packages an extra few blocks to get to the bus stop, so they stopped buying at the stores near the street closings.

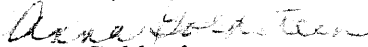
It has been with much time and effort that the community was able to have buses permitted to travel the closed section of Park Row. Prior to opening Park Row for buses, the section was used by the Police as a huge parking lot for themselves.

Park Row is a major artery for the Chinatown community, and it has been cut off. Not only has it been closed to private vehicles, it has been closed to emergency vehicles, impacting on response time and access.

The street closures in the community have made insurance companies view us as living in a "high risk" area. At one point, Chatham Towers could not get our building insurance renewed. After much difficulty, my building found a company who was willing to insure us at five times the previous cost. So, the Park Row closure has cost me financially!

Please, see that the closure of Park Row has had an obvious **major and negative impact** on those who live, work, or visit our community. We look forward to the re-opening of Park Row. Street closures of more than five years are NOT temporary. If it is necessary to keep a "safety perimeter" around Police Plaza, it is time to move Police Headquarters somewhere else, perhaps Governor's Island!

Sincerely,


Anna Goldstein

42-65 Kissena Boulevard, Apt. 609
Flushing, NY 11355-3267
16 September 2006

Anthony Tria
New York Police Department Capital Construction
620 Circle Drive
Fort Totten, NY 11359-1011

Re: *One Police Plaza Security Plan: Draft Environmental Impact Statement*

Dear Inspector Tria:

The *One Police Plaza Security Plan: Draft Environmental Impact Statement* is incomplete with respect to actual transit operations described in Chapter 8. Both the pre-2001 and post-2001 bus route descriptions and analyses fail to include all Park Row express bus services. Prior to being finalized, the statement should be corrected, and any conclusions based on the incomplete draft statement should be re-evaluated.

In 2001, all of the local bus service in lower Manhattan was operated by the New York City Transit Authority ("NYCT"), and this service appears to be described accurately in the draft statement. But with respect to New York City express bus service, only one-third of this service was operated by NYCT; the remaining two-thirds was being operated by private companies under contract with the New York City Department of Transportation ("NYCDOT"). However, the statement examines only the NYCT express service and does not consider the equally-important (and possibly more-important) NYCDOT express bus service.

Immediately prior to the tragic events of 2001, there were four NYCDOT express bus routes serving streets in the study area that are now closed to bus traffic, i.e., Park Row from Broadway to Pearl Street, and Pearl Street from Park Row to Centre Street. These four NYCDOT express bus routes, BM1, BM2, BM3, and BM4, were operated contract by Command Bus Company, Inc., and all are shown on the map in Figure 8-2.¹ Since the tragedy, these four express bus routes have been changed more so than any other bus routes in Lower Manhattan.² Their exclusion from the statement seriously underestimates the impact of the street closings on users

¹ The map in Figure 8-2 also shows route BM2S, but by 2001 this route had been absorbed into route BM2 and no longer existed as a separate route.

² All of the routes that had been operated by private companies prior to the tragedy are now being operated by the MTA Bus Company.

of bus service in Lower Manhattan.

The DEIS might be corrected by adding the following text to the statement (text to be added in underlined, and text to be deleted is in strikeout text).

Page 8-3

The role of the express bus service in the area is to serve commuters from communities generally outside of Manhattan, and to transport them to and from Lower Manhattan. Some express routes were operated by NYCT, while other express routes were operated by private companies under contract to the New York City Department of Transportation. A total of 36 express bus routes were operated by NYCT between Lower Manhattan and various parts of New York City (mostly the outer boroughs), and 9 express bus routes were operated by private companies between Lower Manhattan and the Bronx, Queens, and Brooklyn. These express bus routes operate on a limited schedule (usually during the morning and evening peak periods) and are designed to bring commuters from distant locations into Lower Manhattan in a quick and efficient manner.

Prior to September 11, 2001, NYCT operated two express bus routes that traversed Park Row including the X25 and X90 (see Figure 8-2). Both of these bus routes started/terminated in Lower Manhattan and connected with destinations in Midtown and Upper Manhattan. Figure 8-2 shows the Lower Manhattan area bus route maps for 1995 and 2006. As shown in the figure, prior to implementing the security plan in 2001, Park Row hosted the X25 and X90 express bus routes. The X25 route operated between Grand Central and Battery Park via the FDR Drive, while the X90 operated between East 110th Street and Fifth Avenue and the World Financial Center via the FDR Drive. Table 8-2 presents the pre-September 11, 2001 data on the average weekday express bus ridership for the total length of these routes.

Also prior to September 11, 2001, one private company (Command Bus Company, Inc.) operated four express bus routes that traversed Park Row and Pearl Street, i.e., routes BM1, BM2, BM3, and BM4 (see Figure 8-2). In the morning these four routes all originated in Brooklyn, traveled through the study area, and terminated in Lower Manhattan on Worth Street at Centre Street. In the afternoon, these four routes originated on Worth Street at Centre Street, but remained on the periphery of the study area (using Lafayette Street, Centre Street, and Park Row to reach Broadway) before returning to Brooklyn.

During the midday and on Saturdays, Brooklyn-bound BM1, BM2, BM3, and BM4 buses originated in midtown Manhattan, traveled to Lower Manhattan via the F.D. Roosevelt Drive, and passed through the study area using Robert F. Wagner Sr. Place, Pearl Street, and Park Row to Broadway. In the opposite (i.e., Manhattan-bound) bound, the BM1, BM2, BM3, and BM4 bus routes traveled uptown on Church Street, then along Vesey Street, Park Row, and Frankfort Street to the F.D. Roosevelt Drive.

Page 8-5

As discussed above, Park Row hosted the X25, and X90, BM1, BM2, BM3, and BM4 bus routes. In the No-Action condition, these bus routes would not have been rerouted around Park Row and would continue to run on the pre-September 11, 2001 routes (see Figure 8-2). The ridership for these bus routes, like local bus routes, also decreased as a result of the loss of office space in Lower Manhattan due to the events on September 11, 2001 (see Table 8-8 below).

Page 8-8

Table 8-8 presents a comparison of pre- and post-September 11, 2001 average weekday ridership for the NYCT express bus routes that have been rerouted due to the With-Action condition. Bus ridership on the X25 bus fell dramatically (approximately 83%) from pre-September 11, 2001 to post-September 11, 2001 conditions. Bus ridership on the X90 also fell by approximately 17%. In total, average weekday bus ridership for these two bus routes fell approximately 28% from pre-September 11, 2001 to post-September conditions. Bus ridership to and from Lower Manhattan on the BM1, BM2, BM3, and BM4 routes also fell dramatically.

As discussed above, as a result of the terrorist attacks on September 11, 2001, 34.5 million square feet of office space in Lower Manhattan was destroyed or damaged. The loss of ridership on the express bus routes is attributed to the loss of office space that occurred and not to the rerouting of the bus routes. As shown in Figure 8-2, the rerouting of the X25 around the security plan street closures did not change drastically from its previous route. As such, the drop in ridership between pre- and post-September 11, 2001 is most likely not attributable to the rerouting of the bus route.

Besides being rerouted around Park Row, the route for the X90 bus changed somewhat from the pre-September 11, 2001 route, unrelated to the security plan. The X90 was consolidated with the X92 route and now operates between East 92nd Street and York Avenue and the World Financial Center via the FDR Drive and Pearl/Water Street (see Figure 8-2). According to the MTA, the rerouting of the X90 is permanent and would not return to its former route down Park Row.

The routes used by the BM1, BM2, BM3, and BM4 changed significantly following the tragedy. In the morning these bus routes continue to travel uptown on Church Street as they had done prior to the tragedy, but instead of turning eastward onto Vesey Street and up Park Row towards the Worth Street and Centre Street terminal, these bus routes now continue traveling uptown on Church Street to a new terminal on Church Street at Thomas Street. In the afternoon these bus routes no longer originate at Worth Street and Centre Street, and no longer pick up passengers along Broadway. Instead all four bus routes originate at a new terminal on Park Place between Church Street and Broadway, proceed along Park Place, up Park Row to Frankfort Street, and then down Pearl Street and Water Street towards the Brooklyn-Battery Tunnel.

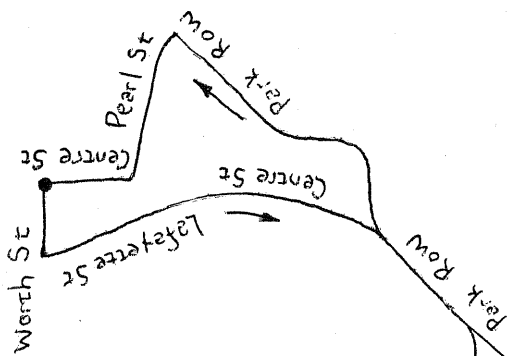
During the midday and on Saturdays, these four routes have also been changed significantly. Brooklyn-bound buses originating in midtown Manhattan continue to travel to Lower Manhattan via the F.D. Roosevelt Drive, but instead of traveling through the study area and picking up passengers along Broadway, these buses now pick up passengers along Pearl Street and Water Street to the Brooklyn-Battery Tunnel. In the opposite direction, the BM1, BM2, BM3, and BM4 bus routes continue to drop off passengers along Church Street, but instead of using Vesey Street to get to Park Row and the F.D. Roosevelt Drive, these bus routes now use Park Place.

Your consideration of the foregoing corrections will permit the important and necessary consideration of the interests of bus passengers (especially passengers from the Borough of Brooklyn) as plans for securing government buildings are devised, reviewed, and updated.

Very truly yours,

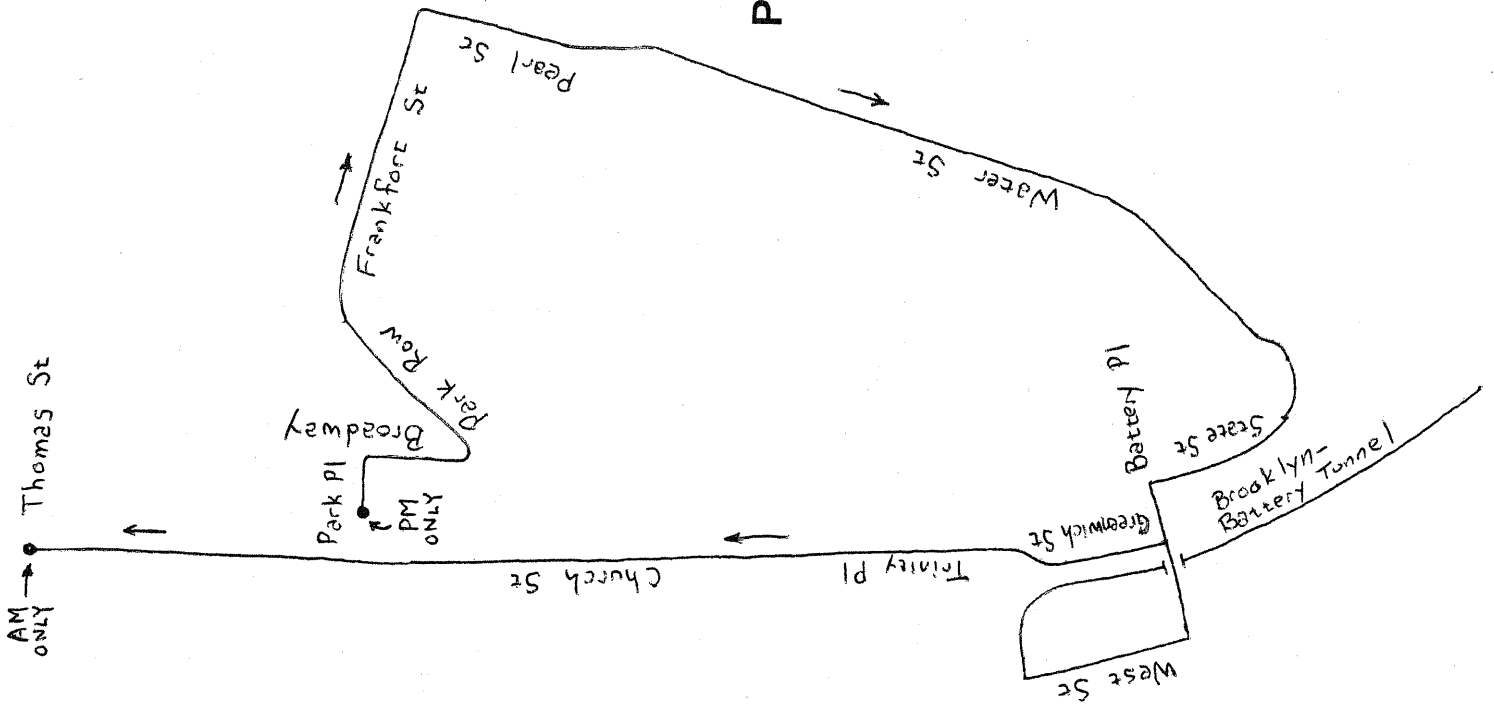
A handwritten signature in black ink, appearing to read "Lawrence F. Hughes", written in a cursive style.

Lawrence F. Hughes, AICP



PRE-2001

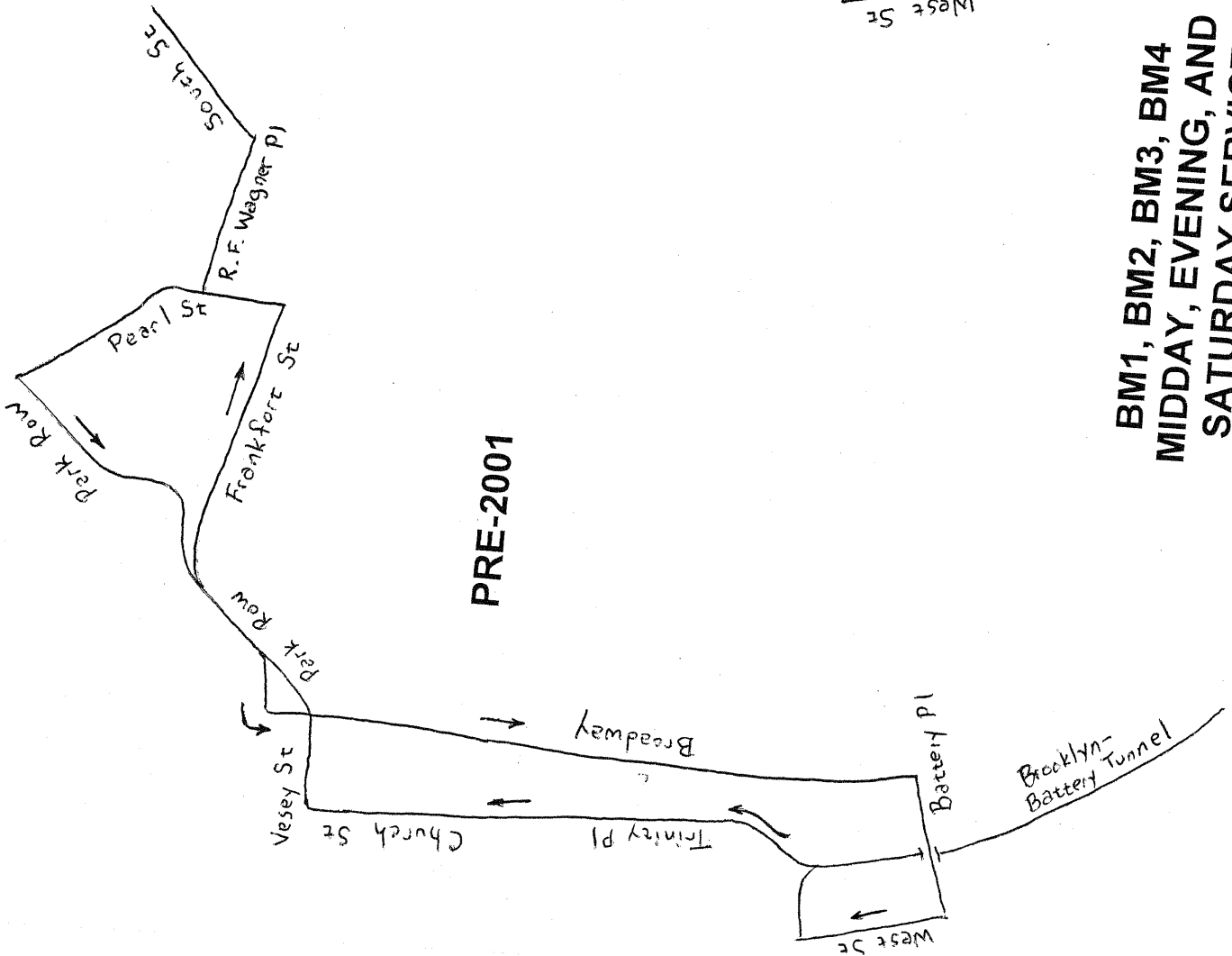
POST-2001



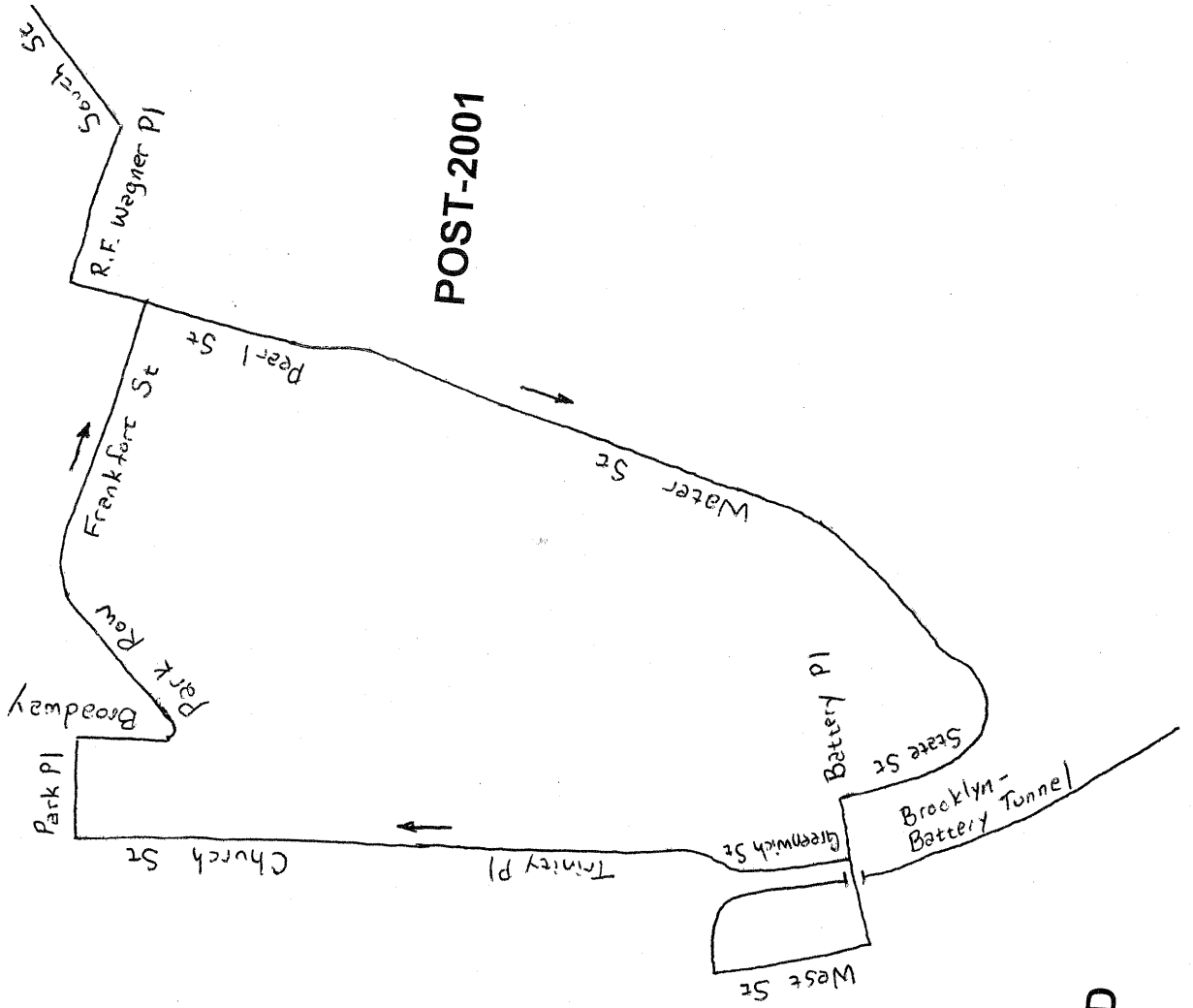
BM1, BM2, BM3, BM4
RUSH HOUR SERVICE

**BM1, BM2, BM3, BM4
MIDDAY, EVENING, AND
SATURDAY SERVICE**

PRE-2001



POST-2001



Please Sign our Petition!

We, the undersigned, live, work, visit, or travel through the Chinatown and Civic Center area around Police Headquarters. We support the call to Community Board 3 for Mayor Bloomberg to:

- Reject the One Police Plaza Draft Environment Impact Statement (DEIS) which claims the street closures have little impact upon Chinatown and other Lower Manhattan neighborhoods.
- Denounce the faulty methodology, poor research & illegal segmentation of the DEIS's analysis which jeopardizes the security & safety of Police Headquarter's neighbors.
- Open Park Row or Present to the Community Real -not Sham- Mitigation.
- Stop Illegal Parking on Lower Manhattan streets & Open the Police Headquarters Parking Garage for government vehicles and employees with legal parking permits.
- Investigate Relocating Police Headquarters by Commissioning an Independent Study by qualified and respected international security experts to find the best possible location for the NYC Police Headquarters in a post 9-11 world.

Name	Affiliation (optional)	E-mail/Phone/Address
Allison Ngan		2221 E27th St Bkly NY
Stephanie Ngan		liigreenridinghorse825@hotmail.com
Olivia Moy	Oliver St. Block Assn	15 Oliver St NY NY 10038 moy@alumni.princeton.edu
Samatha Moy	275 Cherry St	
Tanice Wang	1718 68 Street Brooklyn	
Dr. James C.W. Moy		15 Oliver St
May Jing Moy		15 Oliver St.

Name

Affiliation (optional)

E-mail/Phone/Address

Suk K Kwon

Sey Wang

54 CATHERINE ST

56 ST JAMES PL

Civic Center Residents Coalition 公民中心居民聯盟
ctownissues@gmail.com

Please Sign our Petition!

We, the undersigned, live, work, visit, or travel through the Chinatown and Civic Center area around Police Headquarters. We support the call by Community Board 3 for Mayor Bloomberg to:

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Name

Affiliation (optional)

E-mail/Phone/Address

Simon Chan Jr.

Sophia Chu

Monica Li

William Huang

Geoffrey Zheng

411 E. 10th St. Apt 8C 10009

363 Bay Ridge Ave Bklyn, NY 11220

35 Henry St 4A10002

1258 Dekalb Ave Bklyn NY 11221

Please Sign our Petition!

We, the undersigned, live, work, visit, or travel through the Chinatown and Civic Center area around Police Headquarters. We support the call to the Community Board 3 for Mayor Bloomberg to:

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- Investigate Relocating Police Headquarters by Commissioning an Independent Study by qualified and respected international security experts to find the best possible location for the NYC Police Headquarters in a post 9-11 world.

Name	Affiliation (optional)	E-mail/Phone/Address
Jeff Zou		40 Monroe St #61 NY NY 100
Judy Wu		
Tiffany Wong		
Yannick Huang		
Cynthia Lee		41 Essex St #14 NY NY 100
Marcus Brown		250 Clinton St NY NY 100

Please Sign our Petition!

We, the undersigned, live, work, visit, or travel through the Chinatown Civic Center area around Police Headquarters. We support the call Community Board 3 for Mayor Bloomberg to:

- Reject the One Police Plaza Draft Environment Impact Statement (DEIS) which claims the street closures have little impact upon Chinatown and other Lower Manhattan neighborhoods.
- Denounce the faulty methodology, poor research & illegal segmentation of the DEIS's analysis which jeopardizes the security and safety of Police Headquarters's neighbors.
- Open Park Row or Present to the Community Real -not Share Mitigation.
- Stop Illegal Parking on Lower Manhattan streets & Open the Police Headquarters Parking Garage for government vehicles and employees with legal parking permits.
- Investigate Relocating Police Headquarters by Commissioning an Independent Study by qualified and respected international security experts to find the best possible location for the NYC Police Headquarters in a post 9-11 world.

Name	Affiliation (optional)	E-mail/Phone/Address
Alan Zhou		littlebay@gmail.com
Hut Yee LOO		cc123456@gmail.com
P.K. Leung		pkleung@hotmail.com
James Leung		James 23 @ yahoo.com
Tommy Au		To 123 @ gmail.com
Jason Medeiros		Hob 94@hotmail.com

Please Sign our Petition!

We, the undersigned, live, work, visit, or travel through the Chinatown and Civic Center area around Police Headquarters. We support the call by Community Board 3 for Mayor Bloomberg to:

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Name	Affiliation (optional)	E-mail/Phone/Address
Tara Flom		315 W 33 Street
Walter Zhan		Confucius plaza
Felix Mok		162 E+ BDWY
Vincent Chan		14 monroe st. #1EG NY NY 10002
Alec Cheng		283 E 2nd St ^{Brlyn} NY 11218
Da Hua Chen		60 Henry St. 7A NY NY 10002
		22 Bay 40 th St.

Name

Affiliation (optional)

E-mail/Phone/Address

Julie Lin

11 Essex St #8 NY NY 10011

Michelle Szeto

115 MoH St #4S NY NY 10013

Jacklyn Chen

50 Bayard St #7 NY NY 10013

Dreanna Guillaume

718-975-3712

Lili Chen

230 Clinton St #14H NY NY 10006

Amy Wang

95-29 76 St Jamaica NY 11416

Karen Chan

6340 Bunnecke Ct Ridgewood NY 11385

Vonne May

303 E 66 St NY NY 10012

Harold May

303 E 66 St

Civic Center Residents Coalition 公民中心居民聯盟

ctownissues@gmail.com

連署請願書

本人乃以下簽署人，時常到警察總部附近的華埠及社區中心，是我們生活、工作、探訪及旅遊的地點，我們響應第三社區委員會，向市長彭博作出以下請願：

- 否決警察總部草擬的環境影響報告書(DEIS)的結論，該報告認為關閉柏路對華埠及其他下東城的鄰舍影響輕微。
- 譴責報告中充滿過失的方法學、差勁的研究及非法分割報告，作出偏頗的分析，危害警察總部鄰舍的安全。
- 開放柏路，否則向社區大眾表現真誠的、而非偽裝的門面工作。
- 停止在下東城非法泊車，開放警察總部的停車場，給擁有合法泊車證的政府車輛及其職員。
- 研究遷移警察總部的意向，承諾由有質素及備受敬重的國際安全專家組成獨立研究組，找尋 9/11 後最佳地址，興建紐約市警察總部。

Name 姓名	Affiliation (optional) 所屬組織(可免填寫)	E-mail/Phone/Address 電郵/電話/地址
廖卓光	Chatham Green	APT. 2014
Yip Shau Shan	Chatham Green	16F
凌怡	CHATHAM GREEN	16F
黎掌榮	Chatham Green	16F
梅轉兒	目林綠	16F
SHU HING CHAN	CHATHAM Green	16F
Yeemon CHAN	South Bridge	333 Pearl St.

Please Sign our Petition!

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Name	Affiliation (optional)	E-mail/Phone/Address
M. Fong	Chatham Green	212-962-1056
Elena Fong	" "	FOGN@aol.com
Superna Prichard	20 E	Chatham Green
Debbie Chu	10D	Chatham Green
Charlie Chu	10D	Chatham Green
Connie Yee	13A	Chatham Green
Jan Grillo	CB#1	jbgnyc@aol.com
Col Miller	15D	212-349-4679
Marian Pastor	7C	Chatham Green

Civic Center Residents Coalition
ctownissues@gmail.com

Please Sign our Petition!

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Name

Affiliation (optional)

E-mail/Phone/Address

Elizabeth Lee	WORK in CTR / 130 61st Ave	
Richard T. Wong	Chinatown	amphitruo@nyc.rr.com
DERICK LEON	CHATHAM GREEN	NLXSOLDIER@GMAIL.COM
YIP HING	CHATHAM GREEN	CHI-MON-1140-1140-1140
Arturo Gomez	CHATHAM TOWN	CAESAR88CPYAWO.COM
Sen Ukang Green	AP 13 E Chatham Green	

Civic Center Residents Coalition
ctownissues@gmail.com

**OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF**

**Changing the direction of traffic
On Oliver Street**

In Opposition of the Proposed Security Plan

We, the undersigned, do hereby oppose the planned reversal of the direction of traffic on Oliver Street, which is now eastbound to westbound. The Draft of Environmental Impact System ("DEIS") gives no reason for, no study of, nor the environmental impact of such a traffic change. The entire plan is, therefore, defective, and is arbitrary and capricious, and must be rejected as a matter of law. We also believe that such a traffic change would detrimentally change the character of Oliver Street, which is now a quiet residential street into a major thoroughfare. It would invite trucks, buses, trailer trucks, and other commercial traffic into the street from Chatham Square on which many of these types of vehicles traverse on a constant and regular basis. This would pose a safety hazard for children attending P.S. 1, which is located on Oliver Street as well as for the parishioners of Mariner's Temple Baptist church, which is also on the street. For safety reasons, any large vehicle traversing Oliver Street would have difficulty exiting the street because of the narrowness of the street. A turn must be made either into Henry Street, or into Madison St. Presently we observe several trucks a week being stuck and colliding with parked cars by not being able to make the required turns. If traffic flows into Madison St. from Oliver St., as may be expected, vehicles making a right turn would be returning into the Chatham Square traffic flow at St. James Place and therefore, would not alleviate the Chatham Square traffic which we believe this direction change is supposed to do. Furthermore, expected normal Church, and school activity, which may restrict traffic flow on Oliver Street causing backups of traffic into Chatham Square would create tie-ups of the major traffic flows through that intersection. For these reasons we oppose this proposed traffic change, and plan to mobilize all available community groups to oppose it.

Finally, if the proposed Oliver Street direction change is to help alleviate traffic in Chatham Square, we believe that that this situation is best accomplished by reopening Park Row and restoring it to its former condition. Therefore, we also oppose in total the proposed Security Plan.

<u>NAME</u>	<u>ADDRESS</u>
Andy Hong	201 West 72 nd St. NY NY 10023
Jan L	848 E 1 st Ave S-I NY 10004
Alfonso Neg	15 OLIVER ST. NEW YORK, NY 10038
Samirah Pary	211 East 53 rd St NY, NY 10022

以筆字 12月 17日 12月 12日

OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF

Changing the direction of traffic
On Oliver Street

In Opposition of the Proposed Security Plan

NAME	ADDRESS
Li Q. Q.	26 Henry St.
Kim	47 Catherine St
Co. S.	44. Henry St.
Monica Chen	10 Monroe St
STEVE SCHAFER	10 MONROE ST
Mai Chou Lin	505 Rt 32 Highland mls 10930
Mary Leaf	9. Monroe St
Choi	124 Madison St
Peter Leaf	9. Monroe St
Ch. Shg. L.	101 本面 港 港
Kue Christ Lee	33 HENRY St. APT 14 NY 10002
	100 Madison St
Kimpy Lee	100 Madison St
	50 HOO
Kimpy Lee	32 Henry St.

OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF

Changing the direction of traffic
On Oliver Street

In Opposition of the Proposed Security Plan

NAME	ADDRESS
Xuesh	32 Monroe St.
XIAN TAN	32 Monroe St
Johny Moren	20 Catherine
Ron Yung	29 Indian St
Am Chin	1216 Tabor Ct, B'lyn
Cornie	in in line
Chin, Keong	1216, Tabor Ct, B'lyn
Pine Chin	1214, Tabor Ct, B'lyn
Lee ngen Fah	37 Henry St NY 10002
Thomas Clare	17 Catherine St
Whitney Tang	82 Madison St
GAO XIANGGE	114 114
Yang cheng	37 Henry St NY 10002
Daisy Gao	11 E. Broadway 10002

反對柏路長期封鎖居民簽名

OLIVER STREET BLOCK ASSOCIATION PETITION IN OPPOSITION OF

Changing the direction of traffic
On Oliver Street

In Opposition of the Proposed Security Plan

NAME	ADDRESS
Scott Xie	102-12 65th Ave #A66 Forest Hills 11375
Ama Liew	84-25 Elmhurst Ave #311 Elmhurst NY
Andrew	83-18 97th Ave Ozone Park NY 11416
Winnie Mai	1028 East 99th Street Brooklyn, NY 11236
Patrick Fung	10 Confucius Plaza BPT80 New York, NY 10002
Aria Nix	1624 West 9th Street, Apt. Brooklyn, NY 11235
Josephine	65 ABLE AVE. #1 NY, NY 10040
Josephine	22 1/2 Catherine St. NY, NY 10038
Karen Zhou	30 Montrose Ave Apt 3S Brooklyn NY 11206
Diana Liu	54 Boerum St. Apt. 20K Brooklyn, NY 11206
John Ng	40-15 10th Apt 3A Long Island City NY 11101
Kevin Yip	221 Prospect Park West Brooklyn NY 11215
Julia Png	16 Montrose St, JF11 NY, NY 10002

**OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF**

**Changing the direction of traffic
On Oliver Street**

In Opposition of the Proposed Security Plan

<u>NAME</u>	<u>ADDRESS</u>
John X Li	218 Lanton ave 07010 NJ.
Sia Sing Lei	60 Henry Street Apt 5B 10002 NY
Angie	51 Catherine Apt 36 10014 NY
Ricky Li	50 Mott #15
Vincent Cheng	515 East 11 th Ave A Apt C4 10009 NY
Emily Zhou	13 Market St. Apt 18 NY, NY 10002
Yue Ping Chen	211 HENRY ST 2A NY 10002
Xin Ping Wang	245 CANAL STREET 5th FL
Sheng Lin	2101 Nostrand Ave.
Wayne Tay	1027 63RD ST, Brooklyn, NY 11219
Tony Cee	48-71 37 th LIC 11101
Jason Chan	41 Worth St Apt 18G 10015
Jennifer Shyue	556 Dohill Rd. Apt #110 Brooklyn NY 11218

OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF

Changing the direction of traffic
On Oliver Street

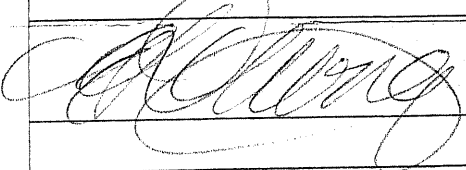
In Opposition of the Proposed Security Plan

<u>NAME</u>	<u>ADDRESS</u>
Nancy Chan	77 Columbia St. #11H New York N.Y. 10002
Samuel Chen	8763 16 AVE 11214 BK NY
Min Hui Lian	16 Sharon Street Brooklyn NY 11211
Cynthia Chan	645 Water st 19D NY NY 10002
Shirley Chan	549 55 th St Brooklyn NY 11220
Eric Wong	27-29 Monroe St. Apt 25 NY N.Y. 10002
Ava Chee	221 Bay Ridge Pkwy Brooklyn, NY 11209.
Ricky Ramcharan	240 Madison St. New York, N.Y. 10002
Olivia Chen	8763 16 AVE 11214 BK NY
Melody Lin	15 Elmgrove St Apt 46 NY NY 10002
Wei Hao	Herry St # 229 NY NY 10002
Jing Chao Lin	65 Street 50 Avenue BK NY 11377
Janice Ling	188 Monahan ave Staten Island, NY 10314

**OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF**

**Changing the direction of traffic
On Oliver Street**

In Opposition of the Proposed Security Plan

<u>NAME</u>	<u>ADDRESS</u>
Jessie Ling	188 Monahan ave Staten Island NY
MIRET WEISSBERG	8 Otego Place Greenlawn, NY, 11740
Lin Lee	1348 22 St Brooklyn N.Y.
Michelle Chung	2353 E. 16 St. NYC
Rita Chung	2353 E. 16 St. NYC
Alex Wong	1759 74 St Brooklyn, NY
Harlina Nguyen	2104 E 23 St 2nd FL Brooklyn NY 11229
Gina Yu	6203 Ft. Hamilton PKWY Brooklyn, NY 11219
Essye Klempner	520 E 12th St. # GF NY NY 10009
Lackey Chen	8763 16 AVE 11214 Brooklyn
P. Vincent.	1123 West 2nd St BK NY 11223
Carmen Jin	160-170 Madison street Apt 1-I NY, N.Y., 10002
 E.D. WONG	9 Stuyvesant Oval, Apt 9B New York, NY, 10009

OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF

Changing the direction of traffic
On Oliver Street

In Opposition of the Proposed Security Plan

NAME	ADDRESS
Kang Chung	25 HENRY ST. NY 10002
shee xia zhang	45 HENRY ST NY 10002
Sei yun mei	27 MONROE ST NY 10002
CHIA SIU WAH	65-75 PIKE ST NY 10002
zhang zhe	23 East Broadway NY 10002
KAM KIA CHAN	1813 76 th St. Brooklyn, NY 11214
Can X Li	21 Catherine St APT 10 N.Y. N.Y. 10038
YU ZHANG BL.	154 Broadway N.Y. 10002
Nan zhu Liao	40 madison ST 100 ^{NY} 10038
zhang zhen	26 Madison ST 10038
Huan ying Li	182 South ST #16D NY 10038
ZHUO WEI HUANG	27 HENRY ST. #2. NY 10002
Li hua mei	1738 Lexington Ave #46 N.Y. N.Y. 10029

OLIVER STREET BLOCK ASSOCIATION
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Changing the direction of traffic
On Oliver Street

In Opposition of the Proposed Security Plan

NAME	ADDRESS
Qiu Hao Du	13 DIVISION St APT. 3. NY. NY 10002
yan Lian chio	40 MELSON St
Laura Huie	26 Henry St. NY NY
Rui Jiang Joon	40 madison St NY NY
Qing Rong Lu	477 100th St NY NY
Tina Chen	50 HENRY 3A N.Y. N.Y. 10002
Bai Chung Tao	93. Madison St 4B New York NY 10002
Xiao Chimei	51 CATHERINE ST 10 N.Y. NY 10038
Xiao Ling Si	33 Henry St NY NY
MOCK JON	7 ST. James PL N.Y. NY 10038
Sim Yuf wong	106 1/2 Madison St 3D N.Y. NY 10002
Wu Ling Ni	404 W 56th St #17 NY, NY 10019
Tan Lida	601 73 St Brooklyn

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On Oliver Street

In Opposition of the Proposed Security Plan

NAME	ADDRESS
HUANG XIE	
Yue Lin	15 ST. James pl #8A N.Y. 10038
YAO WEN LI	126 Eileen 19# N.Y. 10013
YAN Yun Wu	
Yee Fui Woo	46 Madison
Yee Shun	1268 W 13 Brooklyn
YUNSI TAN	45 Madison St. N.Y. 10038
Fanny Kwok	17 Catharine ST. N.Y. 10038
SU Yong Zhao	26 Bay 34 ST BROOKLYN NY 11214
Zhu Yi mei	23 Henry ST N.Y. 10002
Yip Mei Lin	18 ST. James pl N.Y. 10038
Choi Yee Wing	106 Madison ST AP 4D
Proton Singh	

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In Opposition of the Proposed Security Plan

NAME	ADDRESS
Mr. Ma Fung	135-27 Coddridge Ave Kew Garden N.Y. 11435
Mr. Chan Goo.	71 Madison St Apt New York N.Y. 1002
Mr. Ma Hui	St Henry St
Mr. Chang F.	29 Cambridge St
Mr. Li Hui	22 Catherine St
Yan Yan Li	Se Henry St
Mr. Ma Huang	8 Henry St NY 10013
Pe Chang	25 Henry St. 10012
Tan Lin	8 Henry St.
Mr. Ma Li	8 Henry St
Mr. Ma Hui	83 Henry St. N.Y. 10012
Yin Y. Lou E	374 Pearl St. N.Y. 10038
Yi Peng Lin	45 - Rice St.

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<u>NAME</u>	<u>ADDRESS</u>
YUE Qiao Bi	154 East Broadway
Rui Qing Wu	
Whitney Jones	82M Madison St
Yan Fen Huang	14 Madison St.
Xiu Hua ni	20 McKibbin Court
Dan Ci Chen	106 Madison St.
Maria Alvarado	10 Cathine slip.
Liang Bao zh	14 Monroe St I BQ
Li Jean Mei	43 HENRY ST
MEI CHEN	12 Monroe St
CHUN YIN HUI	7 ST. JAMES PL.
CHEN Xiu Qin	27 St. James pl
ZHENG Li yiz G	165 PARK Row

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NAME	ADDRESS
Miao Ling Li	521 FDR DR NY 10002
Chen Chang / Amy	825 161 ST NY
Wong Si May	154 Mott St
Sheng mli Chen	120 COLUMB ST
GUAN BUI YU	APPEX
Min cheng	385 Pearl St
Yue Fan Jui	24 James St 10014
SONG J LIN	882 Dekalb St Brooklyn
Lin YAN QING	47 St James
YONG	167 BROOKLYN
Yu Supis	26 HENRY ST. #18
Zhao Ti un	664 53 rd BROOKLYN
YUE cheng TIP	154 EAST Broadway

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NAME	ADDRESS
YONGGROW THYE	12 MONROE ST. #1C
	JIANQI LANG
HUI LING HU	30 MONROE ST APT A19
Lu Yu	56 HENRY ST APT 11
MA YING ZOU	31-33 OLIVER ST 2B NEW YORK NY 10038
YU PING LIN	109 MADISON ST #5 N.Y. 10002
CHEN GUO FANG	37 CATHERINE #5 NY NY 10038
NG Cheong MENG	29 OLIVER ST #3F N.Y. 10038
WANG FANG MEI	167 SANDS ST APT 603 NY 11201
BAO YIN W JIANG	23 HENRY ST #7 N.Y. 10002
LI XIN HUA	77 MADISON ST APT. 23 NY NY 10002
HUI FAI CHAN	105 MADISON ST #5 NY 10002
SHI JIE LI	23 HENRY ST #13 N.Y. 10002

[illegible]

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NAME	ADDRESS
SHUANG MEI	106 Madison ST NY 100038
PING LIN	23 HENRY ST 12 1/2 NY 10002
XIA LIAN NI	35 HENRY ST
zhao. Qiu Hong	57 Division ST N.Y. 10002
Jim Ho Koo	10 Catherine ST NY NY 10002
Yue Qiu	23 Henry ST NY NY
Kim Manson	16403 Oetonne 11 Rd
JUDY CHIA	23 HENRY ST N.Y. 10002
Wilson Li	
XUE YING	23 HENRY ST # NY 10002
Liao zhi ping	127 Henry ST #4

[illegible]

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In Opposition of the Proposed Security Plan

<u>NAME</u>	<u>ADDRESS</u>
Yu Suping	26 Hester St #18 NY 10002
Woon Fee Wong	29 Catherine St #7 NY 10038
Chen Han Fai	2358 W 13 St Brooklyn NY 11223
Chen Han Yin	105 Madison St #5 NY NY 10002
Man C Li	374 Pearl Street New York 10038
William Grayson	191 Dwight St BRKLYN
Wong Jan	34 Monroe St Apt CC4
Lynn Ly	89-18 248 St. Bellam NY 11426
Clare Lim	165 Park Row

In Opposition of the Proposed Security Plan

[illegible]

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Changing the direction of traffic
On Oliver Street

In Opposition of the Proposed Security Plan

<u>NAME</u>	<u>ADDRESS</u>
May Cui	54 Catherine St. NY 10028
E Qin mei	1147 33 th Apt 11 NY Brooklyn 11218
Yan Zheng	1042 60 th St. Brooklyn, NY 11219
Ki Cheong Knok	1108 Findlay Bronx, NY 10456
Sandy Chen	912 64 th St Brooklyn, N.Y. 11219
DAVID MARK	2120 E 69 th Street, Brooklyn, NY 11234
Sarah Wei	2871 West 36 Street
Raymond Wu	8102 17 Ave Brooklyn NY 11214
Min Huang	138-15 Franklin Ave. Flushing NY 11355
Tracey H. Wong	2871 W. 36 St. Brooklyn, NY 11224
Curtter Li	7 Allen Street Apt 4D NY NY 10002

**OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF**

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On Oliver Street**

In Opposition of the Proposed Security Plan

<u>NAME</u>	<u>ADDRESS</u>
<i>Yullin Chun</i>	YULLIN CHUN 101 MADISON ST. APT #1 NEW YORK, NY 10002
<i>Camille Griffith</i>	10511 AVENUE J BROOKLYN, NY 11236
<i>Lee</i>	275 CHERRY ST. NEW YORK, NY 10002
<i>Catherine Collier</i>	1000 TRINITY AVE BRONX, NY 10454
<i>Xiao min</i>	94 MADISON ST #13 NEW YORK NY 10002
<i>Mia Brantley</i>	1721 Grand Ave Apt 3K Bronx NY 10453
<i>XIU YUE ZHANG</i>	54 Henry St Apt 8 New York NY 10002
<i>ZHIZHONG LI 1/26</i>	165 PARRY ROCE
<i>WANG JIAN YING</i>	9 Monroe St. Apt 14. N.Y. NY 10002
<i>YUE CHEN LIN</i>	20 Monroe St. Apt B9 NY NY 10002
<i>王公 Zheng</i>	
<i>Min Chen (my)</i>	
<i>Ken Liu</i>	31-15 38 St Astoria NY 1103

**OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF**

**Changing the direction of traffic
On Oliver Street**

In Opposition of the Proposed Security Plan

<u>NAME</u>	<u>ADDRESS</u>
Alwood	43-12 Liberty Ave N. Bergen NJ 07047
Qin Yunchen	109 Madison St APT 15 New York NY 10002
Lisa Andrews	105 Monroe St Bklyn NY 11216
SONG J Lin	880 De Kalb Ave Brooklyn NY 11221
Aileen Rivera	2022 Washington Ave BX NY 10457
Lei Kuen	44 Henry APT 5 NY NY 10002
Lin Xue Hua	53 MONROE NY NY 10002
LAURA Huie	26 Henry St #17 New York NY 10002
Zhang	57 Divisi St 4R, 10002
Mr. Chian J Lin	48-15 66th Woods St NY 11377
Fung Lin	9 Spring St APT 10 10012
zhou Li Yuan	APT #8 54 Henry St New York NY 10002
Hollyster	77 Madison St Apt 14 NY 10002

OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF

Changing the direction of traffic
On Oliver Street

In Opposition of the Proposed Security Plan

NAME	ADDRESS
Tan Beng Kong	56 Mulberry St Apt 14 10003 N.Y.
Mr. Sin Huo Lin	50 Henry St #70
Giao Ping Huang	24 JAMES #1B
Xia Li Peng	55 DELANCEY ST #5A
Zou Jun	283 Bowness
Gao Li FANG	720 E. 6th St #1B N.Y.C. 10009
Cheng Han cheng	265 Cherry St #24A
Laurie Chan	20 Monroe St #4A
Junfan Li	30 Henry St #A
YAP CHOW PENG	29 Oliver St #3F NY 10038
Wang Fong mei	167 SAWDO ST Apt 603 BROOKLYN 11207
Wai May Chan	1571 65th. Brooklyn 11207

OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF

Changing the direction of traffic
On Oliver Street

In Opposition of the Proposed Security Plan

<u>NAME</u>	<u>ADDRESS</u>
Shamala Miller	46 Madison St NY NY 1038
Mazee Fung Lin	521 FOR DRIVE NY NY 10002
XUE Ting Yu	81 MADISON ST #1A
James Li	46 Madison St #53
Harold Gosh	25 Oliver St.
Greeldine Fung	3028 Wallace Ave Bronx 10468
Chen Ann Ying	18 Mott, #4R
Rosalia Rosano	54 Catherine St 17C
YOW YAU YU	47 Catherine St. 3rd fl.
Sar Ann Torn	40 Madison. #10H
Mary Yu	37 CATHEN ST
Deiz Mueller	40 Madison St.
Annette Roman	40 Madison ST.

Changing the direction of traffic On Oliver Street

[illegible]

**OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF**

**Changing the direction of traffic
On Oliver Street**

In Opposition of the Proposed Security Plan

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Finally, if the proposed Oliver Street direction change is to help alleviate traffic in Chatham Square, we believe that that this situation is best accomplished by reopening Park Row and restoring it to its former condition. Therefore, we also oppose in total the proposed Security Plan.

<u>NAME</u>	<u>ADDRESS</u>
<i>Ann Daley Casale</i>	<i>7 Oliver St #3</i>
<i>Michael Casale</i>	<i>7 Oliver #3</i>
<i>Barbara Field</i>	<i>7 Oliver #2</i>
<i>John Field</i>	<i>7 Oliver #2</i>
<i>Joe J.</i>	<i>7 Oliver #1</i>

OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF

Changing the direction of traffic
On Oliver Street

In Opposition of the Proposed Security Plan

<u>NAME</u>	<u>ADDRESS</u>
Justin Fong	9 Oliver Street
Wendy Chy	90 Oliver Street #2
Martin Panedimay	Oliver St
Vivian Lai-Chen	Oliver St.
Richard Szeto	17 Oliver St
Julie Szeto	17 Oliver St
Sam Chan	300 E 33 St NYC
Martina Chan	300 E 33 St. NYC.
Christine Song	14 Stuyvesant Ave
Craig Cheseb	14 Stuyvesant Ave
Edna Gong	11 OLIVER ST NYC.
JEFFREY GONG	11 OLIVER ST NYC.
Richard Wong	9 OLIVER ST

**OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF**

**Changing the direction of traffic
On Oliver Street**

In Opposition of the Proposed Security Plan

<u>NAME</u>	<u>ADDRESS</u>
Valerie E. Curry Jones	201 Butler Blvd.
EVER Wood	116
Sonia Andrews	120 E. 19th St.
Hyacinth Jeffers	
Pat Dunn	
Cheryl Moore	3215 Ave H, Bklyn 11210
Marlene Perry	
Dunnie Jones	801 N. High Ry. Ave Bklyn NY 11208
Coreen Parks	826 Hendrix St Bklyn NY 11207
Calvin Parks	35 Stuyvesant Pl, M.H.S., NY 10003
Muriel Cox	
Brenda Frost	PO Box 2544 NY NY 10008
Joana Lawrence	15 St James Pl 91 NYC 10038

OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF

Changing the direction of traffic
On Oliver Street

In Opposition of the Proposed Security Plan

NAME	ADDRESS
Ann Eng	17 Oliver St. NY 10038
Ernest Eng	17 OLIVER ST NYC 10038
Kristina	180 Park Row NYC 10038
11/1	19 Olive
Rafael G. Comil	21/23 Oliver St. NY 10038
Delly Cruz	21/23 Oliver St. NYC 10038
Wai San Leung	31/33 Oliver St NYC 10038
man jin li	31/33 Oliver St NYC 10038
Rong Jie zhan	31-33 Oliver St NYC 10038
Lily's	31-33 Oliver NYC 10038
Zhang Yu	31-33 Oliver NYC 10038
Crystal Williams	2 Oliver Street NYC 10038
Sammy Wong	9 Oliver St

**OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF**

**Changing the direction of traffic
On Oliver Street**

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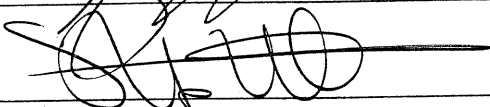
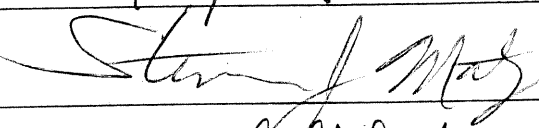
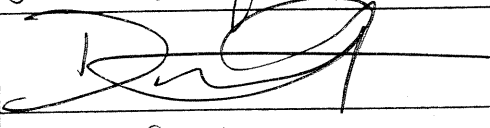
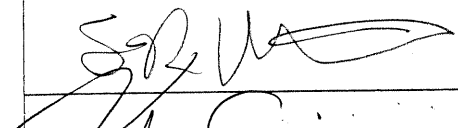
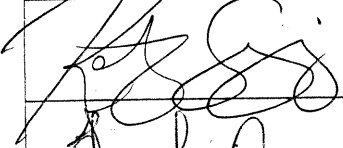
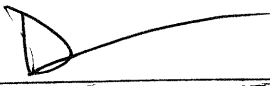
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<u>NAME</u>	<u>ADDRESS</u>
<i>Donian Thom</i>	<i>#286 20 Confucius Plaza NYC 10002</i>
<i>Thomas K. Thom</i>	<i>#286 20 Confucius Plaza NYC 10002</i>
<i>Rutha Alessi</i>	<i>17 Oliver St. NYC 10038</i>
<i>Lily Ez</i>	<i>17 Oliver St, NYC 10038</i>
<i>Candace</i>	<i>17 OLIVER ST. NYC 10038</i>

OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF

Changing the direction of traffic
On Oliver Street

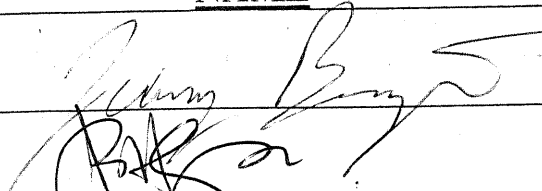
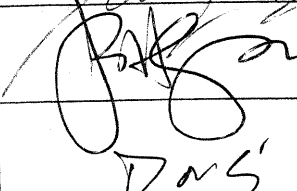
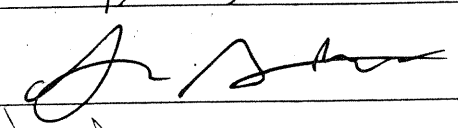
In Opposition of the Proposed Security Plan

<u>NAME</u>	<u>ADDRESS</u>
	7 OLIVER ST #4
	75 LEONARD ST.
	436 8 th St. Brooklyn
Alfonso Jones	35 JANE ST.
	208 THOMPSON ST.
Liliana Greenfield-Sanders	348 E. 10 th St.
	213 145 St
	285 15 th St 3A BROOKLYN
	1845 7 th Ave - Harlem
Paul Carn	489 Eastern Pkwy - Brooklyn 11216
Tim Ferraro	439 16 th St. Brooklyn 11215
	565 Prospect Pl. #10A Brooklyn 11238
Mike Rizzetti	2808 36 th Ave, L.I.C., NY 11106
Jared White	15 DeVoe St, BRKLYN, NY 11211

OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF

Changing the direction of traffic
On Oliver Street

In Opposition of the Proposed Security Plan

NAME	ADDRESS
	56 Coles St. #1R
	235 26 th St. #2, BK
DON'S	721 Broadway NYC 10013 10 th Flr #80
	7 OLIVER ST. #5
	157 W. 106 St #5A
Mary Joe	50 OLIVER ST.
Carwyn Joe	5 OLIVER ST
Richard Joe	5 OLIVER ST.
Suzanne Chin	100 Beekman St NYC.
Peter Chin	10 Beekman St.
Jessee Chin	10 Beekman St.
George Leung	10 Confucius Plaza
John Leung	10 Confucius Plaza

OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF

Changing the direction of traffic
On Oliver Street

In Opposition of the Proposed Security Plan

<u>NAME</u>	<u>ADDRESS</u>
Karz Soong 24	31 HENRY ST
CHAN F LEUNG	10 CHATHAM SQUARE
Ben Chen	10 Monroe St
Ng Cheong meng	29 - OLIVER ST
Xiu Fui Wang	
Ting hui mei	
Ying Tan	115 HENRY
King Lee	113 HENRY
Carolyn Choy	Oliver St
Robert Choy	Oliver St
Carol Chiu	Oliver St
Stanley Chiu	
Peter Lee	

反对长期封锁柏路 群众签名运动.

OLIVER STREET BLOCK ASSOCIATION PETITION IN OPPOSITION OF

Changing the direction of traffic
On Oliver Street

In Opposition of the Proposed Security Plan

NAME	ADDRESS
Wan Chon Nam	251 Clinton St. #6P NYC 10002
KAM SHU TAM	20 Henry St NYC
Bui Zee	26 Henry St NYC
Lin Wing Ching	26 Henry St
Ping Chen	30 柏路街
Mokun Lee	14 E NR / 27th
Shing	Chin Di fong
GUAN BUI YU	HENRY CHIN
Bui Bui	18 HENRY
Wai Yi Chen	19 HENRY CT
Wong Keng	27 Cath St
Peter Ng	16 Monroe St
Fu Chong Long	27 Cath St
KEE CIRAC	

CHEN SUH VAN
Candy Sun

Shirley Wong
22 1/2 Catherine St. 3
Chang Ziying

OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF

Changing the direction of traffic
On Oliver Street

In Opposition of the Proposed Security Plan

NAME		ADDRESS
Polly	cheung	23 Chatham Sq NY NY 10038
F. Mene	KOO	333 Pearl St #311 NY NY 10038
Ricky	ng	23 Chatham Sq NY NY 10038
Natalie	chen	23 Chatham Sq NY NY 10038
Jeff	lei	23 Chatham Sq NY NY 10038
Sindy	chow	23 Chatham Sq NYC 10038
Shirley	Ising	23 Chatham Sq NY 10038
Mark	Cao	23 Chatham Sq NY 10038
A	chen	23 Chatham Sq NY 10038
Jing	Jiang	23 Chatham Sq NY 10038
KITTY	LAM	23 CHATHAM SQ. NYC 10038

OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF

Changing the direction of traffic
On Oliver Street

In Opposition of the Proposed Security Plan

<u>NAME</u>	<u>ADDRESS</u>
Sam Choong	41-07, Bowne St. NY
Wendy	52 Henry St. #4RE, N.Y.
Tin Fan Lee	56 Henry #2, NYC
Dad	52 Henry St.
Eric Tang	645 Water St, NYC
Liding Lee	723 54th Brooklyn
HAK cheong chiu	54 Henry Apt 5 10002
C. JOHN	9052 HENRY ST.
Vincent Zheng	32 Monroe street
Anthony N.Y. Cheng	40 Monroe street
Carol	79 street Brooklyn
Anning Wang	
Vicki Wong	34 Edge St

OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF

Changing the direction of traffic
On Oliver Street

In Opposition of the Proposed Security Plan

<u>NAME</u>	<u>ADDRESS</u>
Kaho Liang	West 62 nd St 214 Apt 4B NY, NY
Austin Chan	65 St 3 av
Allen Yau	30 Monroe Street Ph, Ph
Johnny Lin	Manhattan NY 19 New York, NY
Minglong	NY, NY
Kenny	NY, NY
Anny Zheng	Madison ST APT 3 NY, NY
Lois TCA	16 Monroe St. NY, NY
Danny Chun	
Tom Lee	
Phil Lee	
Justin	
Justin	

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OLIVER STREET BLOCK ASSOCIATION PETITION IN OPPOSITION OF

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<u>NAME</u>	<u>ADDRESS</u>
Elma S. Moy	15 Oliver Street NYC
Kevin Hong Lam	36 Henry #15 NYC
XIU YU ZHANG	54 Henry #8 NY 1002
Bonita So K	65 18 38 th Ave NY 10037
Loan Zheng	1230 Amsterdam Ave. 10027.

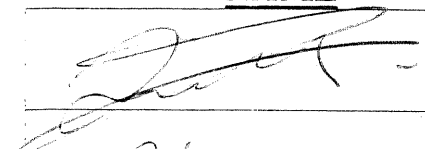
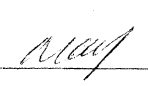
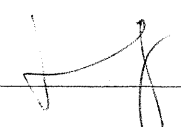
**OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF**

**Changing the direction of traffic
On Oliver Street**

In Opposition of the Proposed Security Plan

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<u>NAME</u>	<u>ADDRESS</u>
	61 St James Pl
	2065 FIRST AVE. NYC.
	61 St James Pl
	61 St James Pl
	61 St James Pl

**OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF**

**Changing the direction of traffic
On Oliver Street**

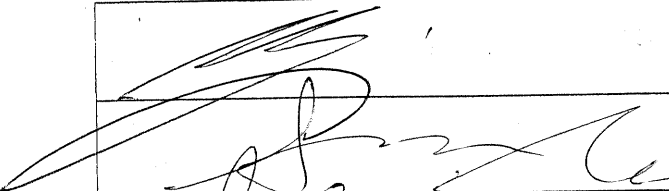
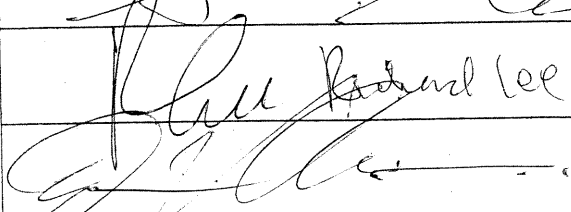
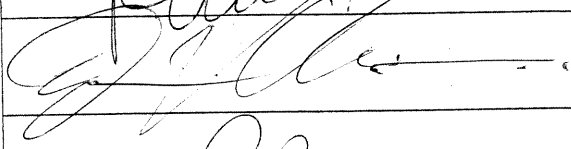
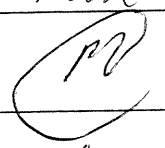
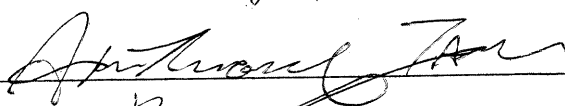
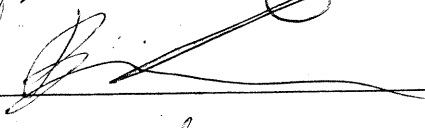
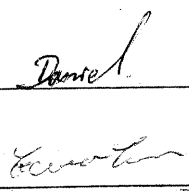
In Opposition of the Proposed Security Plan

<u>NAME</u>	<u>ADDRESS</u>
H. J. J.	61 St James
OK	61 St James
GOBBAL Ym	61 St James
Fap	46 SLAYTON AVE STATEN ISLAND NY 10314
	61 SAINT JAMES PL NYC, NY 10038
	61 SAINT JAMES PL NEW YORK, NY 10038
	2528 HARWAY Ave
B. W. J.	943, 56th ST. BROOKLYN, NY 11219
	83-35 Victor Ave Elmhurst, NY 11373
	61 St James Pl

OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF

Changing the direction of traffic
On Oliver Street

In Opposition of the Proposed Security Plan

NAME	ADDRESS
	259 MULBERRY ST APT #8
	45-25 162nd ST #202
Blue Richard Lee	43 Motet St Bk 10013
	246 E. 27th St. Bk. NY.
Chen	60 Henry Street 3B.
Min Li	67 Manhattan Ave.
	61 St James Pl
Cho ying Tam	1163 ROCKLAND AVE.
	46 slayton ave
	124 BORTHYS ST
Daniel	61 St James Pl
	39 more st.
	5 Plumer St

001 4 -

**OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF**

**Changing the direction of traffic
On Oliver Street**

In Opposition of the Proposed Security Plan

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<u>NAME</u>	<u>ADDRESS</u>
Jian feng mei	75 PIKE ST
CHU. ONWAH	24 MOTT ST
Qin Xia Li Tan	113 HENRY ST
Mon Kien Leon	7 ST James
Joe Xing Lung	60 Madison ST # 5-B

OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF

Changing the direction of traffic
On Oliver Street

In Opposition of the Proposed Security Plan

NAME	ADDRESS
Nick Mei	5 Oliver ST
Lee Ching Tai	185 Park Row #14-A
Joe Zg	414 Madison St. #4
Lin	15 St James #5
Angie Y mei	154-03 58 th Ave.
Chun Han Sooh	133 E. Broadway
Jian Xing Len	27. MONROE ST. #28
Pete Tan	31 OLIVER. St + b
Wai Yee Chan Tag	215 Park Row #20H
WEE K. WONG	350 PARK ROW RD. Blyn, N.Y. 11210
AN-PU CHEN	167 SANDS ST. BROOKLYN, N.Y. 11201
John Chin	46 Madison Street NY, NY 10038
LAI CHIN	46. MADISON ST. N.Y.C. N.Y. 10038
zi rong wu	110 Madison St N.Y. NY
SITU CHIN LAM	14 MONROE ST N.Y.C. 10002

OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF

Changing the direction of traffic
On Oliver Street

In Opposition of the Proposed Security Plan

<u>NAME</u>	<u>ADDRESS</u>
Poy Hing Ng	46 madison st #4-J
Cheh Shu Juen	58 MULBERRY ST
YAN	388 pearl st 8 D NY
YAP CHOW PENG	29 Oliver St #3F NY NY 10038
Lee Kuo Tng	31 Oliver st
MILWA TUNG	31 OLIVER ST
Li Xin chen	51 Madison st
Xing Lin Chen	51 madison st
Quan Boman	31 Oliver st
Jeff To	7. ST James P
Wai	27 Catherine st
Wade	27 Catherine ST
Wing Li	113 Henry st

**OLIVER STREET BLOCK ASSOCIATION
PETITION IN OPPOSITION OF**

**Changing the direction of traffic
On Oliver Street**

In Opposition of the Proposed Security Plan

<u>NAME</u>	<u>ADDRESS</u>
<i>[Signature]</i>	
<i>[Signature]</i>	27 Cather St NY 10038
Nee Kung Sun	52 1/2 Cather St - 10038
241 W 7th St	113 HENRY ST
<i>[Signature]</i>	23. Chatham Squ. NY 10038
<i>[Signature]</i>	23 Chatham Sq NY 10038
<i>[Signature]</i>	23 Chatham Sq NYC 10038
<i>[Signature]</i>	23 Chatham Sq NYC 10038
<i>[Signature]</i>	23 " "
<i>[Signature]</i>	23 CHATHAM SQ NYC 10038
<i>[Signature]</i>	23 Chatham Sq NY 10038
<i>[Signature]</i>	23 Chatham Sq
<i>[Signature]</i>	23 Chatham Sq

[illegible]

Mariners' Temple Baptist Church
Petition in Opposition of
Changing The Direction of Traffic
On Oliver Street

We the undersigned, do hereby oppose the re-directing of traffic on Oliver Street , which is now eastbound, to westbound traffic. The massive flow of traffic, including a large number of trucks would not only be dangerous for the students attending P.S. 1, but it would be structurally damaging to Mariners' Temple Baptist Church, which is a landmark building, causing major damage to an already stressed building. We strongly oppose this action, and we will make every effort to fight this issue.

<u>NAME</u>	<u>ADDRESS</u>
David Bender	14712 28th St Brooklyn 11422
Yolga Cadore	115 Chayote St 3rd Fl. NY 10002
B. Inles	1570 Lefferts Ave #13C Brooklyn 11233
E. Boston	869 Putnam Ave
Mary Sinclair	178 South St #5B
Bessie Williams	66 St. Nicholas Place NY 10032
Charles Cruz	943 E 85th St BK NY 11234
Rev. Dr. Yon Loozy	204 1073 New York 10013
Toni Collins	180 South St NYC 10038
Shelia Wheeler	1033 East 54th St Brooklyn, New York 11234
Keisha D. Hoggins	1212 464-2840 apt EC-12 58 Monroe St, NY, NY 10002

MTBC

**Mariners' Temple Baptist Church
Petition in Opposition of
Changing The Direction of Traffic
On Oliver Street**

We the undersigned, do hereby oppose the re-directing of traffic on Oliver Street, which is now eastbound, to westbound traffic. The massive flow of traffic, including a large number of trucks would not only be dangerous for the students attending P.S. 1, but it would be structurally damaging to Mariners' Temple Baptist Church, which is a landmark building, causing major damage to an already stressed building. We strongly oppose this action, and we will make every effort to fight this issue.

<u>NAME</u>	<u>ADDRESS</u>
maria Fernandez	250 Broadway
Alfreda Lewis	220-20 121 Ave Cambria hgh NY
LeVar Erik Arrington	2156 Strauss St. / apt. 2B Brooklyn, NY 11212
Jessica Taylor	40 Worth Street NYC 10013
CORNELIUS S. AVAGR	40 WORTH ST. NYC 10013
Thomas Kemp	125 Worth Street
Cory Royster	125 Worth St.
Isabel Holm	61 Henry St
Sade Gonzalez	644 Water St QB NY NY 10002
Shakira Watkey	644 Water St QB NY NY 10002
Delcinea Edwards	125 Worth Street
Telma Barnes	280 Broadway
Angele Nyche	250 Broadway
Ki Young Gandel	250 Broadway, NXXNY 10007
Orlana Johnson	100 Gold St. N.Y. N.Y. 10023
Toni Utendahl	100 Gold St. N.Y. 10023

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<u>NAME</u>	<u>ADDRESS</u>
Luck Brantley	250 Broadway N.Y. N.Y. 10007
Patricia Norman	20-45 Seagull Blvd Far Rockaway NY
Margaret Clonder	100 Centre St 2nd Flr NY NY 10013
Ricky Joseph	390 E 121st St Brooklyn 11226
Brenda Jeffers Davis	430 E. 105 th St 2F N.Y. 10029
Theresa Coleman	15 E. ANDREWS New York, NY 10007
Meryl Blackman	175 East 62 nd St - 11A New York, NY 10021
Christine E. Westbrook	1901 MADISON AVE UNIT 320 New York NY 10035
Dana Taylor	605 PUTNAM AVE #3 BROOKLYN, N.Y. 11221
STEPHANIE VELEZ	744 E 231 Street BLK X NY 10466
Sherry Miggins	456 DEKALB AVE, #7A BKLYN, NY 11205
Margie Hammett	620 Baychester Ave Brooklyn, N.Y. 10475
Margaret J. Galy	P.O. Box 170 N.Y. NY 10035
Osaka Brown	140 Alcatraz Pl Bx 10475
Vivian T. Beckford	444 2ND Ave. N.Y.C. 10070
Jeorothy Perry	290 N. Center St. Orange, N.J.

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<u>NAME</u>	<u>ADDRESS</u>
Michele Witherspoon	204 Clairmont Ave range NT 01080
Slane J. Fields	172-12 133 rd Ave Jamaica N.Y. 11434
Kathleen Scott	626 E 35 th St B'klyn NY 11203
Brenda Frost	P.O. Box 2544, N.Y. NY 10008
Teei Collins	180 Ave 76 St NYC 10038
MAUREEN BROWN	610 E. 5 th St. #7 NYC 10009
Reginald Pector	
John Warner	131 East 21 st Street
Benoit Murray	86 Evan Rd, Warwick, NY 10990
Melanie Smallwood	195 Wiltonghby Ave. BK, N.Y. 11225
Charles Chung	943 E 85 th St B.K. N.Y. 11236
Evelyn Clark	1330 E. 100 th B'klyn 11236
Paul Williams	1080 JEFFERSON AVE. E. BKLYN. NY
Dorothy Townsend	33 E. B'way 10002

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<u>NAME</u>	<u>ADDRESS</u>
Bernadette Turner	568 Grand Street #7602 New York, NY 10002
Jennifer Sinclair	77 Denahan Street Brooklyn, NY 11221
Brenda W. Peterson	1700 Bedford Ave Bklyn, N.Y. 11225
Kevin Rogers	2335 5th Ave 18B New York, NY 10037
Agnes Jenkins	260 Hawthorne St. B-5 Brooklyn, New York 11225
Patricia Walker	1 Centre St, NY NY 19th Fl. 10007
Edmond Hicks	961 ST. JOHNS PLACE BROOKLYN, NY 11213
Mary Sinclair 18B	South St, N.Y. N.Y. 10036
Emily Fuentes	39-06 63rd St #3C Woodside N.Y. 11377
Dana Smith	880 Boylston Ave BR, NY 10473 6E
CARINE Bros	619 Linden Blvd Brooklyn NY 11203
Sharon Thomas	130-40 22nd St Manhattan NY 11413
Capital for kids	125 W. 142nd St. #2C NYC 10031
Samara Sillman	490 Watkins St. Bklyn, NY 11222

MTB

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<u>NAME</u>	<u>ADDRESS</u>
Jannier R Deas	54 Catherine St
Ludwig A Williams	23063 Edgewood Ave
Wichi Pede	3277 Emerald Blvd.
Morton Head	180 Water St, NYC 10038
Ismael Song	2 Lafayette St. NYC 10007
Sadie Jones	790 Concourse Bk Bk
Rachel Rayford	150 William St, NYC
TAWANNA RANDOLPH	150 WILLIAM ST NY NY 10038
Ramona Parrilla	150 William St. NY 10038
Graciela Bennett	687 Drew St Brooklyn, NY 11208
Sepring Jones-Sims	30 Rockaway Ave Bklyn, NY 11233
HAROLYN HUDSON	163-47 130 AVE. 8A JAMAICA, NY. 11434
LYDIA McRAE	74 ART ST. BKLYN, N.Y. 11206
VALERIE GIDDENS	3709 AVENUE J BRKLYN, NY 11210

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<u>NAME</u>	<u>ADDRESS</u>
Cynthia Royster	2026 Pacific St. Bklyn
Catherine Cunningham	192 Sands St. Bklyn
Adele Bowie	355 East 29 St., Bklyn
Darlene Jeffery	80 Centre st 6 th fl. N.Y.
Natarie Jeffery	23 Brownell Street Staten Island NY
Ethel Harley	50 Amst. Ave. NYC 10023
Lillie Grant	355 Clinton Avenue Brooklyn, N.Y. 11238
Amiah Allurena Smith	Cap 13 H 20 Catherine Slip NYC 10038
Matteline Thornton	20 Catherine Slip 14 E NYC
Alanna n/oy	100 Centre Street
Michelle Fields	100 Centre Street Room N.Y. N.Y. 10013 329
Shirley Lutz	337 18 100 Street Corona, N.Y. 11368
Keisha D. Hogans	38 Monroe St apt. 8C12 New York, N.Y. 10002

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<u>NAME</u>	<u>ADDRESS</u>
LINCOLN BONNER	4421 SEEN AVE Brooklyn NY 10466
Millie Beechell	388 Beale St
Phyllis Murchison-McLean	975 Washington Ave 1F Brooklyn NY 11225
Eliza Thomas	460 Grand St apt 4-B. NY 10002
Marilyn McClain	741 St. Ann's Ave Bx 10466
Judith P. Outlaw-Walker	77 SULLIVAN PL #216 BKLYN 11225
Edith L. Lane	120 Benchley Pl, Bx 10475
Barbara W. Fier	2321-7th Ave.
Joyce Bornwell	1 Centre St, 2160 North NY, NY
C.E. Page	1 P.P., NYC
Linn Storey	1PP, NYC
Edna Lee	108-11 Flatbush 9th Bklyn, N.Y. 11236
Yvonne Squires	108 - LENNOR ST NYC 10013

NYC

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<u>NAME</u>	<u>ADDRESS</u>
Debra Sue Huley	149-43 Horan St. Qz Pk, NY 11417
Heraldme James	9280 1st Ave NY 1002
Elizabeth Watson	421 E. 103rd St. NY NY 10029
Robin Houl	5800 Arlington Ave Bx 100471
Ivery Scott	5 Lindner Lane, Howell, NJ. 07731
STEDMUND D HANSON	333 Bronx River Rd, Yonkers, NY 10704
Justo	120 DEKORF Place BX 74 10475
Gazzi Dr Thomas	675 Water St. #10C NYC 10002
Jenice Johnson	35 Montgomery St. NYC 10002
Ronald Johnson	35 Montgomery St. NYC 10002
Doris Mortimer	645 Water St. NYC 10002
Michael Neil	3 Henry St. NY NY 10038
Bruce Martin	675 Water St. #15C NYC 10002

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

Dear Inspector Tria:

I live in the area around St. James Church. I travel through Chinatown and the Civic Center Area around Police Headquarters. I reject the Draft Environmental Impact Statement (DEIS) on Park Row which claims that the closing of Park Row has little impact on our neighborhood.

The traffic on St. James Place since 9/11 has been horrible to say the least. We put up with it for a while because we knew that our city had been attacked. However, now the Police Department wants to take away parking on St. James Place between Madison Street and Oliver Street and make additional lanes of traffic on that street. This is because even though a court of law has ruled that you must open Park Row to traffic again, you have refused. You seem to think that more traffic on St. James Place will not have a terrible effect on an already overburdened neighborhood. St. James School is on St. James Place in that block. The children at the school have no gym, and are forced to play on James Street at St. James place. The air quality will be severely negatively impacted by your plan. There is also a children's playground across the street behind Chatham Green Housing Development. The asthma rate in this neighborhood is very high among children, and the traffic has made it worse.

In addition, your study recommends changing the traffic direction on Oliver Street so that the cars and trucks will go down onto Madison Street. Oliver Street is a residential street on one side, and has a school, church, and home for disabled on the other side. Madison Street is already severely over crowded due to rerouting of busses in the past and due to the many businesses further up the street. Smith Houses and Hamilton Madison House and another children's playground are on one side of Madison Street, and the P.S. 1 playground is on the other side.

Please open Park Row to traffic as it was before 9/11. Please also restrict the parking of private police vehicles and judges' and court officers' private vehicles to the parking garage that you took away from the neighborhood several years ago.

Sincerely,

Name



Address

388 Pearl St.

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

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Capital Construction
NYPD
620 Circle Drive, Suite B
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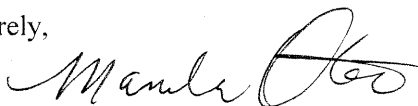
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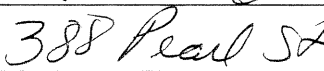
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Name



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Sincerely,

Name

Ricardo Valz

Address

30 Monroe St

new York ny 10002

H11A

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
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Sincerely,

Name

Maralinda Lugo

Address

*180 South St. Apt 8C
NYC 10038*

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
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Sincerely,

Name

Mrs. Eda Reice

Address

100 Beekman St. NY, NY 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Rosa Velz

Address

30 Monroe St

new york ny

#111A
10002

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Sincerely,

Name

Mateo Esteviz

Address

20 Catherine St

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Sincerely,

Name Joselyn Lora

Address 374 Pearl St

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October 15, 2006

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Sincerely,

Name VITO VATA

Address 374 Park St

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Vanessa Vega

Address

374 Pearl St

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
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Sincerely,

Name

Jessica Vera

Address

374 Pearl St

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
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Sincerely,

Name

Charles Johnson

Address

*7 St. James Pl #101
New York 10038*

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name Mary Reitan

Address 35 Montgomery St.
NYC

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Wanda Perez

Address

11 Maiden Lane Apt

3E NY NY 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
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Sincerely,

Name

Shawn Pegues

Address

10 Catherine St. 9A

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
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Sincerely,

Name Arthur Fornari

Address 195 Garfield Pl.
Brooklyn NY 11215

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October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
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Sincerely,

Name

Rev. Raphael Conner

Address

22 Ave St. J. 10138
212 233-0161

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Address

Sylvia Eng

40 Madison St

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Address

Large P.S.
140 Madison St #6A

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
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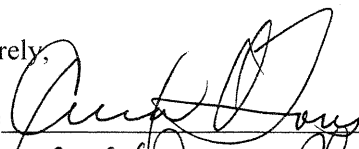
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Sincerely,

Name

Address


7 St. James Pl #51

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Sandra Garcia

Address

*40 Madison St 1
New York, 10002*

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Joseph R. Kestel

Address

*418 West 17th St. #7B
N.Y.C. 10011*

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
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Sincerely,

Name

Hugo Harquez

Address

299 Pearl St 125.

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name



Address

249 Pearl St

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,,

Name

Uba Juliana

Address

55 Rutenes St.

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Conan Morales

Address

180 South St. #85
N.Y.N.Y. 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name Rayten Allen

Address 2443 21 St. Astoria, N.Y. 11102

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name Ray Morris

Address 15 St. James pl. #15B

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Address

V. Anthony
182 South St

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Address

S. C. B.
Tula Sk
26 Madison St.

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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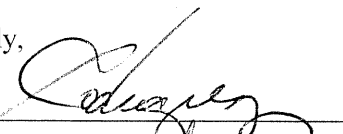
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Sincerely,

Name

Address


40 Madison St
NYC 10035

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Address

Margaret T. Amato
65 Park Row 11359

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

DR PAUL COMPTON

Address

26 MADISON ST

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Address

Mania Feliciano
182 South st #8G

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Isabel Santiago

Address

182 South St.

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Mita Canapa

Address

185 PARK Row 19C
new York ny 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

Dear Inspector Tria:

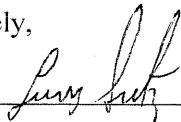
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Please open Park Row to traffic as it was before 9/11. Please also restrict the parking of private police vehicles and judges' and court officers' private vehicles to the parking garage that you took away from the neighborhood several years ago.

Sincerely,

Name 

Address 90 Beekman St 7k

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

Dear Inspector Tria:

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Sincerely,

Name

Address

Maria Schwartz
90 Beekman St. N.Y.C.

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Pete Puligay

Address

15 SAINT JAMES

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Carmelo Ortiz

Address

20 Catherine Slip

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name Stephanie Ortiz

Address 20 Catherine Slip 121
NYC NY 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Address


531 D'Almeida St.
NY NY 10002

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
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Sincerely,

Name

Carlina Lopez

Address

7 ST James Pl

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name ADA Gonzalez

Address 10 Catherine St # 1214
New York, NY 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Eleanora Wishart

Address

333 Pearl St 18M

N.Y. 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Yvette M. M...

Address

*110 Catherine Slip
New York NY 10038*

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name Edwin Quinones

Address 46 Madison Street #15-J
New York, NY 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Maria A. Martine

Address

7 St. James Place #4F

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Mario Alvarado

Address

10 Catherine slip

10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Hipilita Espada

Address

182 South St-16E

N.Y. N.Y. 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Edwin Quinones Jr.

Address

46 Madison Street #15J
New York, N.Y. 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

Dear Inspector Tria:

I live in the area around St. James Church. I travel through Chinatown and the Civic Center Area around Police Headquarters. I reject the Draft Environmental Impact Statement (DEIS) on Park Row which claims that the closing of Park Row has little impact on our neighborhood.

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Sincerely,

Name

Marion J. Quince

Address

*46 Madison St. #15J
New York, N.Y. 10038*

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Ramona Muniz

Address

*20 Catherine St #12-A
New York, N.Y. 10038*

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
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Sincerely,

Name Maria Ramiree

Address 374 Pearl St #17-E

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
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Sincerely,

Name Ludmila Colla do

Address 46 Madison St #16E NY
NEW YORK 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name Felix Sorda

Address 180 Saw St apt 14C

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Octavio Vargas

Address

7-1 Ame Pezi

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
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Sincerely,

Name

Juan Cancel

Address

40 Madison St. #23.

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Jane Padden

Address

100 Madison Ave 4F

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Catherine Lopez

Address

10 Catherine Lopez 17-J

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Maria Torrey

Address

7 Saint James Pl #6-2H

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Shirley M. Reiss

Address

*180 South Street 3-F
New York, N.Y. 10038*

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Steve Ressa

Address

180 South Street

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Margaret Boyer

Address

7 St James Pl #16 F
New York, N.Y. 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name _____

Address

Sincerely,

Name Atencia Rodan

Address 7 Saint James Pl. #16 F
New York, N.Y. 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
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Sincerely,

Name Mariana Chvez

Address 20 Catharine slip #1-5
New York, N.Y.

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name Lincoln Zapp

Address 96 Madison Street

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
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Sincerely,

Name

Address

Chia K. Liao
180 South St. Apt. 4A
N.Y.C. 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Elba Lopez

Address

374 Pearl St 4C

NYC 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
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Sincerely,

Name Carmen Codenzo

Address 20 Catherine Slip NY 1038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name Ana Balbonado

Address 7 Saint James Place Apt 814 New York NY
10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
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Fax: 718.281.1593
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Sincerely,

Name EUFENTOR

Address 7 St James Place #8A New York NY
10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Address

Delfina Vargas
7 St James Pl.

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

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Capital Construction
NYPD
620 Circle Drive, Suite B
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Sincerely,

Name Elba Matos

Address 374 Pearl St. #111 NYC 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Address

Josephine Gony
90 Old St 2 #

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
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Sincerely,

Name Kevin Y. [Signature]

Address 76 Madison St. Apt. 13F

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Quellina Cruz

Address

15 St James Pl. 6E N.Y.C. NY 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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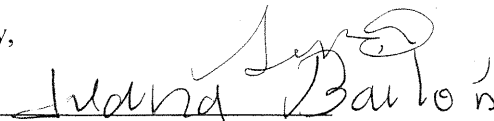
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Sincerely,

Name



Address

40 Madison

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Josefina Tarree

Address

*172 Marlborough St #2
New York, NY 10013*

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
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Please open Park Row to traffic as it was before 9/11. Please also restrict the parking of private police vehicles and judges' and court officers' private vehicles to the parking garage that you took away from the neighborhood several years ago.

Sincerely,

Name

Address

Rydia Bernudez
40 Madison St. 14B

NYC 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

Dear Inspector Tria:

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Sincerely,

Name

Dominga Paulino

Address

15 St James Pl # 84

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Pedro B. Diaz

Address

*180 SOUTH ST. #6-I
New York, N.Y. 10038*

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Maria Schae

Address

374 West 52

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name Richard Minto
Address 15 Homestead Ave
NYC

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name Mary Renta

Address 35 Montgomery St.
NYC

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name Marlene Jardenkine

Address 10 Catherine Slip #13B

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Margarita Rivera

Address

10 Catherine Slip #126
New York, N.Y. 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name Christine Amore

Address 46 Madison Street 15-J

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name Alex Ramos

Address 182 South Street

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

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Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name Arthur Fornari

Address 195 Garfield Pl.
Brooklyn NY 11215

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Wanda Perez

Address

11 Maiden Lane Apt
3E NY NY 10038

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name

Shawn Fejes

Address

10 Catherine St 9th

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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Sincerely,

Name Angela Turner

Address 20 Catherine Slip #9B

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

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*My NA 1/2
observation*

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Sincerely,

Name

Emilio Valazquez

Address

34 W 104 St CSF

N.Y. N.Y. 10002

10.18.06.

CONCERNED RESIDENTS OF ST. JAMES CHURCH & SCHOOL

October 15, 2006

Inspector Anthony Tria
Capital Construction
NYPD
620 Circle Drive, Suite B
Fort Totten, NY 11359
Fax: 718.281.1593
Email: atria@nypd.org

Dear Inspector Tria:

I live in the area around St. James Church. I travel through Chinatown and the Civic Center Area around Police Headquarters. I reject the Draft Environmental Impact Statement (DEIS) on Park Row which claims that the closing of Park Row has little impact on our neighborhood.

The traffic on St. James Place since 9/11 has been horrible to say the least. We put up with it for a while because we knew that our city had been attacked. However, now the Police Department wants to take away parking on St. James Place between Madison Street and Oliver Street and make additional lanes of traffic on that street. This is because even though a court of law has ruled that you must open Park Row to traffic again, you have refused. You seem to think that more traffic on St. James Place will not have a terrible effect on an already overburdened neighborhood. St. James School is on St. James Place in that block. The children at the school have no gym, and are forced to play on James Street at St. James place. The air quality will be severely negatively impacted by your plan. There is also a children's playground across the street behind Chatham Green Housing Development. The asthma rate in this neighborhood is very high among children, and the traffic has made it worse.

In addition, your study recommends changing the traffic direction on Oliver Street so that the cars and trucks will go down onto Madison Street. Oliver Street is a residential street on one side, and has a school, church, and home for disabled on the other side. Madison Street is already severely over crowded due to rerouting of busses in the past and due to the many businesses further up the street. Smith Houses and Hamilton Madison House and another children's playground are on one side of Madison Street, and the P.S. 1 playground is on the other side.

Please open Park Row to traffic as it was before 9/11. Please also restrict the parking of private police vehicles and judges' and court officers' private vehicles to the parking garage that you took away from the neighborhood several years ago.

Sincerely,

Name

Jamie Newton

Address

10 Catherine St. NY NY 10038

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Sincerely,

Name

Maria Martinez

Address

20 Catherine Slip #131

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Sincerely,

Name Elizabeth Marciano

Address 34 Monroe St Apt # CH12
NY NY 10002

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Sincerely,

Name Yudelka Rodriguez

Address 180 South Street Apt 4A
New York, NY 10038

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Sincerely,

Name

Nancy Lamer

Address

*75 West Street #5A
NY NY 10006*

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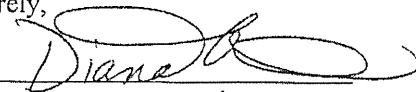
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7 St James Pl. 93