

McBriar, Robert

From: outgoingagency@customerservice.nyc.gov
Sent: Saturday, September 18, 2004 11:07 PM
To: j_schule@planning.nyc.gov; eespinal@cityhall.nyc.gov
Subject: NYC.gov - Correspondence #1-1-131126394 Message to Director, DCP - ULURP Project Status Questions

Your NYC.gov CRM Correspondence Number is 1-1-131126394
DATE RECEIVED: 09/18/2004 22:03:36
DATE DUE: 10/01/2004

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

From: PortalAdmin@doitt.nyc.gov
Sent: 09/18/2004 22:03:16
To: sbladmp@customerservice.nyc.gov
Subject: < No Subject >

From: centolanzi@aol.com (Patrick Centolanzi)
Subject: Message to Director, DCP

Below is the result of your feedback form. It was submitted by Patrick Centolanzi (centolanzi@aol.com) on Saturday, September 18, 2004 at 22:03:15

This form resides at
<http://www.nyc.gov/html/mail/html/mailedcp.html>

Message Type: Misc. Comments

Topic: ULURP Project Status Questions

Contact Info: Yes

M/M: Mr.

First Name: Patrick

Middle Name: M

Last Name: Centolanzi

Suffix: PE

Company: NYC Department of Education

Street Address: P. O. Box 1803

City: New York

State: NY

Postal Code: 10163

Country: United States

Work Phone #: 917-881-4217

Email Address: centolanzi@aol.com

Message: Please include this message in the NYC City Planning Commission Public Hearing on Hudson Yards held September 23, 2004. I am unable to attend the hearing and want to leave my comments.

I comment and applaud the NYC/DCP and the MTA/NYC Transit on the wonderful and complete job on the EIS for the Hudson Yards redevelopment.

I am in complete support the the entire Hudson Yard redevelopment, including the Flushing Subway extension, the Javits Center expansion, and the New York Sports and Conventino Center.

I am in favor of connecting the Hudson River Park to the NYSCC by covering over the West Side Highway. I am in favor of the underground moving walkway to connect Penn Station to the West Side. I am also in favor of extending the Highline along 31st Street to MSG as an open, elevated promenade (rather than an enclosed walkway ending on the West Side of 8th Avenue as described in the EIS.

I also support the NYC Olympic Bid, and as such, I support the NYSCC to be built.

REMOTE_HOST: 172.140.170.32

HTTP_USER_AGENT: Mozilla/4.0 (compatible; MSIE 6.0; Windows NT 5.1; SV1)

Patrick M. Centolanzi, PE
P. O. Box 1803
Grand Central Station
New York, NY 10163

September 19, 2004

Mr. Emil F. Dul, PE, Principal Engineer
Sustainability and Environmental Management
MTA/New York City Transit
2 Broadway, 2nd Floor
New York, NY 10004

Dear Mr. Dul:

Please include this message in the NYC City Planning Commission Public Hearing on Hudson Yards held September 23, 2004. I am unable to attend the hearing and want to leave my comments.

I compliment and applaud the NYC/DCP and the MTA/NYC Transit on the wonderful and complete job on the EIS for the Hudson Yards redevelopment.

I am in complete support of the entire Hudson Yard redevelopment, including the Flushing Subway extension, the Javits Center expansion, and the New York Sports and Convention Center (NYSCC).

I am in favor of connecting the Hudson River Park to the NYSCC by covering over the West Side Highway. I am in favor of the underground moving walkway to connect Penn Station to the West Side. I am also in favor of extending the Highline along 31st Street to MSG as an open, elevated promenade (rather than an enclosed walkway ending on the West Side of 8th Avenue as described in the EIS).

I also support the NYC Olympic Bid, and as such, I support the NYSCC to be built. The NYSCC, along with an expanded Javits Center, will allow New York City to take its rightful place as a leader in the global convention and tourism industry. The jobs and tax revenue generated by this development will benefit all New Yorkers.

The Environmental Impact Statement has addressed every impact of the entire West Side development. It will allow planners to take steps to make sure the implementation of the West Side development benefits all and has very few negative affects.

I thank you very much for your support of the entire Hudson Yards/West Side development (and the NYSCC and NYC2012 bid) for the benefit of all in our region.

Sincerely,

Patrick M. Centolanzi, PE

September 20, 2004

Mr. Robert Dobruskin, AICP
NYC Dept of City Planning
22 Reade Street #4E
New York, N.Y. 10007

William C. Ashe
Owner Block 706, Lot 48

re: ULURP No. 040507 MMM
CEQR No 03DCP031M
SEQRA Classification Type 1
Hearing Date 9/23/04
DGEIS Written Public Hearing Comments

Dear Sir or Madam,

I would like to go on record as being opposed to the construction of a stadium above the West Side Rail Yards, for many reasons. As a property owner and landlord, I depend on my property for my livelihood. The plan for redevelopment would condemn my property and take from me my primary source of income, for which I have worked most of my life. In addition it would displace my tenants, who have recently installed their corporate headquarters in my renovated property.

When I hear political officials refer to the "blighted, underdeveloped" west side of today, I think back to the 1970s when young businesspersons like myself bought property in the "Way-West" Hudson Yards area. Back then descriptions of this as a blighted, seedy neighborhood were certainly true. Soon after the Javits Center was built, there were many proposals for rezoning and bureaucratic help for the neighborhood. Sadly, these changes never materialized.

Even so, the neighborhood slowly improved as small business pioneers, like myself, bought property and ran businesses in the area. Their faith in the neighborhood created this improvement. For example, when the parks department planted trees on my block some of the truckers complained it made it difficult to make deliveries. But I was all for the trees, and after the first one planted in front of my building was destroyed by a truck, I had another one planted at my expense. When that one was mowed down I again replaced it at my expense, and that time installed barriers to protect it. It's still there and looks great!

Now the city subsidizing a Stadium for a football organization seems fiscally irresponsible. The big winner in this deal will be the N.Y. Jets and the losers will be the vast majority of tax paying New Yorkers. I am not opposed to progress and redevelopment on the westside,

Del/Record 24 Sept 04
J Brown (PB Team)
M Koung
T Lundy

however building a rarely used football stadium on some of the most valuable ground left in Manhattan is a grave mistake. It would not encourage development, but rather create sporadic traffic nightmares. And where would all these football fans have their tailgate parties? On the

2

surrounding streets? Or would they simply abandon their beloved team for one that allows them this essential football tradition.


Why not use this site for some mixed use towers, similar to what you have in mind for my block? It wouldn't use taxpayers money, and if you throw in some subsidized housing everyone might be happy (with the exception of one or two individuals and the Jets organization.)

The hosting of the 2012 Olympic games in NYC, however important to some individuals, should not be the keystone in the redevelopment of a vast area of the greatest city in the world. Should the Olympic Committee select New York, I am sure we can create the necessary facilities without the burden of a sports arena in the middle of Manhattan. The recent hosting of the Republican Convention brought midtown to a halt, paralyzed traffic, and gave NYC, for it's residents, the feel of a police state. If a few thousand visitors can do that, what will happen when tens of thousands of visitors from around the world arrive at a midtown facility. In planning the redevelopment of such a large area of New York, it seems very short sighted to connect such development to the dreams of hosting a single event in Midtown.

In conclusion, I do favor redevelopment. I feel re-zoning of the west side is essential. I think creation of open space is also essential. However I am fearful of losing my property where I ran a successful business for over 20 years and now depend on it for my livelihood. I have invested a great deal of money in its renovation and through a lifetime of hard work have created a valuable asset upon which I depend. I do oppose the construction of a stadium on one of the most valuable parcels left in one of the, already, most congested urban centers on earth. This project will enhance the fortunes of a limited few at the expense of many hard working small businesses. I favor rethinking the project without the stadium.

Sincerely,

William C. Ashe


cc Emil F. Dul PE

Bernard Flaton Esq.

Fredric Sirasky
325 W. 45th Street
New York, NY 10036
(212) 245-5268

Dul/Kong/Lundy
J Brown (PB Team)
Rec'd 9/28/04

September 23, 2004

Metropolitan Transportation Authority – New York City Transit
2 Broadway, 2nd Floor
New York, NY 10004
Attn: Emil F. Dul, P.E.

City of New York City Planning Commission
22 Reade Street, 4E
New York, NY 10007
Attn: Robert Dobruskin, AICP

Re: Comments on the *Draft Generic Environmental Impact Statement* in connection with the Hearing held on September 23, 2004

Members of the MTA and Planning Commission:

I have lived in the Clinton District of Manhattan since 1973. It is my neighborhood and my home.

Measured development that includes affordable housing, small businesses, expansion of the Javits Center, and reasonably sized new structures in keeping with the recreational character of Hudson River Park is fine.

THE PLANNED JETS STADIUM DOES NOT FIT INTO THIS KIND OF DEVELOPMENT.

I have two major concerns regarding the impact of the proposed stadium on my neighborhood.

1. A football stadium on the West Side of Manhattan will draw an enormous number of cars from the suburbs and outer boroughs, which will require a huge commitment of space devoted to parking facilities.

Once these parking facilities are constructed, they will be used 24 hours a day, 7 days a week. Our neighborhood will cease being a neighborhood. It will become the prime parking location in Manhattan. The avenues and streets on the West Side are already overcrowded. The resulting air quality is extremely unhealthy, especially when traffic to and from the Lincoln Tunnel crawls along or comes to a standstill. The parking facilities required by the proposed stadium will make this situation unbearable, not just on game days, but every day of the year. The Planning Commission should be thinking of ways to keep cars out of Manhattan, not lure them in.

2. A football stadium will be a magnet for helicopters.

Residents of the West Side who live near Times Square and the Lincoln Tunnel are already constantly besieged by hovering and circling helicopters. This is not an insignificant matter. Unless you have lived in a neighborhood whose skies are inundated by these incredibly noisy machines, you cannot imagine the uncivilizing influence the constant “pop-pop-pop” sound has on the quality of life. A hovering helicopter can be several blocks away from a residence and still wake one out of a sound sleep. Residents of the East Side near the UN fought for years to eliminate this menace. We on the West Side are just beginning the battle to clear the air of noise. A West Side stadium will only make our cause more difficult.

Finally, I am a union member (AEA). I support jobs for union construction workers. But the same number of jobs could be generated by support for the measured development I mentioned above. Construction does not always have to be for glamour projects like a stadium which profit only a few and which drain tax monies from the housing and infrastructure that really need it.

Thank you for this hearing, and for your public service.

Respectfully submitted,

Fredric Sirasky
Fredric Sirasky

ROBERT SEWARD
470 WEST 24TH STREET NEW YORK NY 10011
SEWARD@TKK.ATT.NE.JP

*Dull/Kong/Lundy
JBrown (PB team)
Revised 9/28/04*

September, 27 2004

Metropolitan Transportation Authority—New York City Transit
2 Broadway, 2nd Floor
New York, NY 10004
Attention Emil F. Dul, P.E.

Subject: proposed Hudson Yards Rezoning and Development Program

Dear Mr. Dul:

I am writing in opposition to the proposed Hudson Yards Plan, which was the subject of the public hearing on 23 September 2004. I was present and have attended other meetings on the matter.

While the idea of integrating this west side of Manhattan into the traffic pattern of Manhattan is commendable, the problem is a stadium (the mayor's ultimate goal) and the congestion it brings. The goal is not all that transparent—a stadium for professional sports and the Olympics.

As a public policy matter these things don't pay. This is a bait (transportation) and switch (stadium and Olympic) trick that cannot be justified on environmental, quality of living or financial terms.

Citizens in the area are organized in opposition.

After having lived through the mayor's party for the Republicans, I just don't want to have to go through that all over again on a regular basis. The result is disruptive and the benefits just don't accrue—no matter how many paid organized labor supporters shout and intimidate those opposed to the Hudson Yards Plan.

Cost weighed against benefits? The numbers don't add.

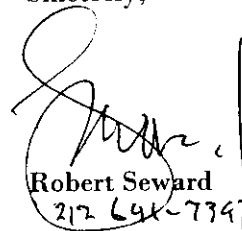
As for the proposed stadium, the quality of life in our adjacent neighborhoods will be severely impacted. Dumping 60,000 to 75,000 people every other weekend for a Jets game is

unimaginable. Has the planning department ever taken a look at the congestion on 10th Avenue as it is? The Lincoln Tunnel and adjacent traffic tie-ups, the noise, the glaring lights, the trash, the added security necessary for crowd control, impacts on parking—at a premium now, infrastructure requirements, the impact on neighborhood and community life—all of these do not favor this project. Social costs are great and social benefits are minimal. Manhattan is simply not the place for such an activity.

The Jets will have a tax break. And what about us New York tax payers. I am against subsidizing sports teams. The benefits are just not there for us New Yorkers. I imagine, as well, that my property values will decline.

I am not particularly a sports fan, but being a devotee of sports is beside the point. I do know economics and I understand about urban environments: Transportation is just a ruse to get a stadium that does not belong on the west side of Manhattan. No to the Hudson Yards Plan.

Sincerely,



Robert Seward
212 646-7347

cc:

Thomas K. Duane, Senator

Richard Gottfried, Assemblyman

Christine Quinn, Councilwoman

Det/Kong/Hurdy
J Brown (PB Team)
Rec'd 9/28/04

PLEASE DO
NOT BUILD A
STADIUM IN MY
NEIGHBORHOOD, I
LIVE ON THE
FIRST FLOOR AND IT
IS VERY LOUD
AND BUSY ALREADY,
DIFFICULT TO SLEEP.

YOURS Sincerely,

Lawrence Krauser
426 West 48th St.

1-FE

NEW YORK 10036.

*Dick/Kong/Leundy
J Brown (PB Team)
Rec'd 9/28/04*

Jenkins & Gilchrist Parker Chapin LLP

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PASADENA, CALIFORNIA
(626) 578-7400
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September 27, 2004

City Planning Commission
Calendar Information Office
22 Reade Street Room 2E
New York, NY 10007

City Planning Commission
Environmental Review Office
22 Reade Street Room 4E
New York, NY 10007
Attn: Robert Dobruskin, AICP

**Re: No. 7 Subway Extension-Hudson Yards Rezoning and
Development Program
Comments on ULURP ##040499ZMM, 040499(A)ZMM,
N 040500ZRM, and N 040500(A)ZRM
Comments on DGEIS**

Ladies and Gentlemen:

I am Land Use Counsel to Jenkins & Gilchrist, Parker Chapin LLP. I head our land use practice in New York and nationally. We represent national and local developers and community groups. Formerly, I was Associate Counsel at the Department of City Planning. I teach in Hunter College's Master's Program in Planning, and at the New York University Real Estate Institute. I recently published an article, "The Zen of Cities," in the AIA/Journal (copy enclosed).

The City's proposed Hudson Yards rezoning responds to the demand for additional development in the Far West Side. However, the need for an upzoning should not overshadow the remarkable opportunity we have to protect and improve our environment. We need to

Jenkins & Gilchrist Parker Chapin LLP

September 27, 2004

Page 2

balance the measurable economic value of developing big buildings with the immeasurable human value of creating an environment that supports life and generates a sense of community.

We should take leadership in this arena with whatever zoning proposal is ultimately adopted. Specifically, the Hudson Yards text should mandate that all new developments and enlargements (residential, commercial, or institutional) in the Hudson Yards area be topped by eco roofs: specially layered lawns on top of a building that benefit the environment and, ultimately, the public. At the very least, the law should grant a floor area bonus to any building that incorporates an eco roof, just as is done in Chicago. (In addition, the state and the city should authorize tax credits to support the eco roofs.)

The proposed Hudson Yards plan already includes an eco roof on top of the state-owned Convention Center. The Draft GEIS recognizes some of the benefits of eco roofs, such as aiding storm water management, reducing the "urban heat island" effect, and lowering energy demands. Eco roofs also improve ambient air quality and muffle noise. Significantly, they generate additional open space.

The Draft GEIS reports that in the full build out of the Hudson Yards, including the 24 acres of proposed new open space, there still will be an open space deficit. By mandating the incorporation of green roofs on all new and enlarged buildings, the open space deficit would be mitigated – perhaps not technically under CEQR guidelines, but in reality. The total lot area for all projected development sites is almost 2.9 million square feet. Imagine an additional 66 acres of green open space! The existence of these green open spaces, albeit private, would ease the demand on the publicly accessible open spaces (most of which are made of hard, inanimate materials, and contain trees in planters). Environmentally beneficial, the green roofs would be a social asset, as well, offering a haven from the busy streets and encouraging a sense of community, whether through community gardening or as a gathering place.

In conclusion, I urge you to initiate a vigorous city-wide eco roof program, beginning with its incorporation in the rezoning of the Hudson Yards.

Sincerely yours,



Caroline G. Harris

CGH:jo

Enclosure

cc: A. Burden, Chair
G. Miller, Speaker
C. Quinn, Councilperson
Community Board 4
E. F. Dul, P.E.

No Enclosure / [Signature] / 9/28/04

ELMER LUKE
470 WEST 24TH STREET 19B
NEW YORK NY 10011-1240
1 212 691 7397

*Deb (Kong / Lundy
J. Brown (PBT team)
Rec'd 9/28/04*

26 September 2004

Metropolitan Transportation Authority—New York City Transit
2 Broadway, 2nd Floor
New York, NY 10004

Attention: Emil F. Dul, P.E.

RE: DGEIS for proposed Hudson Yards Rezoning and Development Program

Dear Mr. Dul:

I am writing about the proposed Hudson Yards Plan, which was the subject of the public hearing on 23 September 2004, and which I was present at.

It's an ambitious plan, and integrating this western side of Manhattan into the larger flow of city would seem to be based on good intentions. In its sweep, however, the plan seems to gloss over—"bulldoze" might be a more apt word—other considerations important to the life of city and its residents. I speak of quality of life, stability of community, sustainable development, and proper attention to the environment.

In any public policy decision, cost must be weighed against benefits. How beneficial is a decision going to be, and at what cost? And over what time period? If the cost is too high, if they go on for years and years, then obviously the benefits are diminished. And then there is basic matter of who pays for the cost. And who benefits.

Specifically, my concerns have to do with the proposed stadium. First, on a practical level, the quality of life in adjacent neighborhoods—as well as midtown Manhattan—would be

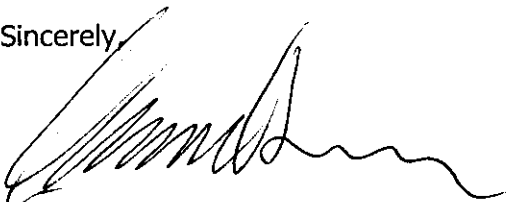
severely impacted by the presence of such a stadium. Imagine the deluge of 60,000 to 75,000 people every other weekend for a Jets game. Consider the traffic tie-ups, the noise, the glaring lights, the trash, the police necessary for crowd control. Consider the burden on electricity, water and sewage, roads and transportation. Think about the loss of parking, the inevitable crime, the mess, the repeated invasion into neighborhood and community life. The social costs are terrible. Would anyone on the Planning Commission want a stadium in his or her neighborhood? I don't think so.

On an economic level, the costs are huge. Who will pay? Not the Jets, after they drop their initial contribution. It will be New Yorkers who will foot the bill, year upon year upon year—not only for the actual construction but also for the maintenance and repairs and police and congestion, roadwork, infrastructure. All this outlay takes away from money that could be better invested in education, which would benefit New Yorkers much more. The Jets will have their tax break; what tax break will New Yorkers get? This is not intelligent, sustainable development. Nor can I imagine that my property values will rise with the presence of a stadium in the neighborhood.

Finally, on an environmental level, a stadium puts dangerous strain on an urban environment already under strain. A stadium would be an environmental insult—to neighborhoods, communities, the borough of Manhattan. It will make huge demands on city infrastructure, electricity, water supply, the sewer system, roads, bridges, and tunnels, and, I repeat, quality of life. Noise, lights, crowds, trash, the influx of rowdies into neighborhoods, the loss of already scarce parking spaces. Things will not be better for this stadium; things will be frighteningly worse. And the costs will only grow year after year.

A stadium does not belong in the city proper. I am a sports fan, but to foist my sports enthusiasm on an unsuspecting neighborhood that will have to pay for it does not seem fair or just or socially responsible. Construct a stadium where it is appreciated by all.

Sincerely,

A handwritten signature in black ink, appearing to read 'Elmer Luke', written in a cursive style.

Elmer Luke



10 Copies
J. Brown (PB Team)

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* deceased

**TESTIMONY PRESENTED BY
BARBARA ZUCKER, CHAIR
HOUSING AND PLANNING COMMITTEE**

**BEFORE THE CITY PLANNING COMMISSION
REGARDING HUDSON YARDS ULURP APPLICATION**

DATE: SEPTEMBER 23, 2004

The Women's City Club of New York is an 89-year old nonpartisan advocacy organization concerned with a broad range of public policy issues in New York City. Our hundreds of members are dedicated to making New York City a better place in which to work and live. We recognize that the development of Hudson Yards is a unique opportunity to create a vibrant mixed-use community in mid-Manhattan fronting on the Hudson River. Because of the scarcity of large potential development sites in Manhattan, and the major capital investment involved, it is essential that we "get it right."

Affordable Housing. One of the Women's City Club's long-standing concerns is the lack of affordable housing in New York City. In June 2004 we published a report, "New York City's Affordable Housing Crisis, What Can Be Done?" We noted that while there are a number of programs with various incentives to encourage development of affordable housing, these are voluntary and temporary.

We believe that affordable housing must be made an integral and mandatory element of all residential developments constructed with government assistance, whether the assistance is in the form of tax subsidies or abatements or Brownfield cleanup or upzoning.

33 West 60th Street, 5th Floor
New York, NY 10023-7905
Telephone: 212-353-8070
Facsimile: 212-228-4665
Email: info@wccny.org
Website: www.wccny.org

Only 3% of the Hudson Yards area is currently zoned for residential use. The zoning amendment in the ULURP application proposes that density in Hudson Yards be greatly increased. If adopted, the Department of City Planning projects that it would result in a likely 30-year build-out of 12 million square feet of residential development, in the form of 12,600 new residential units. However, not one single housing unit of those 12,600 need be affordable. That is left entirely up to the developers. Those who choose to build so called 80/20 houses will receive an additional benefit – greater density through an increased FAR. But it is entirely voluntary, and the affordability is for a limited period of time. We submit that the upzoning should mandate that a portion of the housing be affordable to low and middle income residents.

More Flexible Zoning. The major portion of Hudson Yards, some 28 million square feet, is to be zoned for commercial use. Even taking into account the extended build-out period, some economists question whether the area can really support this much additional commercial space. In view of the uncertainty, we suggest that a portion of the rezoning be sufficiently flexible that it permit either commercial or residential use, depending on future demand.

Financing. The original agreement between New York City and the Battery Park City Authority provided for payments to the City to be used for affordable housing. Nevertheless, most receipts have gone into New York City's general revenue fund. Now the City is proposing to use reserve funds from the Battery Park City Authority for its share of the infrastructure improvements in Hudson Yards. We oppose such diversion of funds.

Football Stadium/Convention Facility. The Women's City Club does not believe that a stadium belongs in midtown Manhattan where it would create traffic, noise and air pollution. Moreover, a structure equivalent to a 30-story building would block both visual and physical access to the Hudson River. There are other possible locations for an Olympic Stadium in New York or New Jersey. There are no other vacant waterfront locations of similar size in mid-Manhattan.

In addition to the very substantial cost of the infrastructure for the multi-use facility, there is a quality of life cost for our residents. The proposed financing plan includes sale of development rights in return for permitting developers to build with greater density. Absent a stadium, a redeveloped Hudson Yards would likely still include a platform over the rail yards. However, without a need for \$225 million to pay for a retractable roof, the Department of City Planning might be less generous with density bonuses.

Javits Convention Center. We do support expansion of the Jacob K. Javits Convention Center. For many years there have been complaints that the existing convention center is too small to attract large meetings and multi-day events. Conventioneers bring needed revenue to New York City. With the planned adjacent hotel and more convenient subway access, the expanded Javits Center should attract additional convention business.

As a State project built on State land, there is little provision for public comment on the particulars of the Javits Center expansion and little oversight on its implementation. Despite the lack of input, New York City is expected to contribute \$350 million towards the cost of the Javits Center project. As previously noted, we particularly object to the use of Battery Park City funds for that contribution since Battery Park City surplus was supposed to be earmarked for affordable housing.

Transportation. Lack of public transportation has been a major impediment to the development of Hudson Yards and full use of the Javits Center. We believe that the proposed two-step extension of the #7 subway line would improve access and is likely to speed up development. As an interim solution, we suggest the MTA provide more frequent bus service on the 42nd Street corridor, such as bus-only or express bus lanes. And to improve access from the west, we support plans to increase ferry service from New Jersey.



Sheree Sano

484 West 43rd Street #25-K
New York, NY 10036
(212) 594-3593

~~Dad~~ / Received 9/29/2004

↳ Kong / hundy
J Brown (PB Team)

September 27, 2004

Dear M.T.A. - New York City Transit:

I spoke at the hearing on the 23rd so the comments I made at that time will be in the transcript of that hearing. There are 2 more points, however, that I would like to add:

First, considering the world in which we currently find ourselves, with terrorists and assorted mal-contents everywhere whose only goal is to kill as many people as possible - preferably Americans - is it really wise to gather 75,000 people together in one place from which they cannot be evacuated quickly? "Dirty" bombs, explosives, biological or chemical weapons introduced into the stadium's water supply or ventilation system are all tools that terrorists will try to use to attack the stadium. How many resources, money and manpower will it take to protect the stadium? And what are the chances that we will be able to foil *every* attempt? And if we fail, just once, and the terrorists are successful? We lost 3,000 souls when the World Trade Center was attacked; we could potentially lose 25 times that many people as the result of a successful attack on the stadium.

Second, I would ask you to take very seriously the testimony given at the hearing by Manhattan Borough President Fields. She has weighed the relative merits of every aspect of this proposed plan. At the hearing she sponsored on September 21st, she welcomed testimony from all sides and after thorough and extremely thoughtful analysis, it was her conclusion that the current plans for the stadium and development of the West Side should be rejected.

We can do better for the people of New York and I urge you to turn down this proposed plan and hold out for a better plan - one that truly addresses the needs of the citizens of this great city. As Harry S. Truman once said to a gathering of his advisors, "Let's not be in too big a hurry to make our mistakes."

Thank you for your kind attention.

Sincerely,

Sheree Sano

Received King 4/20/04
Dul / G. Brown PB

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To: Mr. Emil F. Dull Date: October 4, 2004
Fax No: 646-252-3140 Pages: 8+ cover
From: Robert L. Gambell
Deputy Attorney General
Subject: Hudson Yards Comments

COMMENTS: See attached.

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JAMES E MCGREEVEY
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PETER C. HARVEY
Attorney General

October 4, 2004

VIA FAXSIMILIE TO 646-252-3140
Mr. Robert Dobruskin, AICP
Director, Environmental Assessment Review Division
New York City Department of City Planning
Room 4E
22 Reade Street
New York, NY 10007

Re: No 7 Subway Extension Hudson Yards Rezoning
and Development Program
Public Comments

Dear Sir:

On behalf of the Attorney General of the State of New Jersey in consultation with the New Jersey Department of Environmental Protection, we submit the following comments with respect to the Draft Generic Environmental Impact Statement for No. 7 Subway Extension Hudson Yards Rezoning and Development Program (2004) ("DGEIS"):

National Environmental Policy Act

A federal Environmental Impact Statement ("EIS") is required for "major federal actions significantly affecting the quality of the human environment" under the National Environmental Policy Act ("NEPA"), 42 USC §§ 4321, 4332(C). A project requiring the issuance of a federal permit or federal review would constitute major federal action requiring the preparation of an EIS. *Id.* The DGEIS and related exhibits and renderings presented by the applicants describe construction of a deck over Route 9A to the east of the proposed project area and a pier over the Hudson River. Both of these proposals would require permits by federal agencies. Construction of a deck over Route 9A would require approval by, at a minimum, the Federal Highway Authority, and construction of a pier over the Hudson River would require approval of the United States Army Corps of Engineers and as such a NEPA review will be



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required. The DGEIS makes no reference to review by either of these federal agencies under NEPA. The DGEIS should explain, at a minimum, whether the proposed deck and pier will be constructed and, if so, whether the required federal reviews have been undertaken.

Water Quality Impacts

The Clean Water Act, 33 U.S.C. § 1251 et seq. was enacted in 1972 "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." § 1251(a). In order to achieve these goals, § 301(a) of 33 U.S.C. makes unlawful the discharge of any pollutant into navigable waters except as authorized by specified sections of the Act. 33 U.S.C. § 1311(a).

The DGEIS acknowledges that the proposed project will increase sewage flows from 1.1 million gallons per day to 8.6 million gallons per day from the project area. As a result, discharges of raw sewage into the Hudson River on rainy days will increase in frequency and severity. Each sewage overflow event would have the potential to result in an increase in the concentration of untreated sewage and associated pollutants (e.g., TSS, fecal coliforms) discharged to the Hudson River during combined sewer overflow ("CSO") events. CSO water is made up of raw sewage diluted with runoff from impervious surfaces in urban areas (e.g., streets, parking lots, buildings). CSO water is characterized by high concentrations of suspended solids, oxygen demanding organic matter, coliform bacteria, nutrients (i.e., nitrogen, phosphorus), trace metals and trace organic substances.

In New York City sewer regulators are designed to allow two times dry weather flow into the interceptor. During high storm flows twice the mean dry weather flow is directed to the interceptor, while flow in excess of this value is diverted to CSOs which discharge directly into the Hudson River and other waters surrounding New York City. The release of these materials into the Hudson River can result in degradation of the water resource, limiting human use, have deleterious effects on the structure and function of the ecosystem and cause significant consequences on the State of New Jersey. The contaminants of particular interest with respect to the New York Harbor area include inputs of nitrogen, trace substances, particularly mercury and pathogenic bacteria.

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CSOs are a human health concern because they can create the potential for exposure to disease causing pathogens, including protozoa, bacteria and viruses. Because CSO discharges include raw sewage, they contain a combination of untreated human waste and pollutants discharged by commercial and industrial establishments. They also have a significant storm water component, that includes pollutants from urban and rural runoff. These pathogens, solids, and toxics may be discharged directly to the waters of New Jersey during wet weather events through CSOs. Further, exposure to CSO contaminants through direct contact with water (eg. swimming) can lead to infectious diseases such as hepatitis, gastrointestinal disorders, dysentery, and swimmer's ear infection. Other forms of bacteria can cause typhoid, cholera, and dysentery. Human health can be impacted from ingesting fish or shellfish contaminated by CSO discharges.

The DGEIS provides no basis, other than conjecture, for asserting the findings of the probable impacts of the development project. Examples of these unsupported findings are quoted from the DGEIS as follows:

...the current water quality conditions present within the Lower Hudson River suggest that it is reasonable to conclude that occasional CSO events in this portion of the Lower Hudson River, even if discharging a higher concentration of sewage than under current conditions, would result in water quality conditions that continue to meet the standards and uses established for use Class I waters. (See 13-18)

CSO events that may occur under the Future With Proposed Action Condition in 2010 would not be expected to result in significant adverse impacts to water quality in the river. As a result, there will be no significant adverse impacts on aquatic biota living in the river. (See 13-18)

Further, the study failed to evaluate the long-term fate and effect of pollutant transport, particularly pathogens and the potential effect on the beneficial uses of the downstream waters including, but not limited to, primary contact recreation and shellfish harvesting.

Increasing the frequency or duration of wet weather discharges from CSOs or increasing the pollutant concentrations of CSO

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discharges is inconsistent with the National CSO Control Policy. (See the National Combined Sewer Overflow Control Strategy (National Strategy) (See 54 FR 37370 Sept. 8, 1989) and the National CSO Control Policy (National Policy) (See 59 FR 18688, April 19, 1994). The National CSO Control Policy represents a comprehensive national strategy to ensure that municipalities, permitting authorities, water quality standards authorities and the public engage in a comprehensive and coordinated planning effort to achieve cost-effective CSO controls that ultimately meet appropriate health and environmental objectives and requirements. The objectives of the National CSO Control Policy are: to ensure that if CSOs occur, they are only as a result of wet weather; to bring all wet weather CSO discharge points into compliance with the technology-based and water quality-based requirements of the CWA; and to minimize water quality, aquatic biota, and human health impacts from CSOs.

Major re-development projects, of a magnitude such as this, should incorporate sewer separation and elimination of the combined sewer system and the elimination of CSO Points as a requirement. The construction of separate sanitary sewers can direct all sanitary sewage directly to the Wastewater Treatment Facilities so as to prevent the chance of discharges through CSO discharge points without adequate treatment including disinfection. Separate storm water sewer systems can direct all surface water and rooftop drainage to the rivers through conduits isolated from sanitary contamination. Such an infrastructure arrangement can eliminate substantial loadings of pathogenic contamination to the New York/New Jersey Harbor Complex and could reduce discharges of pathogens that threaten New Jersey's shellfish beds and recreational activities.

Discharges of mercury from raw sewage can be converted to methyl mercury through biological processes that occur in all sediments. Methyl mercury is a potent neurotoxin that bioaccumulates and bioconcentrates through the food chain. Because of its high bioconcentration factor, a small amount of methyl mercury can result in substantial exposure to humans and wildlife. In aquatic ecosystems, methyl mercury causes neurological, behavioral and reproductive changes, and at extremely high levels may cause direct death in fish and wildlife (Chan et al, Schehammer, 1998; Spalding et al 2000; Bouton et al 1999, Heinz 1974, 1979, Barr 1986; Burgess et al 1998; Meyer et al 1998; Nocera and Taylor, 1998). The biological impacts of mercury pollution occur throughout the entire ecosystem.

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The higher sewage flows resulting from the project may impact (1) New Jersey shellfish beds, requiring closings due to contamination; (2) New Jersey's fishing industry; and (3) recreational and other water uses along the New Jersey Shore. The frequency and amounts of these sewage overflows cannot be determined from average daily flows, because the overflows occur during wet weather conditions, and those overflows are masked by daily averages.

The DGEIS is deficient in other ways. It fails to address how often CSOs occur, the locations along the Hudson River where they occur, how much raw sewage is released into the river when they occur, the concentration of raw sewage when it enters the river, or how much the concentration would be increased by the project. Additionally, the DGEIS fails to propose any mitigation measures to address these untreated sewage discharges.

Coastal ecosystems are naturally very rich in plant and animal life. However, since the richness (or productivity) of saltwater ecosystems is naturally limited by the availability of reactive nitrogen, excess nitrogen can lead to a condition of over-enrichment known as eutrophication (Ryther and Dunstan 1971; Nixon 1986; Fisher and Oppenheimer 1991; D'Elia et al. 1992). According to a study by the National Oceanic and Atmospheric Administration, of 23 estuaries examined in the Northeast, 61 percent were classified as moderately to severely degraded by nutrient over-enrichment (Bricker et al. 1999).

Elevated nitrogen inputs to estuaries leads to increased frequencies of harmful algal blooms, hypoxic and anoxic bottom waters, loss of sea grasses and reduced fish stocks (Valiela and Costa 1988; Valiela et al. 1990; Hallegraeff 1993; Boynton et al. 1995; Paerl 1988; 1995; 1997). The over-enrichment of estuaries promotes the excessive growth of algae. The increased algal growth can shade-out seagrass beds and other submerged aquatic vegetation that provide critical habitat for fish and other marine organisms. Furthermore, when the algae die and decompose, oxygen in the bottom water is consumed. Low oxygen conditions, known as hypoxia, can cause fish and shellfish suffocation.

The degree of eutrophication an estuary can tolerate without adverse effects depends on the amount of reactive nitrogen it receives and its physical characteristics, such as size, depth, volume of freshwater runoff, and tidal flushing. Even with these many physical variables, the reactive nitrogen input rate is considered the major determinant of water quality degradation.

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These unwanted eutrophication problems are primarily related to human-induced increases in nitrogen inputs to estuaries and are likely to persist or even expand in the future as a consequence of increased population growth in coastal regions and increases in air pollution (Lee and Olsen 1985; Peierls et al. 1991; Nixon 1995; Lapointe and Matzie 1996; Vitousek et al. 1997). A significant portion of nitrogen inputs to estuaries is derived from atmospheric deposition (Jaworski et al. 1997; Paerl et al. 2000).

The DGEIS indicates that there will not be any adverse effects on water use or ecosystem structure and function as a result of CSO discharges associated with the proposed action. However, the DGEIS does not present studies or information that would allow for such a conclusion to be made. Although we understand that there are at least fifty (50) CSO events each year precipitated by only one-eighth of an inch of rainfall, no information is provided in the DGEIS on the projected number of such events that occur per year. Moreover, no data are presented on the timing and discharge associated with these events currently in the project area or projected in the future from the proposed action. No information is given on the quality of CSO water, although information from the literature would suggest that concentrations of critical contaminants are elevated in CSO water, comparable to dilute raw sewage. The DGEIS further claims, without analytical support, that any increase in water pollution will not affect water quality because the receiving waters currently meet water quality standards.

Limited data are presented on dissolved oxygen and fecal coliform concentrations in Hudson River/New York Harbor (MTA/CPC 2004) obtained from the New York City Department of Environmental Protection routine monitoring program (DEP 2003). Unfortunately, these data are not sufficiently comprehensive. No water quality data are reported for reactive nitrogen species (i.e., nitrate, ammonium, dissolved organic nitrogen), PCBs, mercury or other toxic trace substances to assess ambient concentrations of loadings. Information on CSO discharges and relevant contaminant concentrations are needed to conduct mass balances to quantify material loading from CSOs to the River/Harbor. To assess the effects of CSOs it is also critical to monitor the discharge water and receiving water during events (i.e., snowmelt and storm events resulting in CSOs) for contaminants of interest. CSO events are transient. In order to assess their impact, CSO events must be studied with time-intensive measurements. Routine dry-weather monitoring is not adequate to assess the impacts of CSO discharges on receiving waters. Without such information it is impossible to

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quantify the supply and effects of these contaminants to the Hudson River/New York Harbor area and the impact of CSOs under current and projected future conditions following the development project.

We submit that the DGEIS does not provide the necessary information to determine the severity of the impact of CSO events on the State of New Jersey, nor does it provide sufficient information upon which a conclusion can be drawn that there will be no adverse effects caused by the CSO discharges. Nevertheless, it is clear that the proposal will severely impair the quality of the Hudson River and thereby impact the State of New Jersey in violation of the Clean Water Act, 33 U.S.C.A. 1251 et seq. and related Interstate Environmental Commission regulations pertaining to interstate waters of the Hudson River. (See N.J.A.C. 7:9b-1.5 (b) and 6 NYCRR 750-2.1(d))

Finally, there is an Administrative Consent Order ("ACO") which resulted from a complaint by the State of New York Department of Environmental Conservation ("DEC") against the City of New York ("CITY") (See DEC Case # CO2-20000107-8) which is of relevance to the proposal and is not addressed in the DGEIS. The complaint was brought by DEC as the City was not in compliance with State Pollutant Discharge Elimination System ("SPDES") permits, particularly with regard to CSO discharges from the City's fourteen municipal water pollution control plants. In that ACO, the City agreed to submit to a CSO Control Policy and the abatement of CSO discharges within specified timeframes.

Without sufficient data provided in the DGEIS to ascertain the quantity of the additional pollutants contained in the CSOs and the number of CSO events in the project area, it is impossible to determine if the City will be in compliance with the ACO in achieving compliance with water quality standards. It is also impossible to quantify the extent of the impact the project will certainly have on the State of New Jersey without this information.

Air Quality Impacts

The DGEIS air quality assessment that has been conducted to date is seriously deficient. Specifically, the assessment does not reflect the full short-term or long-term air quality impacts because it does not account for all project-related activities; or evaluate the cumulative air quality analysis impacts of all project-related activities. Rather, it merely looks at individual

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sources of potential pollution in isolation. Moreover, the assessment is based on assumptions that greatly understate traffic - and therefore emissions - from motor vehicles, particularly as they idle at the tunnels and bridges from New Jersey into New York.

Given these critical deficiencies, the DGEIS can not be regarded as a complete and accurate characterization of air quality impacts and the true impact on New Jersey cannot be assessed.

The "Clean Air Act", 42 U.S.C.A. § 7401 *et seq.*, provides that the United States Environmental Protection Agency (EPA) establishes national ambient air quality standards ("NAAQS"). To avoid sanctions, each state must submit a state implementation plan ("SIP") designed to attain and maintain those standards. Section 110(a)(2) of the Act (42 U.S.C. § 7410(a)) lists a number of criteria that the SIP must meet to obtain approval from the EPA. New Jersey and New York have submitted respective SIPs for EPA approval. Although the DGEIS acknowledges substantial increases in air emissions such that air quality standards will be violated, it fails to quantify the impact of the additional emissions for conformance with the New York SIP as well as its contribution to nonattainment or interference with maintenance status in New Jersey.

The proposed project, as set forth in the DGEIS, will have an adverse impact on air quality in the State of New Jersey. In the short term, air quality will be impaired due to construction-related activities that will generate additional dust and potentially toxic emissions. These activities include removal, handling, staging, and transporting substantial quantities of hazardous materials at many parcels in the project area. In the long-term, air quality will be impaired due to increased traffic and idle times at key entry points into New York City. We are particularly concerned with the project's long-term impacts on the State of New Jersey's SIP and the attainment of it and/or maintenance with the NAAQS.

Summary

In summary, the State of New Jersey submits that the No. 7 Subway Extension Hudson Yards Rezoning and Development Project will have a deleterious environmental impact on the property, environment and citizens of New Jersey. The DGEIS does not provide sufficient information upon which a conclusion can be made that

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there are no adverse impacts. In addition, sufficient and appropriate data must be provided so as to determine the full extent of the impact on the environment of the State of New Jersey. We further submit that this project must be reviewed by the Environmental Protection Agency, Federal Highway Authority and the Army Corps of Engineers pursuant to National Environmental Policy Act.

For these reasons, the New York City Department of City Planning and the Municipal Transit Authority should deny the approval of the DGEIS and should direct the applicant to revise and resubmit the DGEIS with all necessary data, studies, analysis and modeling for further public review and consideration.

Respectfully Submitted,



PETER C. HARVEY
ATTORNEY GENERAL OF NEW JERSEY

C: Metropolitan Transportation Authority
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Atten: Emil F. Dull, P.E.



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MUNICIPAL ART SOCIETY FAX TRANSMISSION SHEET

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TO: Emil Dul

ORGANIZATION/COMPANY: MTA

NUMBER OF PAGES TO FOLLOW: 5

FROM: Kimborly Miller

OUR FAX: (212) 753-1816

OUR PHONE: (212) 935-3960

COMMENTS: Attached are our comments on
the No. 7 Subway Extension - Hudson
Yards Rezoning and Development
Program DGEIS.



**No. 7 Subway Extension - Hudson Yards Rezoning and Development Program
Draft Generic Environmental Impact Statement**

October 4, 2004

The Municipal Art Society (MAS) would like to commend the Department of City Planning and the MTA for their cooperative efforts on the No. 7 Subway Extension - Hudson Yards Rezoning and Development Program Draft Generic Environmental Impact Statement (DGEIS). As the planning process moves forward, the MAS is continuing to study the zoning proposal along with the DGEIS to better understand its implications. The letter submitted today will address the priorities identified by our Board and Planning Committee, as well as the topics on which we are pursuing additional investigation.

We address the following five issues:

1. Opportunity for Public Comment
2. Moynihan Station as the Development's Focal Point
3. Open Space and Hudson River Access
4. Density and Land Use at the Western Frontier
5. Strengthening Transit Capacity

Opportunity for Public Comment

First, as this is an enormously complex project, encompassing rezonings, transit improvements and major facility master planning, we encourage the City and its partners at the State to provide opportunities for the public to review the various project components on a concurrent schedule. The planning process to date reflects the comprehensive efforts of City Planning and the MTA. The approval process for the many projects embedded in this plan, however, seems unnecessarily fragmented. We urge that a more formal process be provided in which the Hudson Yards plan can be considered in its entirety, including the Javits expansion and stadium. On another note, modifications to the proposed zoning text under consideration were only submitted and available for public review on August 30, which means that in a project as complex as this, the allotted time is inadequate for a full public review. Therefore, we have requested that the ULURP hearing be continued.

Moynihan Station as Focal Point

The corridor from the new Moynihan Station to the river is the most appropriate location for high-density commercial development space. Each day, over 500,000 passengers from four transit networks and at least three states use Penn Station, a number that will increase by 30% when the

new Moynihan Station is completed. This makes the area bounded by 30th to 35th Streets and 9th Avenue to the Hudson River the ideal location for a transit-oriented commercial district, an idea which is also supported by many of our colleagues in the civic and professional worlds as well as the community in residence.

The proximity to a new transit resource as well as the magnificent arrival experience created by Moynihan Station would make this not only the optimum, but also the most profitable place to concentrate a dense new commercial center. Because of the heavy financial burdens associated with the realization of this plan, the lead agencies should thoroughly consider the increased benefits that would be associated with shifting an even greater proportion of the density from 11th Avenue and the new boulevard to the Moynihan Corridor district. It is also important to enhance the experience of traveling in New York by way of the new Moynihan Station by making the area around it an identifiable destination. We commend the Department of City Planning for exploring options for a westward entrance to Moynihan through reinstating the grid at 32nd Street. We encourage the Department to explore additional opportunities to make the passage toward the river an open, inviting space that can draw the new investment needed to support the program.

To provide for even greater integration of the region's transportation resources, we also continue to urge the City to investigate ways to connect the No. 7 line to the new Moynihan Station that would finally connect major Midtown transportation facilities and business districts.

Open Space and Hudson River Access

The Hudson Yards plan represents a significant opportunity to reconnect the city with its natural environment through the integration of new open space and access to the waterfront in the existing neighborhood. Although, as stated in the DGEIS, the cumulative total open space at full build out in 2025 will be a total of twenty-four acres, there are several elements of the open space and waterfront access strategy that give us pause.

First, the plan provides inadequate access to the waterfront. At a time when the City and State are jointly engaged in constructing the Hudson River Park and a new ferry terminal at 39th Street, a Javits extension plan that would close 39th and 40th Streets to the Hudson River seems out of step with the City and State's established goals. For this reason, the MAS has developed an alternative to the Javits Center design proposed in the Hudson Yards plan. Our design would achieve the space and program requirements identified by the Center's management while keeping open these streets, which provide crucial passages and views to the waterfront. (See MAS Javits Center alternative attached to this testimony).

Secondly, we have a number of concerns with respect to the amount and configuration of parks space. Several of the parks and open spaces proposed as a part of the plan are oddly configured or difficult to reach, and should be further examined for usability. For example, how would residents, workers and visitors access the five acres of open space atop the Jacob Javits Convention Center? Would increased security threats that have been part of daily life in New York for the last three years affect the ability of this space to provide a reliable open space resource? Would locating the only proposed active neighborhood park in the new development on the roof of a tow pound (between 11th & 12th Avenues, between 29th and 30th Streets) provide the community with the type of resource it needs, or would it become another underutilized, above grade park? It also seems that if open space is to be proposed over the Lincoln Tunnel decks along 9th Avenue, it should be integral to the plan, not dependent on developers. In addition, the

plan has yet to approach publicly stated goals for the provision of open space. At full build-out, the ratio would only be .68 acres per 1,000 residents. The City standard established by the CEQR manual sets as a goal the achievement of 1.5 acres per 1,000 residents on a Community Board level. The goal for large scale actions, which make up a portion of this plan, generally are 2.5 acres per 1,000 residents. Although in this high-density area, a 2.5-acre ratio might be difficult to achieve, additional study should be devoted to understand how park space might better serve the needs of the population.

Density and Land Use at the Western Frontier

As Manhattan's western edge is the primary approach to its newly revitalized waterfront and the Hudson River Park, it is important that the proposed development meet standards that will guarantee sufficient light, air and life on the streets. With regard to the bulk and massing of the Hudson Yards proposal, we are investigating whether it would set a new standard for permitted floor area in future rezonings citywide. Today, the City's highest density districts permit structures of approximately 21.6 FAR, generally achieved through density ameliorating bonuses and transfers from landmarks. If enacted, this district would allow some buildings along 11th Avenue to reach 24 FAR and others to achieve unlimited bulk with the purchase of development rights. Questions have been raised about the amount of floor area and its impact on light, air and quality of life at the street level. From our review of the shadow studies presented in the DGEIS we have particular concerns about the plan's impact on the proposed open spaces at the time of build out. These concerns are only exacerbated by the continued problem of uncounted floor area mechanical space, a persistent zoning resolution problem which this project has yet to address.

Particularly along the 11th Avenue corridor, it is important that this new place echo the city's traditional zoning vocabulary. In contrast to the attention paid to zoning and urban design concerns along the newly created boulevard, the omission of urban design controls along an existing street at 11th Avenue is particularly troubling. In the absence of more stringent urban design requirements mandating retail and streetwall setbacks, the arid 11th Avenue facing Javits today might be very similar to the 11th Avenue of the future, despite all of the proposed investment in this neglected area.

In recent changes to the proposed zoning text, the City has begun to make changes that would allow for a more liberal mixing of uses throughout the site, particularly with respect to housing. We would encourage even more flexibility on this issue. One of the distinguishing characteristics of New York City are its 24/7 neighborhoods, which combine residential and commercial uses. There is a proven and immediate demand for residential development on the West Side. As it is very difficult to predict the nature of real estate demand in this area for a twenty-year horizon, it is important to allow for the flexibility that will make the plan both financially and socially viable.

Strengthening Transit Capacity

The magnitude of development proposed in the Hudson Yards Plan makes the extension of the No. 7 line imperative. Adequate access to the Hudson Yards development site will be key to attracting development to the area. Redevelopment will indeed require new transportation and infrastructure improvements to stimulate private investment.

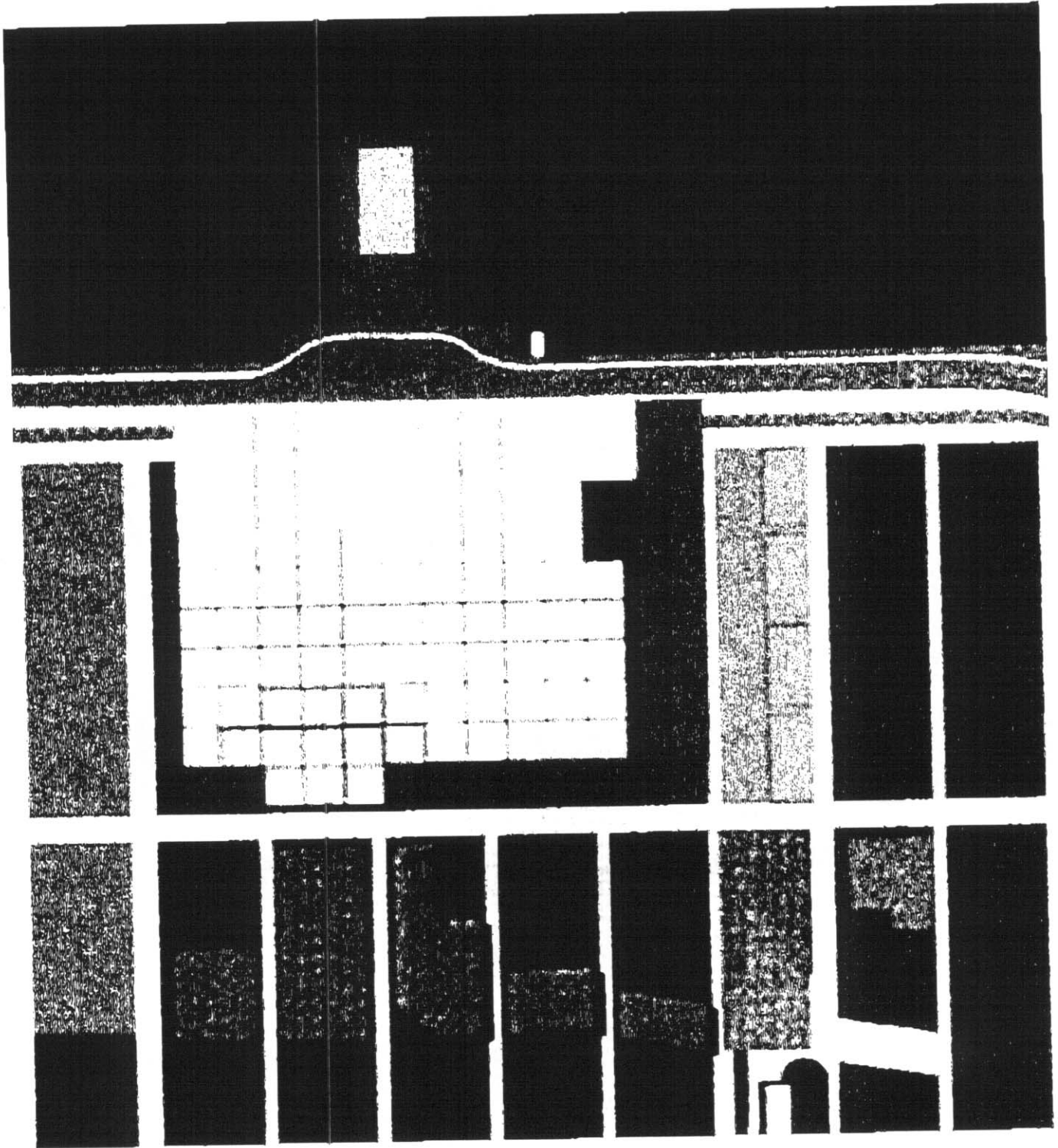
However, the DGEIS indicates a number of stresses on the region's transportation system that will occur as a result of the Hudson Yards development and that the No. 7 will not alleviate by

itself. First, the DGEIS describes a considerable increase in crowding that is likely to occur at Grand Central Terminal as a consequence of the No. 7 line extension, but it does not propose effective mitigations or alternatives to alleviate this condition.

Furthermore, the extension of the No.7 line by itself will not serve to adequately mitigate stresses on intersections, parking facilities, and sidewalks, many of which are projected in the DGEIS to operate at levels-of-service D, E, and F. The No. 7 extension must therefore be augmented with other transit options, thereby creating a multifaceted transportation network that can adequately meet the transit needs of residents, commuters, and visitors. The DGEIS should consider additional transit opportunities including expansion of trans-Hudson commuter capacity, expanded ferry service, and the establishment of a new rail station in the renovated Farley Post Office building (see discussion of Moynihan Station above).

A key component of this new network should be a 42nd Street light rail line. The MAS believes that a surface light rail system that runs river to river along 42nd Street and connect to the new ferry terminal, as opposed to the truncated route proposed in the DGEIS, would be an enormous asset to the Hudson Yards Plan. The Light-Rail Transit system, or LRT, could offer connections to major transit centers and destinations including Grand Central Terminal, the Port Authority Bus Terminal, the West Midtown Ferry Terminal, midtown hotels, theaters and the Javits Convention Center, and serve to offset the crowding on the No. 7 line stairways and platforms as described in the DGEIS.

The City also has plans to expand the West Midtown Ferry Terminal at West 39th Street and the Hudson River. It is imperative that the Hudson Yards Plan effectively create pedestrian friendly linkages between the expanded ferry terminal and the No. 7 line extension, as well as to other elements of the existing and proposed transportation system. An opportunity for better transit and pedestrian connections will be lost if the ferry is isolated from the extended No. 7 line. We urge City agencies to give attention to making these important transportation linkages and to integrate all of these important transportation projects into the Hudson Yards Plan.



October 4, 2004

Metropolitan Transportation Authority (MTA)
Att: Emil F. Dul, P.E., Principal Engineer
2 Broadway, 2nd Floor
New York NY 10004

*Received - Kery 4/10/04
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City of New York City Planning Commission (CPC)
Att: Robert Dobruskin, Director, Environmental Assessment & Review Division
Department of City Planning
22 Reade Street
New York NY 10007

Subject: Comments on Draft Generic Environmental Impact Statement for No. 7 Subway Extension and Other Far West Side Manhattan Development Proposals

Dear MTA and CPC:

The City and State Administrations and their public authorities are proposing \$7.2 billion in public spending by 2010 for a stadium, a \$2 billion #7 subway line extension to the stadium (and beyond), and other capital projects on the far West Side of Manhattan. (Draft Generic Environmental Impact Statement [DGEIS] p. ES-26.) The \$7.2 billion estimate is far too low. Among other reasons, it doesn't include such costs as operating the #7 line extension if this project is completed.

The DGEIS should have included an honest, detailed discussion of where this money would come from, along with the environmental and other impacts of these public spending priorities choices, their context, and alternative uses for available public funds. The brief discussion of financing on pp. ES-7 and ES-8 of the DGEIS is completely insufficient.

Clean Air Campaign Inc. (CAC) opposes both the stadium and the #7 subway line extension because their fiscal, economic and environmental impacts are likely to be devastating. CAC also opposes the Bloomberg Administration's enormously risky and undemocratic plans for financing these boondoggles with unorthodox borrowing through unaccountable public authorities. This letter focuses on the #7 line extension because other organizations are commenting extensively on the stadium.

Even without the stadium, the #7 line extension is a bad idea. It would increase traffic and pollution by diverting crucial revenue from the existing transit system. The MTA has to raise fares and/or cut service when it doesn't get enough revenue to meet its expenses. These fare hikes and service cuts drive riders out of mass transit and into automobiles, increasing traffic congestion and pollution and harming the city's economy. The DGEIS ignores these impacts.

Transit Spending Priorities and Revenue.

Keeping the existing subway, bus and commuter rail system in a state of good repair is the Metropolitan Transportation Authority's (MTA's) top capital spending priority, as it must be, since New York City's economy depends on the existing mass transit system. The MTA doesn't even have the money to do this now, much less finance the system's expansion.

If the transit system is expanded, the top priority should be serving demand that already exists. The Second Avenue subway will do that, insuring that there will be enough riders to cover a good percentage of its operating costs. The #7 line extension would have relatively few riders most of the time, and generate little revenue--far less than its operating costs.

Documents outside the DGEIS imply that the MTA needn't be concerned with misplaced system expansion as long as "the City of New York" funds it. This is irresponsible and misleading. An honest EIS discussion of current, historical and proposed money flows among the City, State and Federal governments and the MTA and other authorities is needed.

The City Administration is proposing (again, outside the EIS process) to use an unorthodox and unusually expensive public authority bonding scheme to borrow \$1.99 billion outside of the normal budget process for the #7 extension. (And this is before cost overruns, inflation and changes.) This scheme ultimately depends on the City's personal income tax. Those tax revenues could be used for City payments to the MTA's Transit Authority to improve the existing transit system and/or avoid fare hikes and service cuts instead. This alternative for the use of limited public funds would produce far greater benefits for mass transit, the environment and the City as a whole. It should be discussed in an objective, unbiased EIS.

There are many sites along existing subway lines throughout the City which are undeveloped or underdeveloped, including sites in lower Manhattan. Improving transit service to and from those locations (for example, with faster, more frequent trains) and encouraging development at those locations should boost transit ridership and revenue without the enormous financial risks involved in building and operating the #7 line extension.

These are just a few examples of the kinds of financial issues that should be addressed in a new EIS.

Development Priorities.

The purpose of the #7 line extension is to subsidize new development on the far west side of Manhattan, and increase the value of speculative real estate there. There is no real evidence in the DGEIS that this huge and enormously risky subsidy will benefit the City as a whole.

The DGEIS implies that it's so important to have new development on the far west side of Manhattan that it's worth not only borrowing billions for the #7 line extension but also changing zoning and property and sales tax requirements and exemptions in order to create incentives to make it happen. Why? DGEIS claims that the City is running out of land for office space in particular seem to be based on assumptions that haven't been true since 9/11 if they ever were true at all.

The only way the massive development contemplated for the far West Side of Manhattan is likely to occur is by shifting new development from better locations throughout the City with a combination of carrots and sticks. If this shift in development works, it will erode the City's tax base at other locations (again, leaving less money in the City's treasury available for mass transit). It will spread out transit ridership and revenue in a way which is bound to diminish

Clean Air Campaign to CPC & MTA re DGEIS on No. 7 Subway Extension etc.

October 4, 2004

Page 3

service along subway lines that already exists today. It will force the City to pay for new schools and municipal services on the far west side of Manhattan while other neighborhoods are underserved. It will increase the raw sewage going into the Hudson when it rains far more than the DGEIS admits, and make it harder than ever for the City to pay for solutions to its combined sewer overflow problem. These are just a few examples of the adverse impacts of shifting development to the far west side of Manhattan which are completely omitted or understated in the DGEIS.

One final point: CAC's June 2003 comments on the draft scope for the document have not been adequately addressed in the DGEIS.

Plans for the stadium, the #7 line extension, and their unorthodox and risky financing should be canceled. If they aren't, a completely new EIS is essential before they go ahead.

Sincerely,

A handwritten signature in cursive script that reads "Marcy Benstock".

Marcy Benstock
Executive Director

Received 04 Oct 04
20 copies King/Due/g. Brown PB

**Comments of The Port Authority of New York & New Jersey
On the No. 7 Subway Extension/Hudson Yards Rezoning & Development Program
Generic Environmental Impact Statement
CEQR No. 03DCP031M**

October 4, 2004

The Port Authority of New York and New Jersey submits the following comments on the Draft Generic Environmental Impact Statement (DGEIS) issued on June 21, 2004. These comments reflect the agency's review of the DGEIS and summarize ongoing consultations with the sponsor agencies and other transportation operators.

Summary

The Port Authority supports major West Midtown redevelopment based on a comprehensive plan that balances the scale, pace, and location of new development with progress in ongoing efforts to improve the transportation facilities and services concentrated in the area. The plan assessed in the DGEIS represents an important accomplishment, combining urban design, community planning, public-facility and transportation improvements, and proposing a framework for development that extends two decades and beyond. The breadth and duration of the effort reflect the strategic importance of West Midtown development to New York City and the surrounding region.

Under New York City and State environmental statutes, the final scope of work for this DGEIS does not encompass a full assessment in the analysis years of conditions on interstate transportation facilities and services that serve the study area and broader markets in both the states. Based on its reviews of the scope of work and the DGEIS findings, the Port Authority has advised the sponsors to continue and expand ongoing interagency consultation specifically regarding interstate transportation facilities and especially in evaluating the long-term interstate-transportation system implications of the proposed rezoning. The rezoning also presents some specific issues regarding Port-Authority-owned parcels, noted below, that the agency will address as appropriate in the current ULURP (Uniform Land Use Review Procedure) proceeding.

The Port Authority has offered to work collaboratively with sponsors and other transportation agencies to address these issues through the environmental-review and ULURP processes and other required approvals. The goal of this effort would be to assure that reliable and adequate access to interstate transportation services is maintained as the actions encompassed in the DGEIS are implemented.

Port Authority Role: A Transportation and Development Partner

On June 16, 2003, the Port Authority submitted detailed comments on the draft scope of work for the DGEIS. The comments cited the significant interest of the agency and its customers in the issues to be addressed as part of the environmental review and the city

planning process. The Port Authority owns and operates two major regional transportation facilities within and serving West Midtown: the Lincoln Tunnel and the Port Authority Bus Terminal, as well as associated infrastructure and parcels used for transportation purposes.

In addition, the Port Authority is responsible for assessing interstate transportation requirements within the Port District and recommending to the states initiatives to sustain reliable mobility for people and goods moving between New York and New Jersey. In its broader role, the Port Authority has partnered with other public agencies in both states to enhance facilities, improve service, and create new airport transit services via the Penn Station New York complex. The Port Authority's PATH system reaches Herald Square and its public-private ferry partnerships also involve the agency in promoting commuter service to Manhattan via private ferry services.

This portfolio makes the Port Authority an active and supportive partner in efforts to develop and serve West Midtown. The agency has recognized this zone as among a short list of locations in the bistate region where significant opportunities exist to concentrate new development where it will make efficient use of available land and will reinforce transit-oriented patterns of regional development. West Midtown already is a gateway to the entire Manhattan Central Business District (CBD) for much of the region's commuter market, as well as for vital truck-borne goods and services.

In commenting on the DGEIS work scope, the Port Authority noted that the key to successfully implementing large-scale redevelopment of West Midtown lay in attracting new development that takes advantage of its superior accessibility, while protecting and enhancing the transportation services that deliver workers, visitors, and commercial services to this immediate area and the entire CBD. The DGEIS findings presented this summer demonstrate that striking this balance will require an intensive, ongoing effort involving transportation and development agencies at each stage in the evolution envisioned by the comprehensive plan.

Regional Network Issues

The Port Authority has identified several technical issues bearing on its transportation facilities and interstate network operations that warrant additional analysis and interagency consultation as the environmental review and other approval processes move forward. In addition, other parties have offered formal comments citing potential implications for trans-Hudson services, which are most appropriately addressed in consultation with the Port Authority. In brief, the areas meriting such consultations include --

- Lincoln Tunnel traffic flows including but not limited to the New Jersey approaches and the Exclusive Bus Lane operations
- Port Authority Bus Terminal operations, including pedestrian flows to and from and within the facility;

- Total interstate Transportation Network capacity and service-level requirements, especially beyond 2010;
- Potential for displacement of West-Midtown-based commercial operations to New Jersey, with consequent increases in Lincoln Tunnel bus and truck traffic as noted by others and acknowledged in interagency consultation with the sponsors;
- Review of construction-coordination plans with regard to maintenance of traffic and transportation management plans, focusing on trans-Hudson services;
- Coordination of planning to manage and relocate daytime storage of commuter buses and charter buses now using locations within the study area that are proposed for other uses in the rezoning plan, sustaining the ability to provide efficient bus transit alternatives.
- Assurance of ongoing operating-agency coordination to monitor West Midtown transportation conditions, refine and augment mitigation measures, and manage limited available transportation capacity.

Projected growth in trans-Hudson commutation already is recognized as a factor in regional transportation plans for both New York and New Jersey. Some of the issues also are being addressed in transportation planning initiatives of the Port Authority and partner agencies. These efforts are intended to identify potential but not yet programmed transportation improvements that can help meet growing demand in trans-Hudson commuter volumes. The concentration of new commercial and residential development in West Midtown in the proposed rezoning action can be expected to require closer planning and operational coordination to maintain accessibility as redevelopment proceeds in the near- and long-term.

Initial Development Phase: To 2010

The proposed extension of the Number 7 (Flushing) subway line, the Jacob K. Javits Convention Center expansion, and proposed Multi-Use Facility, all to be completed under the proposal by 2010, are significant investments in themselves that in the City's planning vision lay the groundwork for intensive commercial and residential development in the study area. The DGEIS proposes significant mitigations and acknowledges the need for intensive management and cooperation by transportation providers to maintain acceptable levels of service, especially during major events and exhibitions.

The Port Authority recommends immediate establishment of an operating-agency working group that can monitor transportation conditions as approved public and private projects move into construction and come into service. Modeled on the interagency effort to manage Lower Manhattan redevelopment, this working partnership also can provide a means of coordinating construction activity, monitoring transportation system conditions,

and assessing mitigation programs on an ongoing basis. The Port Authority's experience in working with the New York City Department of Transportation and local community interests on local issues underscores the value of close and continuous coordination.

The group's task would be to turn the transportation approaches outlined analytically in the DGEIS, augmented with attention to interstate transportation services, into an effective and flexible operating plan. Successful implementation of transportation strategies for the area during the first redevelopment phase is critically important to the success of these initial projects, the maintenance of vehicular and transit access to and through the West Midtown, and to the area's appeal in attracting future commercial and residential development.

Port Authority staff and the project team have worked closely together in addressing the relationship of the alignment for the Number 7 Line Subway extension project with the Port Authority's infrastructure and property holdings, as well as the construction plan for this project. The Port Authority concurs that impacts of the project and its construction on the agency's facilities and operations are manageable based on current plans. The Port Authority has indicated to the team aspects of project management and design that should be resolved at the early stages of the contracting process.

Issues Beyond 2010

The Port Authority's comments are based on the June 21, 2004 DGEIS and information available at this writing regarding the rezoning plan and related transportation analysis. Statements by City officials indicate that the rezoning plan is being modified. In light of this information, the Port Authority anticipates further opportunities for interagency consultation on changes potentially effecting Port Authority facilities or property as the sponsors work to finalize the plan.

The transportation analysis in the DGEIS assumes coordinated implementation of its public-sector components and phased emergence of private commercial and residential development in the area. Mechanisms should be considered to help ensure that the anticipated sequence of development takes place as assumed in the DGEIS, and that zoning actions and private development do not prematurely displace current transportation-related activities nor preclude implementation of significant transportation improvements.

A specific example is the need to maintain bus staging and storage activity on Port Authority-owned properties in the area currently leased to bus carriers and proposed for redevelopment in the City's rezoning plan. The Port Authority anticipates the continued need for bus storage at these locations pending the completion of the joint PA-NYC Bus Staging and Storage Study and the selection, approval, funding, and construction of a replacement facility or facilities for this purpose.

In addition, while the DGEIS indicates a tentative site for a bus staging and storage facility physically connected to the Port Authority Bus Terminal, the suitability of this

location and its benefits relative to other candidate sites identified in the Bus Staging and Storage Study have not been established. Final action on the environmental review and ULURP package should not preclude the ability to locate needed bus storage capacity at the most appropriate site or sites. A decision to add such a facility or facilities to the Port Authority capital program would follow completion of the study and would require certain approvals beyond the scope of the DGEIS.

Port Authority Property Issues

In addition to bus facility planning, the rezoning plan raises several issues with respect to Port-Authority-owned infrastructure and property holdings in the study area:

- The Port Authority already has begun working with the Department of City Planning and the development community on direct development and air-rights transfer opportunities for agency-owned parcels in the study area. The agency supports additional projects involving these sites consistent with facility operations and security requirements.
- Property or air-rights transfers involving any Port Authority parcels will be predicated on fair market value return; providing a portion of funds required to finance Port Authority transportation improvements within and beyond the study area
- Proposals for construction of decks over roadway cuts owned by the Port Authority and estimates of their cost should reflect design requirements, construction requirements, security and ventilation standards, and other factors as appropriate.

Reviewed 04 Oct 04
Kong/Dul/g. Brown/PB

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October 4, 2004

BY HAND

City Planning Commission
22 Reade Street, 4E
New York, NY 10007
Attn: Robert Dobruskin, AICP

Metropolitan Transportation Authority
2 Broadway, 2nd Floor
New York, NY 10004
Attn: Emil F. Dul, P.E.

Re: Hudson Yards Plan
CEQR Number 03DCP031M

Dear Mr. Dobruskin and Mr. Dul:

We represent Federal Express Corporation ("FedEx Express"), a subsidiary of FedEx Corporation. As was stated at the public hearing on September 23, 2004, FedEx Express is opposed to the Hudson Yards Plan in so far as it calls for the permanent displacement of the FedEx Express distribution facility at 528-556 West 34th Street, between 10th and 11th Avenues (the "34th Street Facility"). As detailed below, the Draft Generic Environmental Impact Statement ("DGEIS") fails to account for the traffic and socioeconomic impacts that displacement of the 34th Street Facility will create.

The 34th Street Facility has a service area generally described as 41st Street to the north, 4th and 14th Street to the south and the East and Hudson Rivers to the east and west, respectively. In addition to the 34th Street Facility, FedEx Express has three other Manhattan distribution centers, with service areas as follows:

560 West 42nd Street: serves Manhattan north of 59th Street;

650 12th Avenue: serves Manhattan from 59th Street to 41st Street;

67 Clarkson Street: serves Manhattan from 14th and 4th Streets south to encompass

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all of Lower Manhattan.

Because all of these facilities are operating at or near capacity, the relocation of the 34th Street Facility to one or more of the other distribution centers is not feasible.

The 34th Street facility was built in 1925 and contains approximately 207,000 square feet in total area, spread equally among a cellar, first, second and third floors, making the building footprint in excess of 50,000 square feet. The building was originally a United States Postal Service facility, and as such the building was designed to accommodate trucks and sorting operations, making it one of a limited number of existing buildings particularly suitable for a FedEx Express operation. Subsequent to leasing the facility in August 1988, FedEx Express spent approximately \$54,000,000 customizing the building for its operations, making required structural renovations, upgrades and equipping the facility with sort and other equipment.

Current 34th Street Facility Functions

1. FedEx World Service Center: customer drop-off and pick-up of packages
2. Loading and unloading:
 - Cargo containers from tractor trailers
 - Freight and packages onto and from conveyor belts
 - Loose freight and packages from shuttle vans
 - Pickup and delivery vehicles
3. Sorting: inbound and outbound freight and packages
4. Vehicle maintenance
5. Administrative Offices

34th Street Facility Operations

The 34th Street Facility operates approximately 22 hours a day, Monday through Friday, with the building generally inactive from midnight to 2 a.m. A significantly scaled-down sort and delivery operation occurs on Saturday and there are no operations on Sunday.

The 34th Street Facility is served primarily by two types of vehicles: tractor-trailers loaded with cargo containers ("CTV's") that deliver cargo to and from Newark Airport and other distribution centers in the city; and, pick-up and delivery vehicles ("PUD's") that pick-

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up and deliver packages from and to the 34th Street facility and customers.

Currently, approximately 42 CTV's service the 34th Street Facility. Approximately 50% of the CTV's arrive at the 34th Street Facility between midnight and 4 a.m., with the other 50% arriving between 6 a.m. and 8 a.m. Almost all of the CTV's depart the facility between 8 p.m. and midnight. All of the CTV's are loaded and unloaded from bays on the ground floor which open onto West 34th Street.

When a CTV arrives at the 34th Street Facility, it is unloaded and the packages are sorted and loaded onto individual PUD's. There are 129 PUD's assigned to the facility. The sorting and loading time generally starts at 6:25 a.m. and the PUD's depart (are "launched") from the facility shortly after completion of the sorting and loading phase. At the 34th Street Facility, 75 PUD's are launched at 8 a.m., with another 44 launched by 8:15 a.m.

Although there are 129 PUD's assigned to the 34th Street Facility, many of the PUD's operate two distinct routes, one in the morning and one in the afternoon. As a result, the facility is responsible for 197 routes each day with 119 in the morning and 78 in the afternoon. Unlike the mornings, which see the highly concentrated launch of 119 PUD's in a short time-frame, the PUD's return to the facility at various times throughout the day and into the evening. The PUD's generally operate within the midtown service area described above.

Upon the return of the PUD's to the facility, FedEx Express employees unload the PUD's, sort the packages, load the sorted packages into cargo containers and load the CTV's with those cargo containers. Approximately 80% of the CTV's depart the 34th Street Facility for Newark Airport, with the remainder going to other distribution facilities within the city. As stated above, typically most CTV's do not depart the facility until after 8 p.m..

Impact of the Proposed Actions

The DGEIS presumes that the FedEx Express operation at the 34th Street Facility can be easily relocated within Manhattan. As of this time, however, FedEx Express does not have suitable and economically feasible relocation options within Manhattan. The 34th Street Facility is a unique building in that it was built with multiple floors to accommodate a truck-oriented package delivery and sort operation. Furthermore, the 34th Street Facility occupies a lot of over 50,000 square feet. Lots of this size are not readily available in Manhattan. Those few lots of this size, or greater, are cost-prohibitive, improperly zoned, already occupied or are saddled with a combination of these factors.

Based upon its research, FedEx Express has concluded that, if the proposed actions occur and the 34th Street Facility is displaced and no suitable and economically feasible Manhattan location is acquired, FedEx Express will face the highly undesirable situation of servicing the service area from outside Manhattan. Non-Manhattan location options include the

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Bronx or New Jersey. Because the package and freight volume for the 34th Street Facility is serviced via FedEx Express's Newark Airport ramp operation, a location in New Jersey provides shorter CTV transit distances and travel time from the Newark ramp when compared to the Bronx. While PUD's operating from New Jersey would have to cross the Hudson River, the CTV runs from FedEx Express's Newark ramp to the Bronx would be considerably longer. In addition, PUD's coming into Manhattan from a Bronx facility would also face hindrances due to truck restrictions on the FDR Drive and West Side Highway and congested major arterial roads in the rush hour periods. Each operating PUD makes four daily traffic movements: morning out and back, and afternoon-evening out and back. Due to the time sensitive nature of FedEx Express's business, the importance of being located within the local service area cannot be over-emphasized. A Bronx location presents very significant operational concerns both relating to increased CTV and increased PUD times, while a relocation to New Jersey, although not desired and operationally challenging in itself, presents a less disruptive alternative. It should be noted that in either event, there are substantial relocation costs to FedEx Express.

Relocating FedEx Express's operations from the 34th Street Facility to New Jersey or the Bronx presents two clear impacts which the DGEIS fails to address: traffic and socioeconomic conditions.

1. Traffic Conditions

Because the DGEIS presumes that FedEx Express will remain in Manhattan, it fails to account for the increased number of river crossings and associated traffic a New Jersey distribution facility would create if a suitable Manhattan relocation facility is not found. Currently, the PUD's operate within their service areas and have no reason to use the Holland or Lincoln Tunnels. When the PUD's are launched, they are in or near their service areas. The only trucks from the 34th Street Facility that use the Holland and Lincoln Tunnels are the CTV's, which generally operate in the overnight and early morning hours, outside of the peak congestion times.

Specifically, the DGEIS fails to address the increased truck traffic in the morning rush hour due to PUD's having to travel to midtown via the Holland and Lincoln Tunnels. Currently, there are 119 PUD's that are launched into the peak morning traffic from the 34th Street Facility. However, because PUD's leaving a New Jersey location would encounter substantial rush hour delays, FedEx Express will need to add more PUD's for the Manhattan service area in order to maintain the service commitments for which FedEx Express is known, and which FedEx Express will maintain. FedEx Express estimates that approximately 45 additional PUD's would need to be added to the service area. Therefore, a total of 164 PUD's would be entering the Holland and Lincoln Tunnels around 8 a.m. The impact of these trucks on traffic should have been analyzed.

With a New Jersey relocation, the PUD's would need to return to New Jersey at

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the end of their routes. As the PUD's return at various times throughout the day, there would not be as concentrated a traffic impact in the afternoon and evening, although there obviously would be a general increase in traffic with a number of the return trips occurring during the evening rush hour period.

2. Socioeconomic Conditions

The 34th Street Facility is staffed with approximately 295 employees. Of these employees, approximately 249 live in the five boroughs and another 15 on Long Island, with only 22 residing in New Jersey. FedEx Express provides stable employment and benefits for its employees. Those many FedEx Express employees who are city residents would face extremely inconvenient increases in their commutes in order to work out of a New Jersey facility. FedEx Express anticipates that a number of employees would choose not to make such a commute, resulting in significant city area job loss and the resulting negative impact on the local economy. The DGEIS does not account for these lost jobs, or the other socioeconomic impacts that the loss of a facility the size and scope of the 34th Street Facility will have on the surrounding community.

In light of these impacts, the conclusion of the DGEIS that the 34th Street Facility can be reasonably located has no substantive basis. The DGEIS failed to account for the traffic and socioeconomic impacts that displacement of the large FedEx Express operation will have on the surrounding area. FedEx Express accordingly opposes the Hudson Yards plan in so far as it displaces the 34th Street Facility.

Very truly yours,



Howard B. Hornstein

LAW OFFICE OF
SLATER & BECKERMAN, LLP

61 BROADWAY, SUITE 1105, NEW YORK, NY 10006

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CAROLE S. SLATER
STUART J. BECKERMAN

Delivery by hand

October 4, 2004

Metropolitan Transportation Authority
2 Broadway, 2nd Floor
New York, NY 10004
Attention: Emil F. Dul, P.E.

Re: ULURP Application C040504 PQM
CEQR No. 03DCP031M
Premises: 355 West 41st Street
Tax Block 1032, Lot 101

Dear Mr. Dul:

This firm is counsel to the owner of the above-referenced premises (the "Premises"). This letter is submitted as written comments on the Draft General Environmental Impact Statement ("DGEIS").

We oppose ULURP Application C040504 PQM (the "Application") on the ground that the DGEIS and the ULURP application lack specific information relative to the Premises. The Application proposes a temporary subsurface easement, at a depth of between 25 and 130 feet, adjacent to the subway tunnel on 41st Street, for a period of five to six years during the construction of the tunnel, for installation of rock bolts that will be detensioned at the completion of construction. Neither the Application nor the DGEIS disclose the MTA's specific plans relative to the Premises.

The difference in impact between an easement 25 feet below ground and an easement 130 feet below ground can be significant. For example, if the Premises were to be redeveloped, the ability to construct a cellar would be substantially affected by an easement 25 feet below ground.

Given that the MTA intends to commence construction soon after the City's approval of the Application, there is little time left for determining the impact of the proposed action on the Premises and for determining the extent to which the use of the Premises will be substantially affected.

Metropolitan Transportation Authority

October 4, 2004

Page 2

In conclusion, we oppose the Application based on lack of information. We would very much appreciate the opportunity to review the MTA's plans relative to the Premises.

Very truly yours,

A handwritten signature in black ink, appearing to read "Stuart Beckerman". The signature is written in a cursive, flowing style.

Stuart Beckerman

cc: Robert Dobruskin, CPC
Martin Sanders
Carole Slater



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
HUNTERS POINT PLAZA
47-40 21ST STREET
LONG ISLAND CITY, N.Y. 11101

DEPT. OF TRANSPORTATION
2004 OCT -5 2:00 PM '04
COMMUNICATIONS SECTION

DOUGLAS A. CURREY, P.E.
REGIONAL DIRECTOR

JOSEPH H. BOARDMAN
COMMISSIONER

PHILLIP ENG, P.E.
DEPUTY REGIONAL DIRECTOR

October 1, 2004

Robert Dobruskin
Hudson Yards Project
City of New York
City Planning Commission
22 Reade Street, 4E
New York, NY 10007

Subject: NYSDOT comments on Hudson Yards DGEIS

Dear Mr. Dobruskin:

As required by Part 15 of Title 17 of the New York Code of Rules and Regulations, NYSDOT provides these comments on the Hudson Yards DGEIS.

Since NYSDOT must comply with SEQRA at the time it grants permission for the elimination of curb bulb outs, construction of auxiliary lanes, pedestrian bridges or other mitigation within the right of way of Route 9A in the future, NYSDOT will rely on the DGEIS as it will be finalized to the maximum extent possible, in considering such requests. To the extent that federal permission must also be granted for any such action, the FGEIS will be relied on to the extent possible.

In 1994, NYSDOT produced an FEIS and Record of Decision for the Route 9A Project from 59th Street to Battery Place which developed traffic volumes generated based on future development. Comparison with the Hudson Yards DGEIS shows that the traffic volumes and impacts identified therein are extremely conservative since accelerated development plus background growth are assumed. Neither of those factors is considered necessary or appropriate under the traffic generation assumptions used by NYSDOT in the development of our FEIS.

R. Dobruskin
10/1/2004
Page 2

This means mitigation identified in the DGEIS may not be required as soon as projected in the document. Thus, we recommend implementation of a monitoring program to most appropriately plan and schedule mitigation implementation. We generally concur with the mitigation concepts in the DGEIS, would consider alternative or additional measures, and commit to carrying out a monitoring program in conjunction with NYCDOT.

Sincerely,

A handwritten signature in black ink, appearing to read "Douglas Currey", written in a cursive style.

Douglas Currey, P.E.
Regional Director

cc: James R. Brown
Hudson Yards Project
Metropolitan Transportation Authority
2 Broadway, 5th Floor
New York, NY 10004

DATE October 4, 2004

Robert Dobruskin
City Planning Commission
22 Reade Street, 4E
New York, NY 10007

Dear Mr. Dobruskin,

I hereby submit the following comments on the Draft Generic Environmental Impact Statement (DGEIS) for the Hudson Yards Rezoning and Development Program and the No. 7 Subway Extension submitted by the Dept. of City Planning and the Metropolitan Transportation Authority.

I live in the Hudson Yards area and am deeply concerned about the environmental effects of this proposal. According to the DGEIS, the congestion will be so bad that I will be unable to travel freely in my own neighborhood. The noise pollution will be so bad that I will be unable to open my windows. The amount of sewage generated will be so bad that more and more untreated human waste will overflow into our cherished Hudson River. Perhaps worst of all, the air pollution will be so bad that my neighbors with respiratory illnesses will be endangered by every breath they take. And all of this is based on incomplete studies and overly optimistic predictions. I believe that an adequate EIS would show pedestrian, traffic, and transit congestion and air, water and noise pollution to be even worse.

I am also concerned about the ways that this action will harm the character of my neighborhood. Hulking buildings will block my access to the waterfront and skyscrapers will block my views of the Empire State Building. My neighbors stand to lose 17,000 jobs - many in the theater and garment industries. New apartments in this working class neighborhood will have luxury price tags and the new development will encourage landlords to raise rents and squeeze people out of the neighborhood. The DGEIS dismisses all of these concerns as of no account. It says my neighborhood is an ugly slum that is already gentrifying anyway, and it says that anyone in a rent stabilized apartment doesn't have to worry about displacement. This is just wrong. An adequate EIS must give a true assessment of the value of the neighborhood as it is and the number and type of people that live here, and must seriously consider how the loss of jobs and the development of luxury housing will endanger existing residents and change neighborhood character. It must also acknowledge that loss of waterfront access and views is not cancelled out by putting hulking new buildings in our neighborhood.

The DGEIS mentions many new facilities that will have to be built in our neighborhood. It speaks of: a new elementary school; a new fire house; two new electrical substations; a new transmission substation; new water and sewer mains; changes to our streets, sidewalks, and crosswalks; pedestrian overpasses; new elevators and stairways in our subway stations; a new day care center; a new bus layover facility; 130 new MTA buses; a ferry terminal capable of accommodating 8,000 Jets fans in an hour; new demand for as much electricity as is produced by a mid-sized power plant; and a program to give us all new windows and air conditioning units. On top of all that, it doesn't discuss at all how the police are going to protect a new stadium, an expanded convention center, a new hotel, two new subway stations, several new landmark skyscrapers, and tens of thousands of new commuters. Where are all of these facilities going to go and how will new infrastructure and services be paid for? What will be the environmental impact of all of these new facilities which are an integral part of this plan?

I am not an expert in traffic or air pollution or water pollution or anything else, but I know that Madison Square Garden and an array of environmental organizations (NYPIRG, Riverkeeper, the Tristate Transportation Alliance, the Straphangers' Campaign, the Regional Plan Association and others) have submitted comments on this proposal. I know that they share many of my concerns and have the technical expertise to really analyze the DGEIS. I would like to echo all of the concerns that they have raised about the adequacy of this report. I have also had the opportunity to review the comments submitted by Manhattan Community Board No. 4 and I share all of their concerns. In particular, I echo CB4's statements about affordable housing, and the inadequacy of the DGEIS in studying the potential loss of affordable housing units.

I want to protect my neighborhood's character, my health and that of my neighbors, and our environment. Any plan for the development of this neighborhood must meet that standard. I want my neighborhood to continue to exist, including a place for children and friends to live. This plan does none of that, no permanent affordable housing, no plan for traffic congestion, no plan to deal with the overflow from Javits center and the stadium on Sunday afternoons. It doesn't even adequately study the issues. I am extremely concerned that if this plan goes through, this part of the city will no longer be a place I and many others can still call home. I hope you can help preserve my community.

Sincerely,

Kernan Huttick

NAME
ADDRESS

KERNAN Huttick

351 West 24 Street, 12E

New York, N.Y. 10011

(212) 367-9379

Testimony against the Stadium on Manhattan's West Side—June 14, 2004

Good afternoon to all the tenants present and the members of the City Council. My name is Kernan Huttick. I am a member of the Chelsea Coalition on Housing. We are a grassroots tenants' group located in Chelsea dedicated to maintaining safe, affordable, and integrated housing. We have been serving Chelsea and the surrounding areas for over 30 years. Jane Wood, the founder of the Coalition, recently died and I am here in her place to deliver a large stack of letters opposing the Stadium that we have collected at our tenant center on Thursday nights, including the letter Jane signed several months before her death. I shall now read you the letter.

This letter only scratches the surface of the problems associated with a Stadium on Manhattan's West Side. Even with all of us here today, we still can't foresee all of the many negative impacts the Stadium will bring. Where will the massive power plants go that increase the risk of cancer? Will they go next to the New York City Housing Authority projects filled with low-income families and the working poor? The increase in the number of cars, trucks, and other vehicles will literally choke to death the thousands of young and old people who live with Asthma. What about the enormous infrastructure that needs ^{be} to built? Our sewers are already backed up, smelling and not working. Why should we fund another massive infrastructure project when we can't even take care of the ones we already have? What other programs for the poor and disenfranchised, as well as lower-middle income people, will be cut in order to build this Stadium and balance the budget?

We hope and pray that if you do build a Stadium, it is in one of the other boroughs that is better equipped to handle the influx of that many people and vehicles. They are lobbying for it and need the development in their largely undeveloped areas. They already have the transportation infrastructure in place.

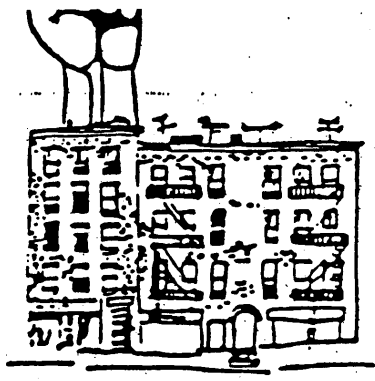
Let Jane Wood's 96 years of wisdom be heard. The Chelsea Coalition on Housing strongly opposes building a major sports stadium in the City's most intensely developed and congested area for any reason.

Thank you, *Kernan Huttick*

Kernan Huttick & the Chelsea Coalition on Housing
PO Box 1164, Old Chelsea Station, NY 10113
212 243-0544 or jane.wood95@aol.com

khuttick@aol.com

**CHELSEA COALITION ON HOUSING
P.O. BOX 1164, OLD CHELSEA STATION
NEW YORK, NY 10113**



DEPT OF CITY PLANNING
RECEIVED

2004 OCT -4 PM 5:18

ENVIRONMENTAL REVIEW DIV.

Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

October 4, 2004

Robert Doburskin
City Planning Commission
22 Reade Street, 4E
New York, NY 10007

Dear Mr. Dobruskin,

Please accept these signed petitions as a barometer of many Chelsea residents' negative feelings against the proposed stadium on Manhattan's West Side. Also enclosed is a letter that I signed addressed to you that brings up even more reasons that we think these projects should not go ahead at this time without the proper planning and community involvement to include affordable housing as a major component of any plan.

Please feel free to contact our organization with any questions, input, or advice for the responsible planning of this project. It is enormous and will impact our members whom some live in the areas that will be demolished.

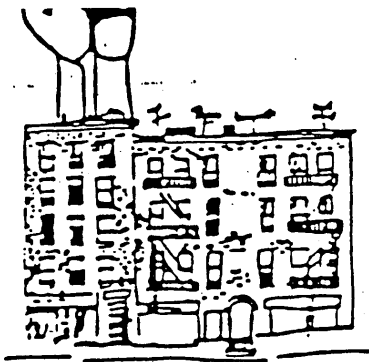
Also enclosed is the testimony we gave at the City Council in June of 2004.

We look forward to hearing back from you about these critically important issues. Thank you for taking the time to study all the input and listen to the voices of the community.

Sincerely,

Kernan Huttick & the *Chelsea Coalition on Housing*.

cc: Governor Pataki
cc: Assembly Speaker Sheldon Silver
cc: City Council Speaker Gifford Miller
Cc: Manhattan Borough President Virginia Fields



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: 6.3.05

Mayor Michael Bloomberg
City Hall
New York, NY 10007

Dear Mayor Bloomberg,

I am strongly opposed to a stadium on Manhattan's West Side for any purposes. It is unacceptable to place a major sports stadium in the City's most intensely developed and congested borough.

While some people think this part of the West Side is "ripe for development," the area is home to many of your constituents who value their distinctive neighborhoods.

A stadium would bring traffic nightmares and a rise in pollution to Midtown and the neighborhood of Chelsea, Hell's Kitchen/Clinton, and the Upper West Side. Proposing to put a stadium in this area does not help to win support for the Olympics.

Inevitably, city taxpayers will end up paying huge costs for a stadium. We simply cannot afford it. Special taxes and other funds spent on the stadium could be better spent on developing affordable housing and mixed uses that are in scale with the existing neighborhoods.

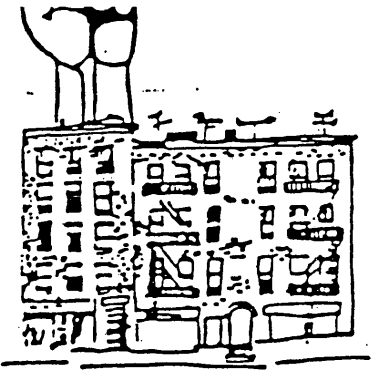
Thank you for your consideration in this matter.

Very truly yours,

Name: Craig Russell

Address: 64 Madison Ave

New York, NY 10016



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

Dear Mayor Bloomberg,

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Very truly yours,

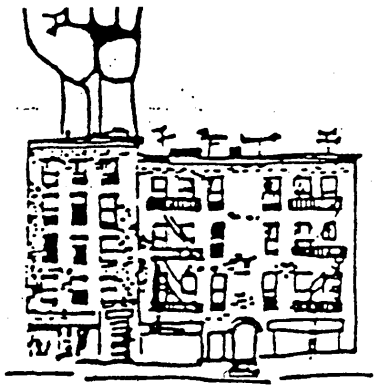
Name:

Ann Brameier *Ann Brameier*

Address:

318 W. 14th St

New York, NY 10014



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: 1/30/03

Mayor Michael Bloomberg
City Hall
New York, NY 10007

Dear Mayor Bloomberg,

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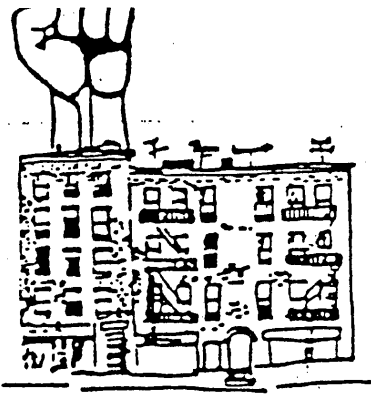
Very truly yours,

Name:

Adam Woods

Address:

347 W. 16th St, #3C



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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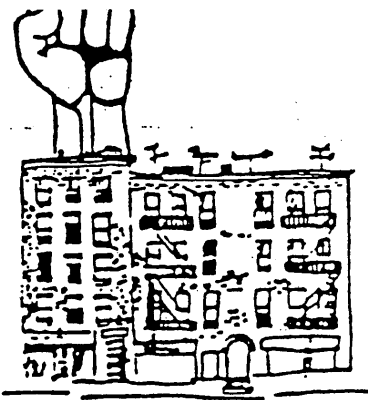
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Thank you for your consideration in this matter.

Very truly yours,

Name: *Alysa Hornick*

Address: *345 West 16th St #2*
NY, NY 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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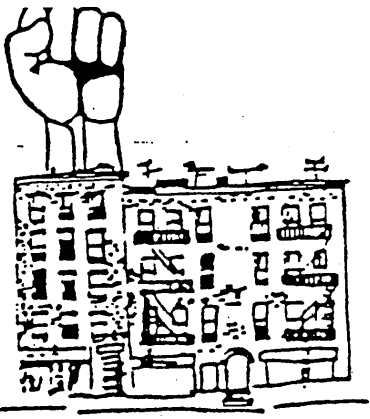
Very truly yours,

Name:

Shirley Cooper

Address:

*105 East 15th St. - #42
New York, N.Y. 10003*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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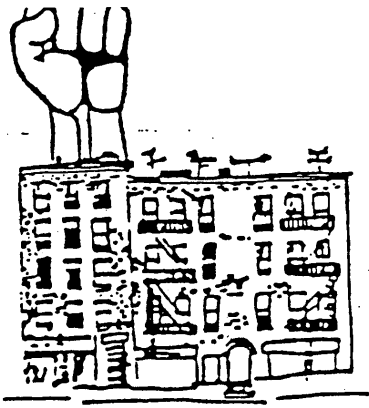
Very truly yours,

Name:

RUSSELL KALLEN

Address:

*139 WEST 75TH ST.
NEW YORK, NY 10023*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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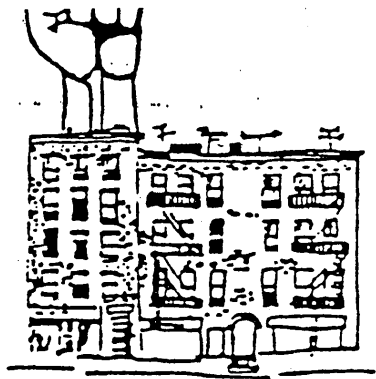
Thank you for your consideration in this matter.

Very truly yours,

Name:

Address:

Marcia Lippaport
RAB. MARCIA LIPPAPORT
329 W 22 ST
H24C NYC 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: 2/13/03

Mayor Michael Bloomberg
City Hall
New York, NY 10007

Dear Mayor Bloomberg,

I am strongly opposed to a stadium on Manhattan's West Side for any purposes. It is unacceptable to place a major sports stadium in the City's most intensely developed and congested borough.

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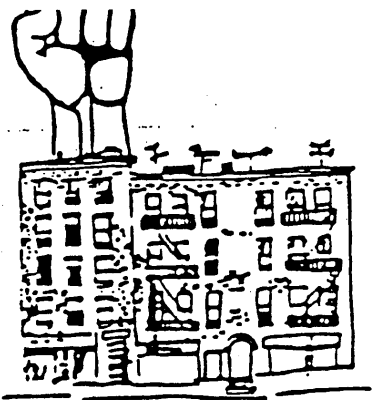
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Thank you for your consideration in this matter.

Very truly yours,

Name: STEVE MILLER

Address: 223 2ND AVE. N^o 6A
NY NY 10003



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: March 13, 2003

Mayor Michael Bloomberg
City Hall
New York, NY 10007

Dear Mayor Bloomberg,

I am strongly opposed to a stadium on Manhattan's West Side for any purposes. It is unacceptable to place a major sports stadium in the City's most intensely developed and congested borough.

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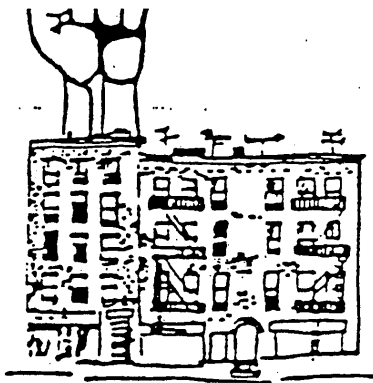
Very truly yours,

Name:

Diane Drabo

Address:

*202 W 14th St #2B
NY, NY 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: *March 13, 2003*

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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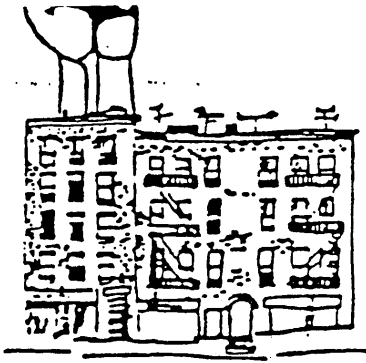
Thank you for your consideration in this matter.

Very truly yours,

Name:

Address:

[Signature]
David Weiss
375 Park St
Brooklyn NY 1125



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: 3/20/03

Mayor Michael Bloomberg
City Hall
New York, NY 10007

Dear Mayor Bloomberg,

I am strongly opposed to a stadium on Manhattan's West Side for any purposes. It is unacceptable to place a major sports stadium in the City's most intensely developed and congested borough.

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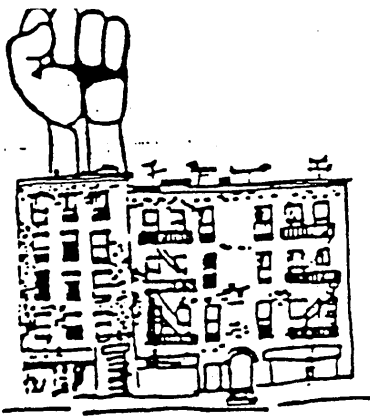
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Thank you for your consideration in this matter.

Very truly yours,

Name: Florian PINEL

Address: 345 W 16 #2, NYC



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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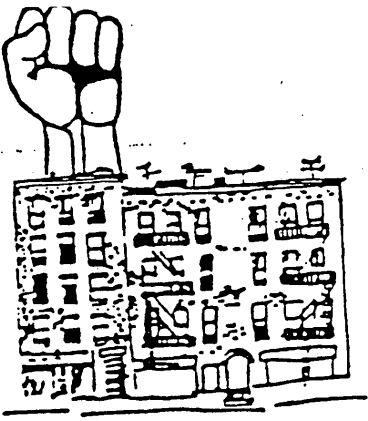
Very truly yours,

Name:

Robert A. Mark

Address:

322 West 17 Street



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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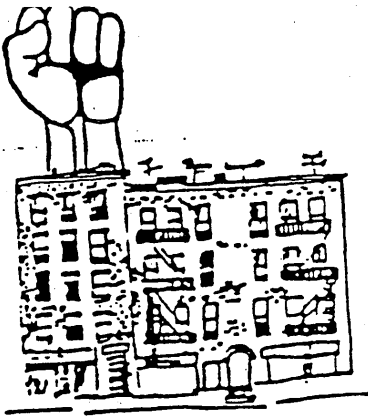
Very truly yours,

Name:

MARTHA VISSER

Address:

456 W 22nd St. #4B
New York, NY 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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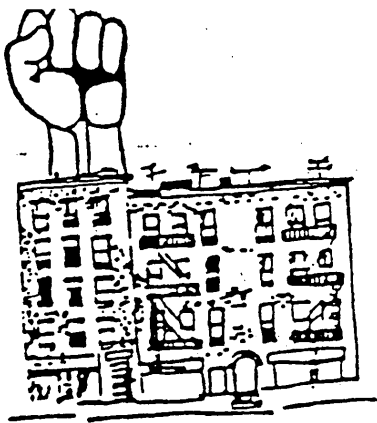
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Thank you for your consideration in this matter.

Very truly yours,

Name: *Maria E. Falter*

Address: *PO Box 308
NY NY 10113*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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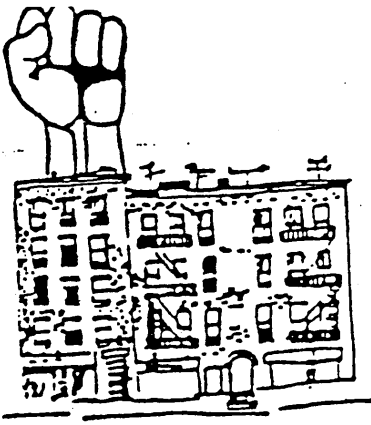
Very truly yours,

Name:

Joel Kelley

Address:

165 W. 26th St
NY NY 10001



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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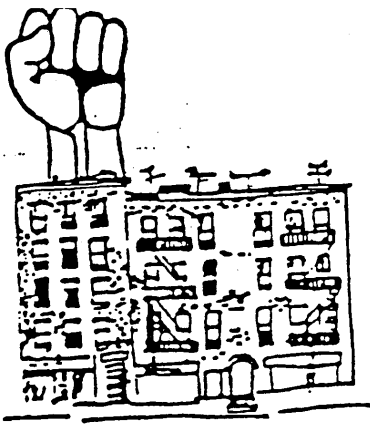
Very truly yours,

Name:

Mark Markovits

Address:

*464 W 22nd St 1A
N.Y. N.Y. 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: *May 9, 2003*

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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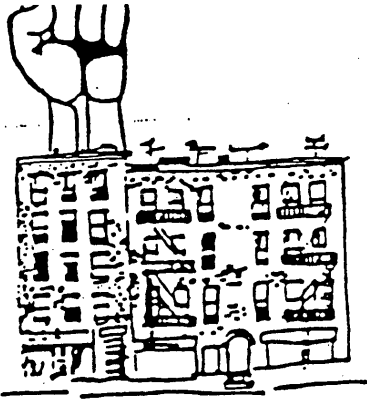
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Thank you for your consideration in this matter.

Very truly yours,

Name: *Aarsha Williams*

Address: *312 West 21ST St. #5E, New York, NY 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: May 2003

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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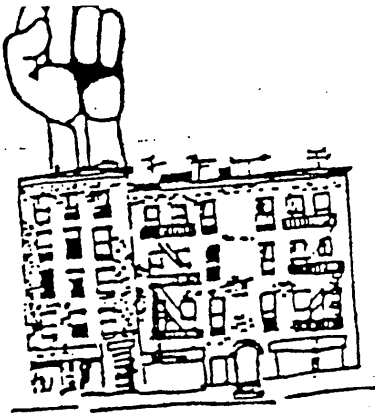
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Very truly yours,

Name: Satish Williams

Address: 312 West 21st St #5E
New York NY 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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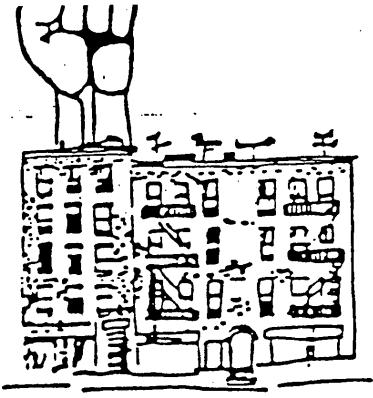
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Thank you for your consideration in this matter.

Very truly yours,

Name: *Rosemary Doyle*

Address: *404 West 20th Street NYC 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

Dear Mayor Bloomberg,

I am strongly opposed to a stadium on Manhattan's West Side for any purposes. It is unacceptable to place a major sports stadium in the City's most intensely developed and congested borough.

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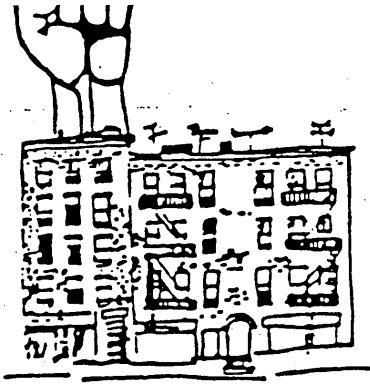
Name:

Address:

Marie Parham

Marie Parham

365 West 25th Ave NY 10001



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: November 13, 2003

Mayor Michael Bloomberg
City Hall
New York, NY 10007

Dear Mayor Bloomberg,

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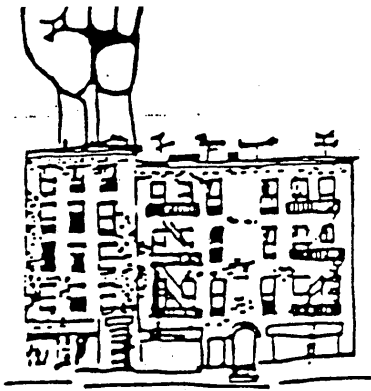
Very truly yours,

Name:

Christopher Wurster

Address:

327 W22nd St. Apt. GF
NY, NY 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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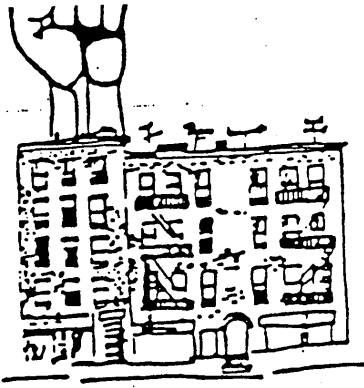
Very truly yours,

Name:

David Gonzalez

Address:

322 W. 17th St. #111W
NYC 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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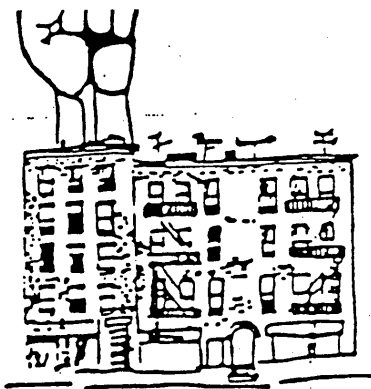
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Thank you for your consideration in this matter.

Very truly yours, *Claudia C. Nite*

Name: CLAUDIA NITE

Address: 221 West 15th
New York NY 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: July 31, 2003

Mayor Michael Bloomberg
City Hall
New York, NY 10007

Dear Mayor Bloomberg,

I am strongly opposed to a stadium on Manhattan's West Side for any purposes. It is unacceptable to place a major sports stadium in the City's most intensely developed and congested borough.

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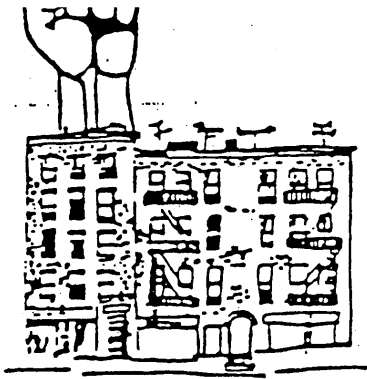
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Very truly yours,

Name: Judy Eggleston

Address: 100 Arden St. #6D
New York, NY 10040



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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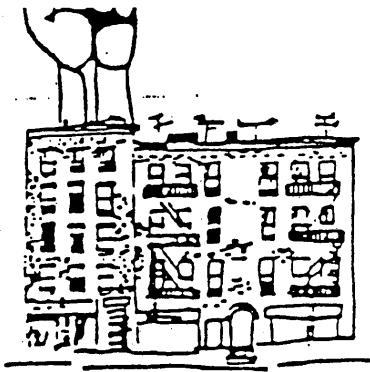
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Thank you for your consideration in this matter.

Very truly yours,

Name: *James Stefanik*

Address: *110 WEST 19TH ST. - #8*
N.Y.C., N.Y. 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: 7/10/03

Mayor Michael Bloomberg
City Hall
New York, NY 10007

Dear Mayor Bloomberg,

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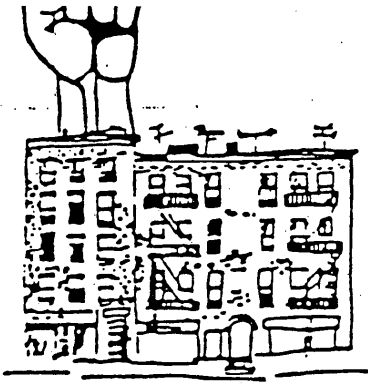
Very truly yours,

Name:

Penny Guey

Address:

*110 W. 14th St #2
NY 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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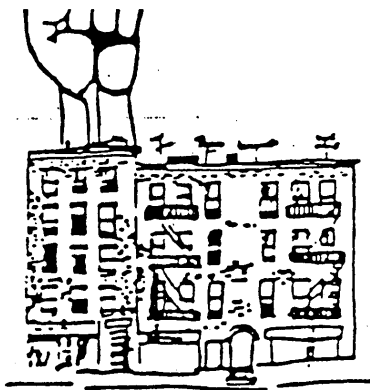
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Very truly yours,

Name: *Sawanda Raspberry ALLEN MANSUM*

Address: *450 West 17th Apt 5N*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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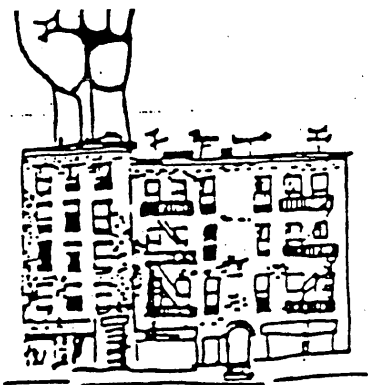
Very truly yours,

Name: *Robinson D. Eastman*

ROBINSON D.
EASTMAN

Address:

*352 W 18th St. #3A
New York N.Y. 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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City Hall
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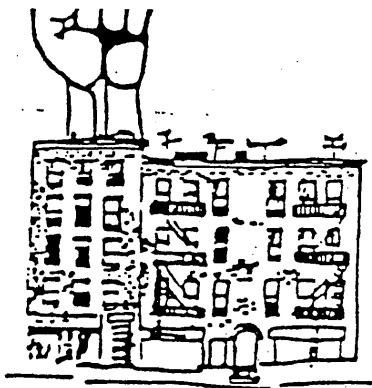
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Very truly yours,

Name: *Angela Sampson*

Address: *458 West 17th Street
NY, NY 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: 1/30/03

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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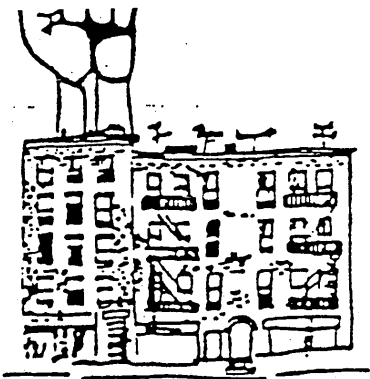
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Very truly yours,

Name: *John F. Crawford*

Address: *220 W 24 St, #6C, NYC-NY 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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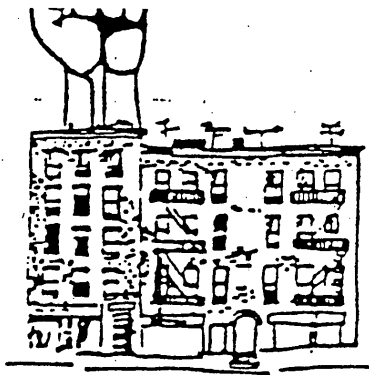
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Very truly yours,

Name: Tyrone Robinson

Address: 443 W 25 St #3E
New York, NY



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: 1/30/03

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City Hall
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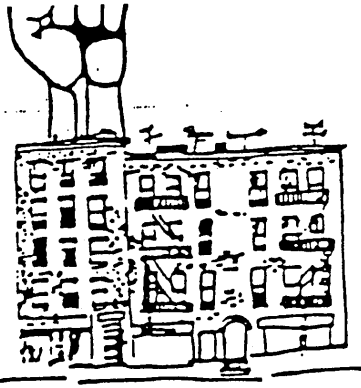
Very truly yours,

Name:

Mary Hanclosky

Address:

453 East 14 St. NYC 10009



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

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City Hall
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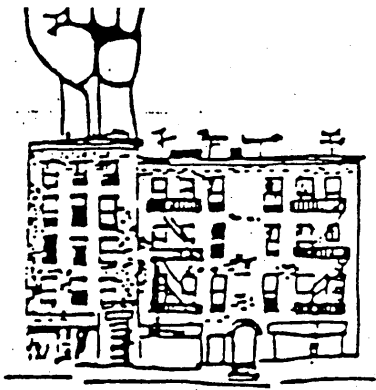
Very truly yours,

Name:

Maryn Borcia

Address:

457 W 17 St apt 7



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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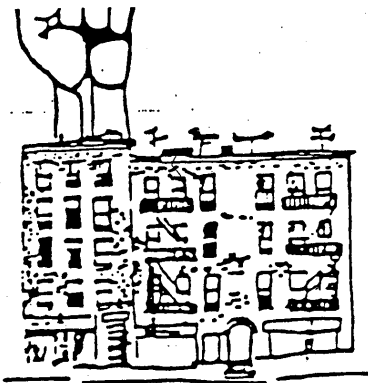
Very truly yours,

Name:

Media Leon

Address:

*421 E 154 St #2R
Br N.Y. 10455*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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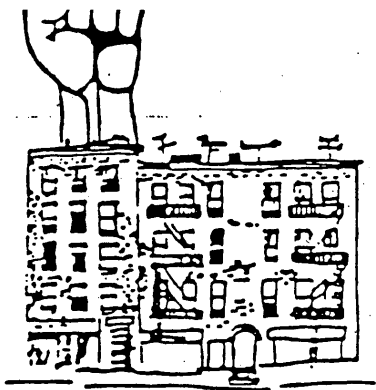
Very truly yours,

Name:

Paula (000)

Address:

42 BANK ST
MC 10014



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: *August 21, 2003*

Mayor Michael Bloomberg
City Hall
New York, NY 10007

Dear Mayor Bloomberg,

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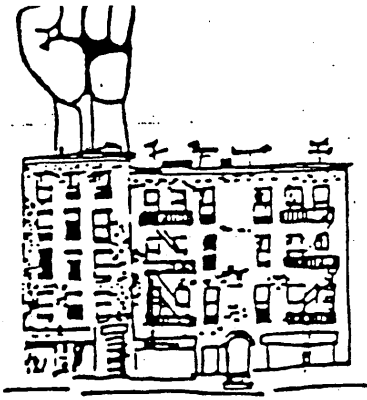
Very truly yours,

Name:

Pamela Stern

Address:

*140 E. 92nd St Apt 2N
NYC, NY 10128*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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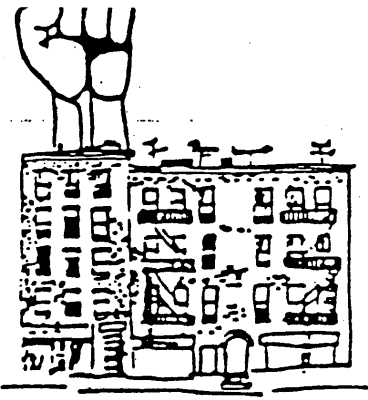
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Thank you for your consideration in this matter.

Very truly yours, *Myriam Ramos*

Name: *Myriam Ramos*

Address: *250 W 50th St, NYC, NY 10019*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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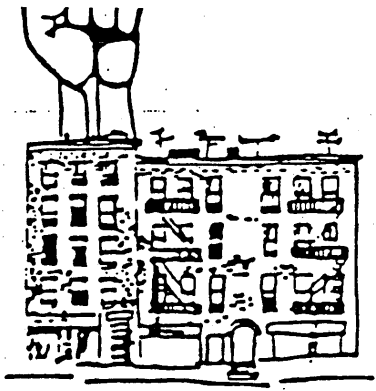
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Very truly yours,

Name: *Carmen J. Pericillo*
Address: *309 W. 21st St. # 3C*
New York, N.Y. 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
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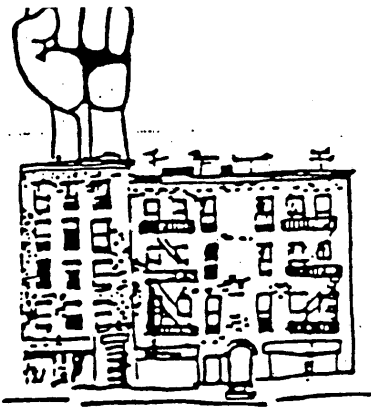
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Very truly yours,

Name: *Mayra Navia*
Address: *214 W. 90th St #18*
New York N.Y. 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
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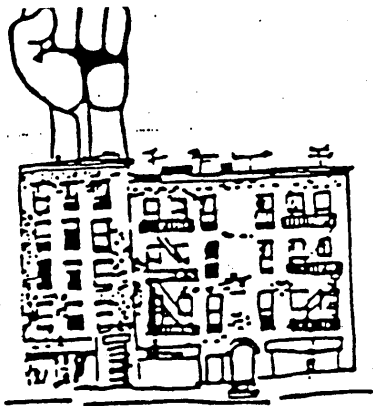
Thank you for your consideration in this matter.

Very truly yours,

Name:

Address:

Bonnie Holzer
127 W. 79 St
NYC 10004



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: November 13, 2003

Mayor Michael Bloomberg
City Hall
New York, NY 10007

Dear Mayor Bloomberg,

I am strongly opposed to a stadium on Manhattan's West Side for any purposes. It is unacceptable to place a major sports stadium in the City's most intensely developed and congested borough.

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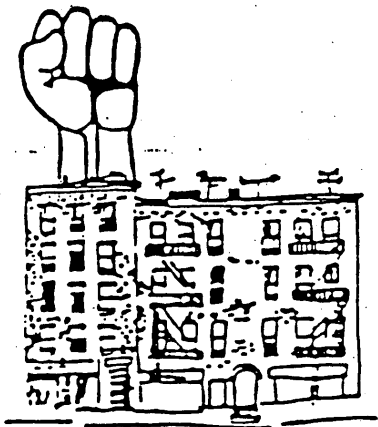
Name:

June Ekman

Address:

47W 28 St
NYC 10001

(JUNE EKMAN)



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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City Hall
New York, NY 10007

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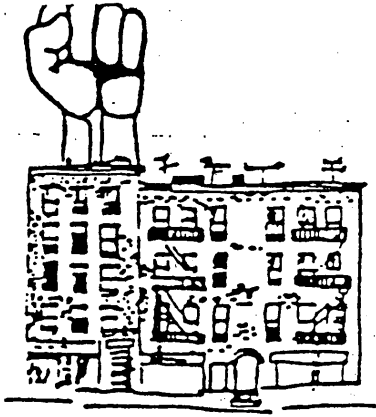
Very truly yours,

Name:

James Wood
James Wood

Address:

230 Park Place
Brooklyn, NY 11238



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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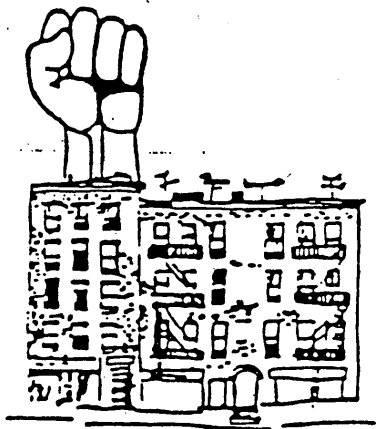
Very truly yours,

Name:

Lee Brodsky

Address: 365 W. 28th St.

N.Y.C.



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: *March 2004*

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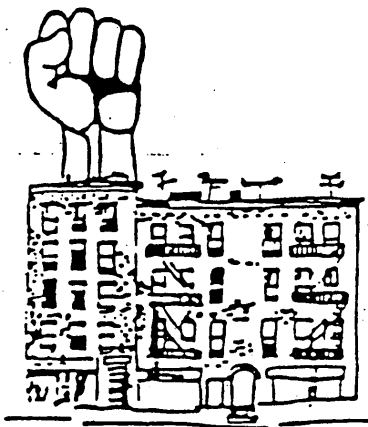
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Very truly yours,

George Plagianos
Name: GEORGE PLAGIANOS

Address: *328 - W. 17th St, Apt 4F, N.Y.C. 10011*



Chelsea Coalition on Housing

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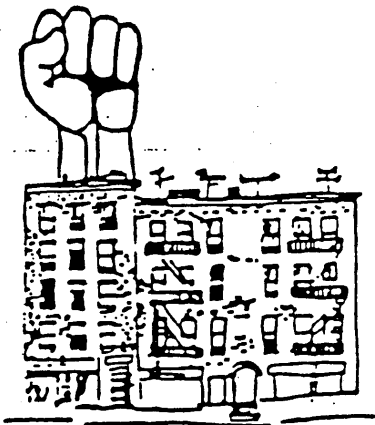
Very truly yours,

Name: *ANN SUWANTINDAR*

Address: *327 W. 22nd St,*

#7F

New York, NY 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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City Hall
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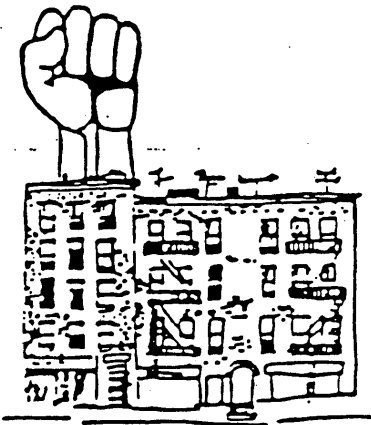
Very truly yours,

Name:


Roberto Clemente

Address:

117 9th AVE # 3-E
nyc ny 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

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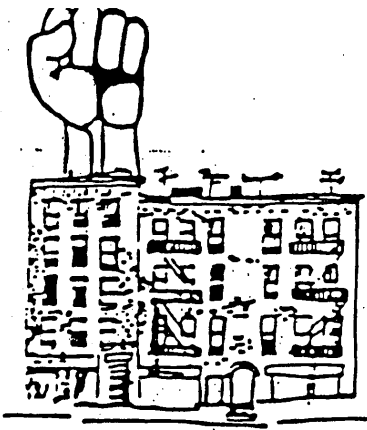
Thank you for your consideration in this matter.

Very truly yours,

Name: *Carmen R. Rodriguez*

Address: *3514 Holland Ave*

*Bruxy N.Y. 10467
apart 2*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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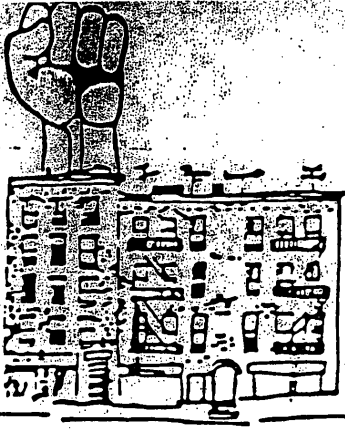
Very truly yours,

Name:

MARIE

Address:

335 W. 20th ST. 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
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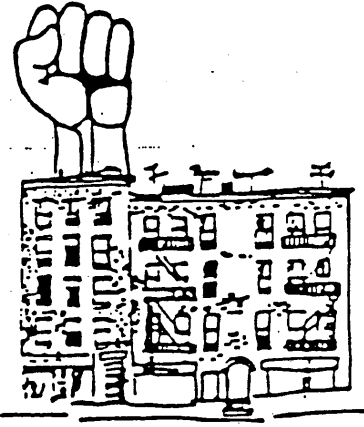
Very truly yours,

Name:

Shantel

Address:

118 West
8572005
St Apt. 16/11/7F



Chelsea Coalition on Housing

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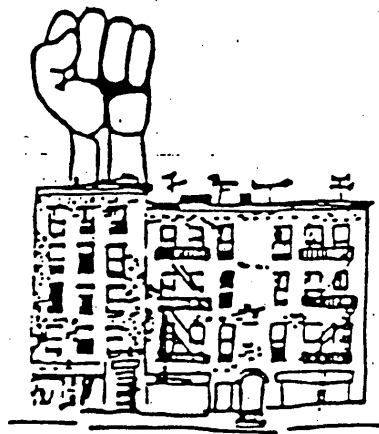
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Very truly yours,

Name: *Walter Schwartz*

Address: *322 W 17 St (3W)
NYC 10017*



Chelsea Coalition on Housing

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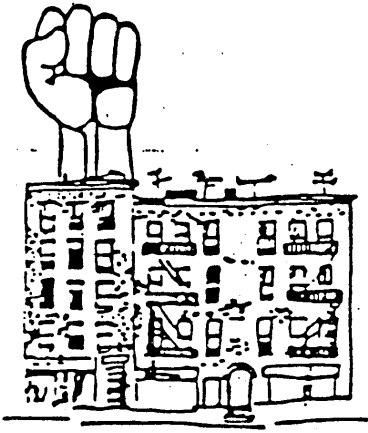
Very truly yours,

Name:

ed Delgado

Address:

*346 E 21 ST
NYC 10010*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: 6-6-04

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City Hall
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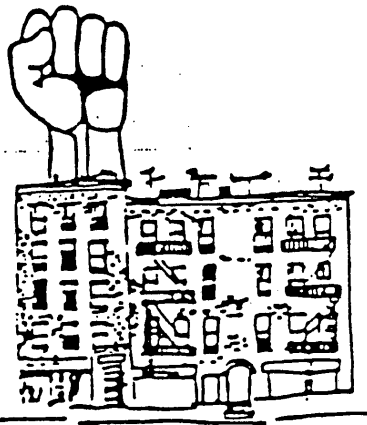
Very truly yours,

Name:

Anna Lebowitz

Address:

355 8 Ave 3A.
NY, NY 10001



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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City Hall
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Name:

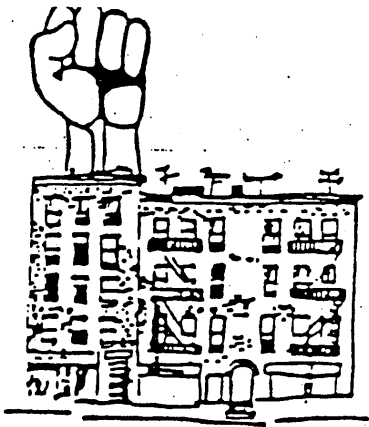
Lisa Y. Rubin

Address:

Lisa Y. Rubin

311 W. 24th St., A7B

NYC, NY 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

6/26/2004

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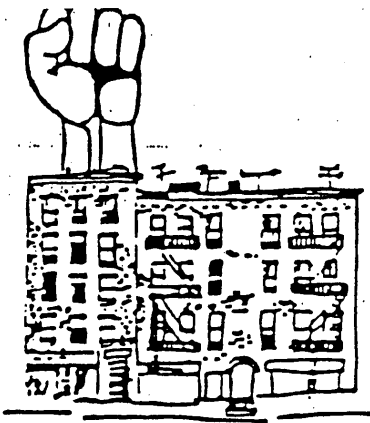
Aida Cruz

Name:

330 W. 30th ST #209

Address:

NYC, NY 10001



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

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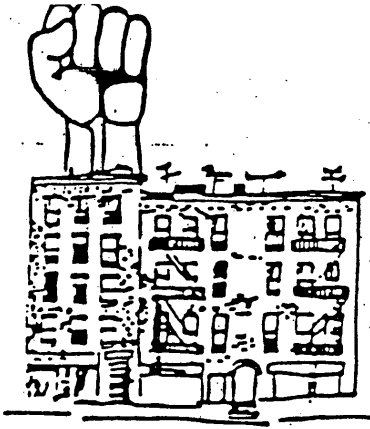
Name:

Address:

Patrick J. Flanagan

186 E. 123rd ST.

New York, N.Y. 10035



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

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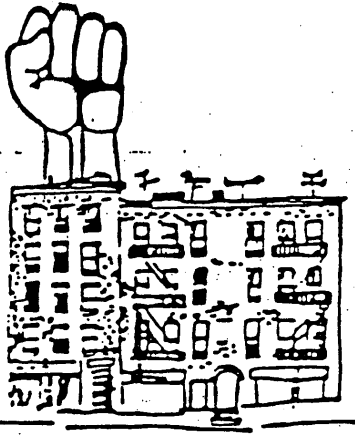
Very truly yours,

Name:

Moses G. J.

Address:

340 W 19th Street, N.Y.C. 10011. Apt 18E



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

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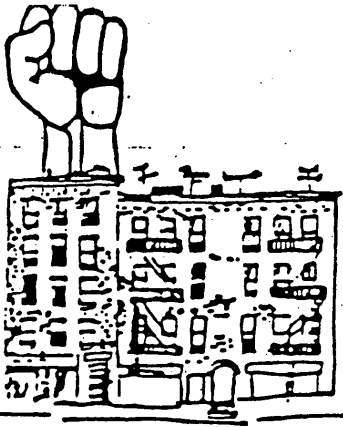
Very truly yours,

Name:

Elyse Bolner

Address:

*351 W. 24 St. 4F
NY NY 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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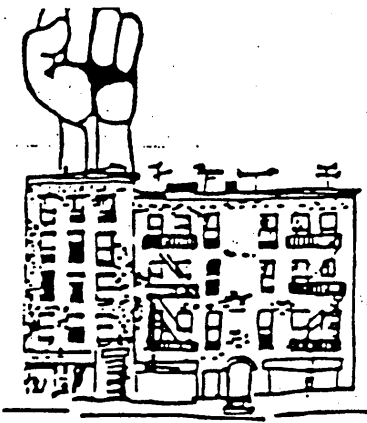
Very truly yours,

Name:

Adey Bohner

Address:

351 W. 24th St NYC-10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

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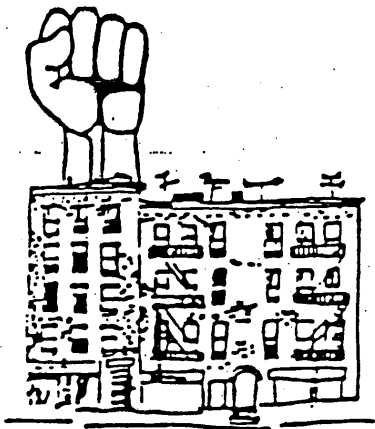
Very truly yours,

Name:

Albert Cruz

Address:

484 W. 43rd St 46-0
NYC, NY 10036



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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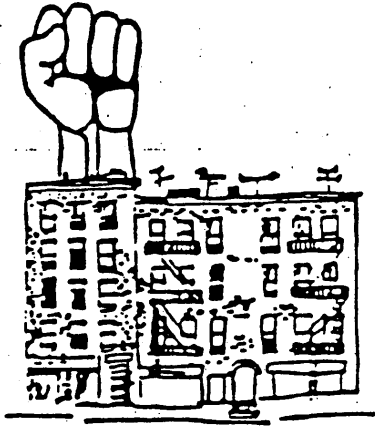
Thank you for your consideration in this matter.

Very truly yours,

Name:

Address:

Dani Riposo
355 8th Ave 10001



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

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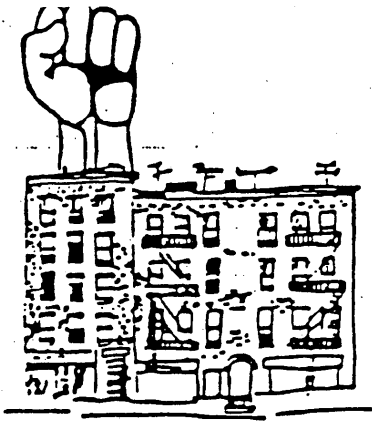
Very truly yours,

Name:

Margaret L. Sands

Address:

*245 W. 25 St Apt 36
NY, NY 10001*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

Dear Mayor Bloomberg,

I am strongly opposed to a stadium on Manhattan's West Side for any purposes. It is unacceptable to place a major sports stadium in the City's most intensely developed and congested borough.

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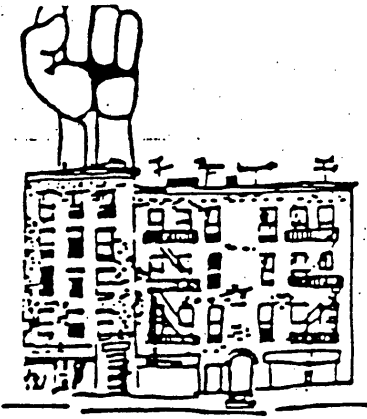
Very truly yours,

Name:

Margie Hasson

Address:

*210 W 21st
NY NY 10011*



Chelsea Coalition on Housing

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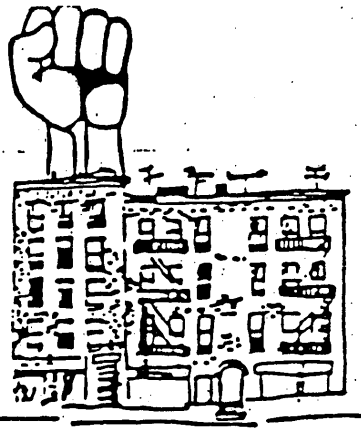
Very truly yours,

Name:

Julie A. Toole *J. Toole*

Address:

425 W. 25 St. #6E NYC, NY 10001



Chelsea Coalition on Housing

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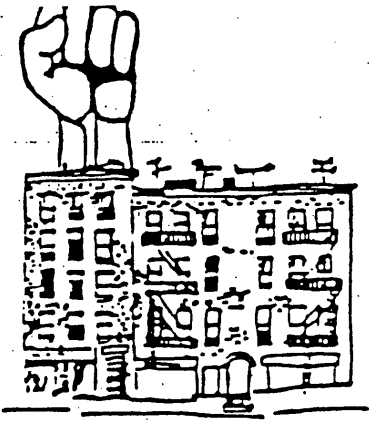
Adrian Strand MD

Address:

Adrian Strand, MD

429 W 24th St 3B

NY NY 10011



Chelsea Coalition on Housing

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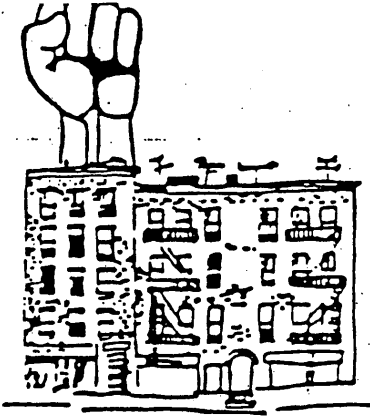
Thank you for your consideration in this matter.

Very truly yours,

Sara Catalinotto

Name: SARA CATALINOTTO

Address: 340 W 28 ST
NY NY 10001



Chelsea Coalition on Housing

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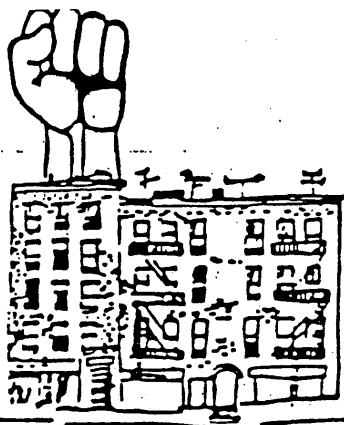
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Very truly yours,

Name: *Taren Sterry*

Address: *230 W. 16th St. #3C
NYC 10011*



Chelsea Coalition on Housing

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Date:

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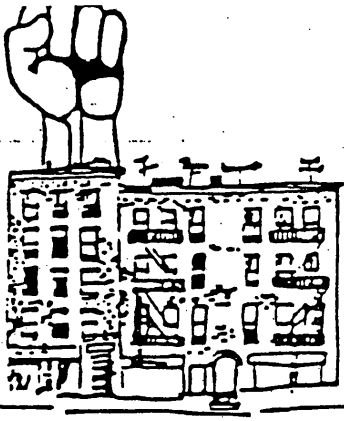
BARBARA JONIK

Address:

252 7th AVE. - 6T

NY, NY

10001



Chelsea Coalition on Housing

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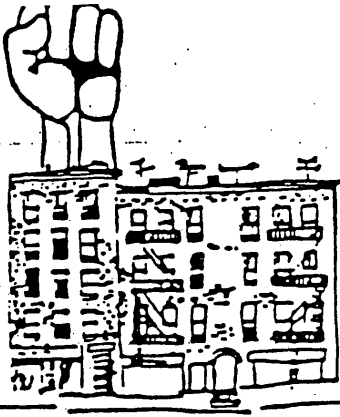
Very truly yours,

Name:

Cynthia St Rave

Address:

*370 West 17th St.
n.y. n.y 10011*



Chelsea Coalition on Housing

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Date:

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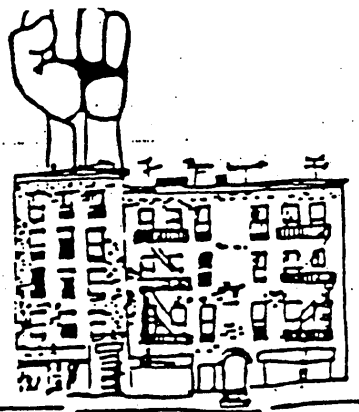
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Very truly yours,

Name: *J. Robinson*

Address: *NYC*



Chelsea Coalition on Housing

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Date:

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City Hall
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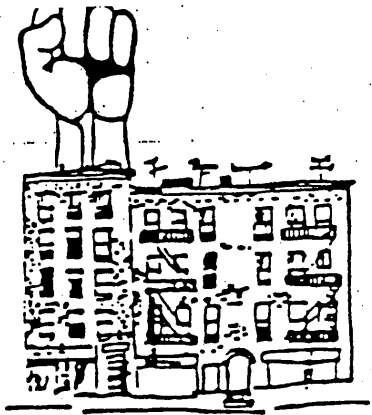
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Very truly yours,

Name: *Kimberly Perfetto*

Address: *351 W. 14th St. Apt A
NYC 10014*



Chelsea Coalition on Housing

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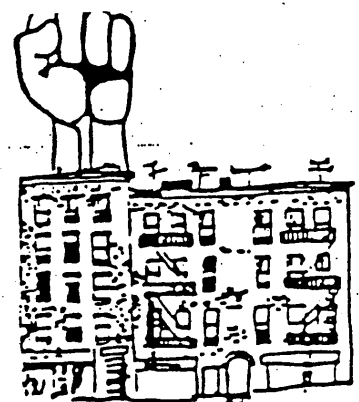
Very truly yours,

Name:

Jennifer Cheng

Address:

344 W 17th St Apt 3A
New York NY 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: *June 26, 2004*

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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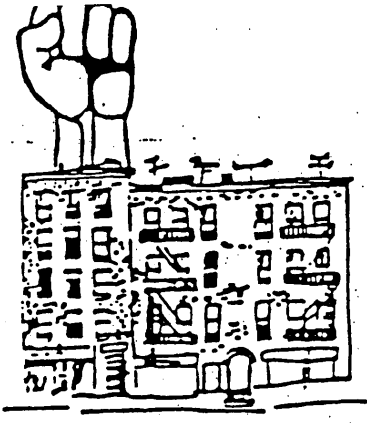
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Very truly yours,

Name: *Aida DelValle*
Address: *519 East 11th St, #35*
Ny, Ny 10009



Chelsea Coalition on Housing

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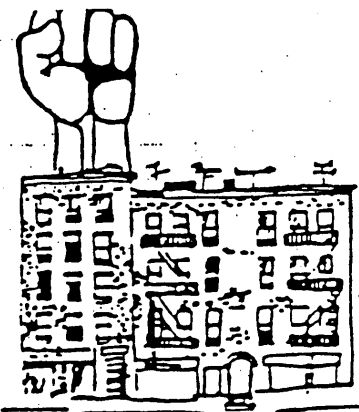
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Very truly yours,

Name: *Bernice Santora*

Address: *48-46 45th St Sunnyside N.Y.
11104*



Chelsea Coalition on Housing

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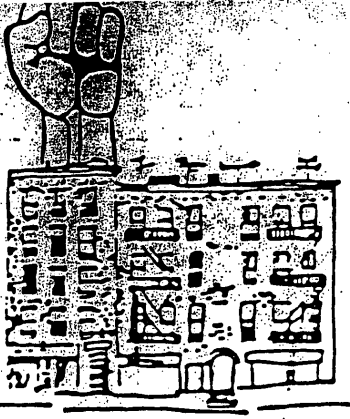
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Very truly yours,

Name: *Betty Carroll*

Address: *415 W 25 St
NY C 10001*



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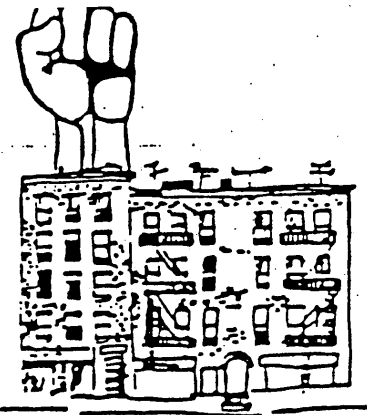
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Very truly yours,

Name: ROSE M. TORRES

Address: 306 West 30th Street
N.Y. N.Y. 10001



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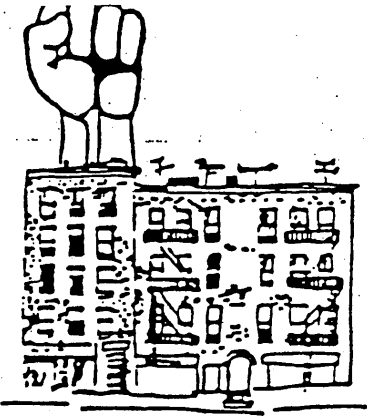
Very truly yours,

Name:

M. Freedman

Address:

*309 W. 19 St #41
NYC 10011*



Chelsea Coalition on Housing

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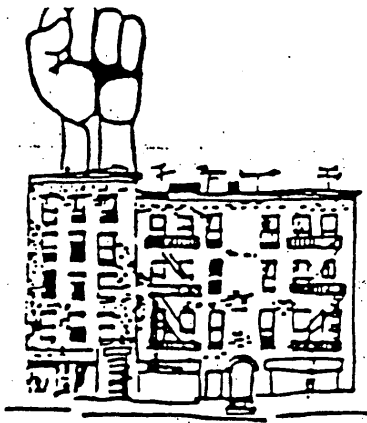
Very truly yours,

Name:

R. Pichler

Address:

257 W. 195th
NYC 10011



Chelsea Coalition on Housing

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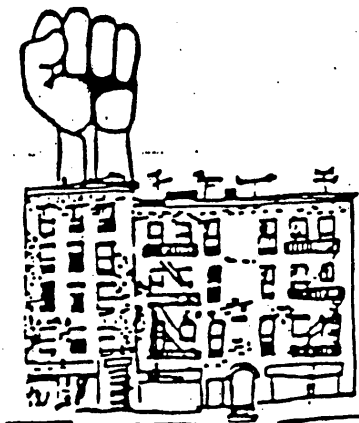
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Very truly yours,

Name: *Fatima Suane*

Address: *425 W 25th St 3A
NY NY 10001*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

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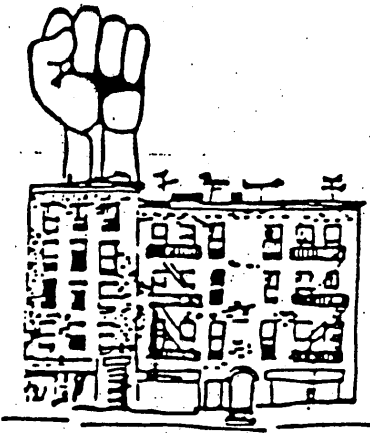
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Very truly yours,

Name: *Jeff Olshansky*

Address: *25 Cumming St #26 NY NY 10029*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

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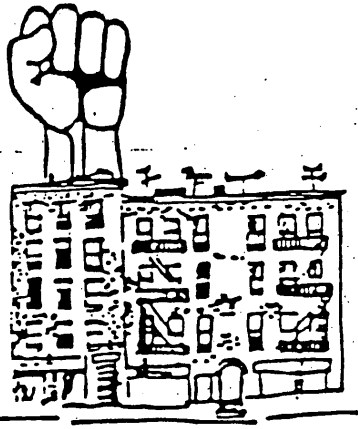
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Very truly yours,

Name: *ROCHELLE DE CASTRO*

Address: *204 W 22 ST
NYC 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

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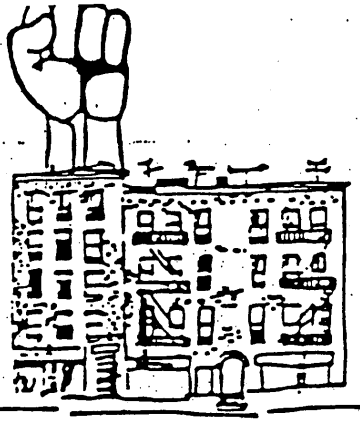
Thank you for your consideration in this matter.

Very truly yours,

ARTURO QUINTERO
Name:

Address:

134 9th apt 4R
NY NY 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

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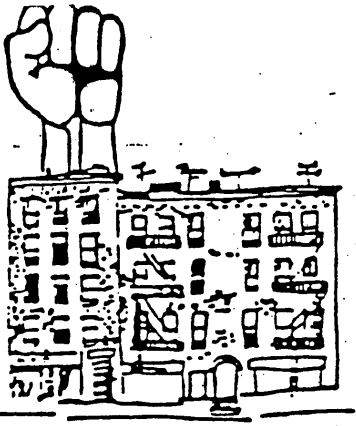
Very truly yours,

Name:

Emilio

Address:

*34 W 19th St.
NYC, NY 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

Dear Mayor Bloomberg,

I am strongly opposed to a stadium on Manhattan's West Side for any purposes. It is unacceptable to place a major sports stadium in the City's most intensely developed and congested borough.

While some people think this part of the West Side is "ripe for development," the area is home to many of your constituents who value their distinctive neighborhoods.

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Thank you for your consideration in this matter.

Very truly yours,

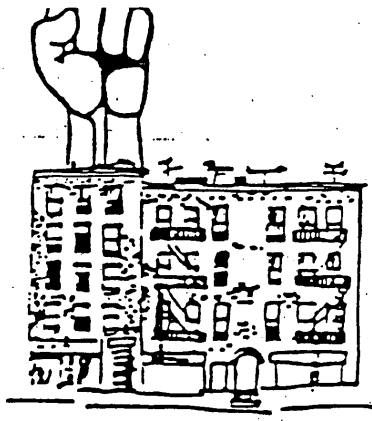
A handwritten signature in black ink, appearing to read "Kerry Stichtman". The signature is fluid and cursive, with a long horizontal stroke at the end.

Name:

Kerry Stichtman

Address:

335 W. 20th ST. B W
10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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City Hall
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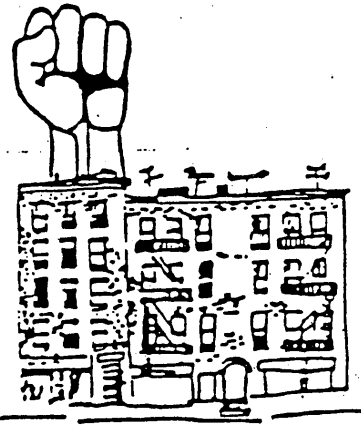
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Very truly yours,

Name: *Richard M. Pelsky*

Address: *248 W 21 St #4B
NYC NY 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

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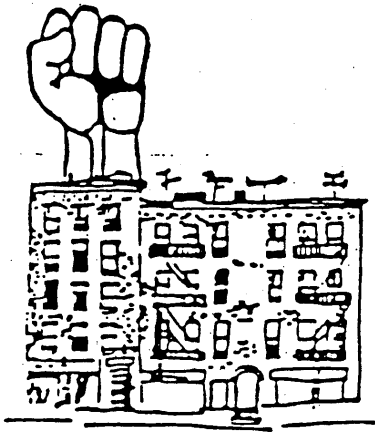
Very truly yours,

Name:

Kosari Ben

Address:

412 W 19 St, apt 2c, Manha N.Y 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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City Hall
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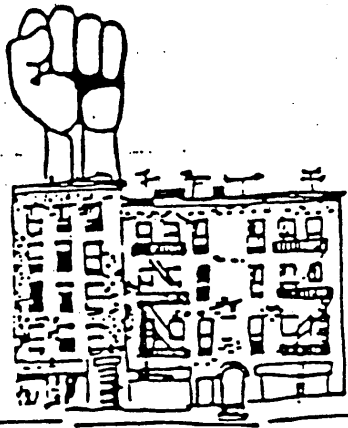
Very truly yours,

Name:

Rauner R. Payne

Address:

*346 E 21 St
NYC 10010*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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City Hall
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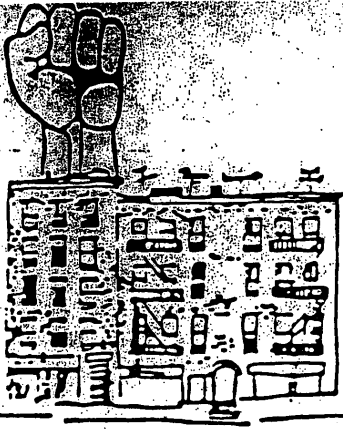
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Very truly yours,

Name: *Roberta Gold*

Address: *640 Riverside Drive #12-G*
New York, NY 10031



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: *June 26, 2004*

Mayor Michael Bloomberg
City Hall
New York, NY 10007

Dear Mayor Bloomberg,

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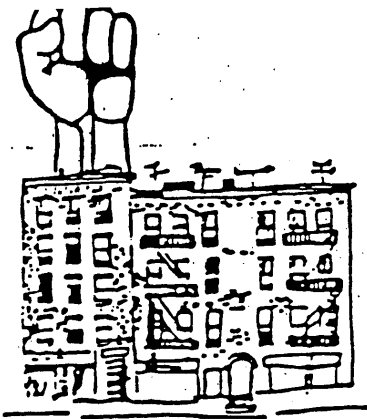
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Very truly yours,

Name: *Andrew Alexander*

Address: *265 West 19th Street
New York, NY 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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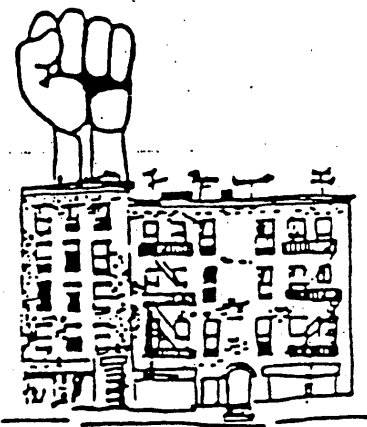
Very truly yours,

Name:

Blanca Puerto

Address:

*215 W. 16 St
NYC 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
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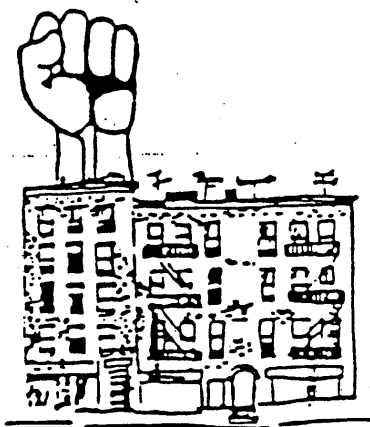
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Thank you for your consideration in this matter.

Very truly yours, *Fior Clemente*

Name: *Fior Clemente*

Address: *117 9th Ave. #3E
N.Y.C. N.Y. 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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City Hall
New York, NY 10007

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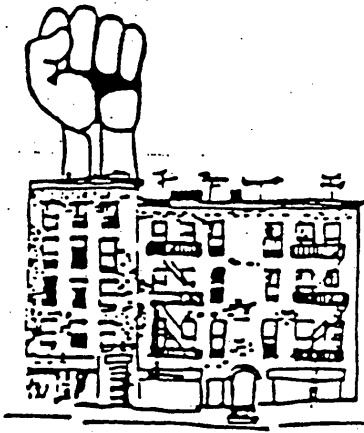
Name:

Janie Feliciano

Address:

*420 West 19th Street
NY NY 10011*

17-G



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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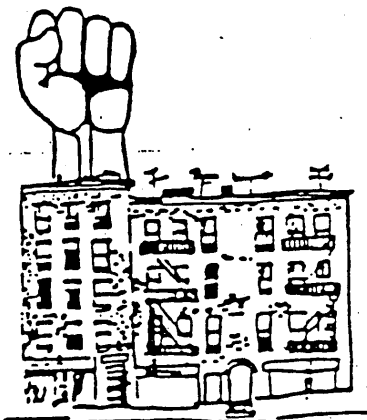
Thank you for your consideration in this matter.

Very truly yours,

Name:

Address:

MAUREEN h. SWEEZEY
421 W. 21st St
N.Y.C. N.Y. Apt 3F
Z= 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: *March 2004*

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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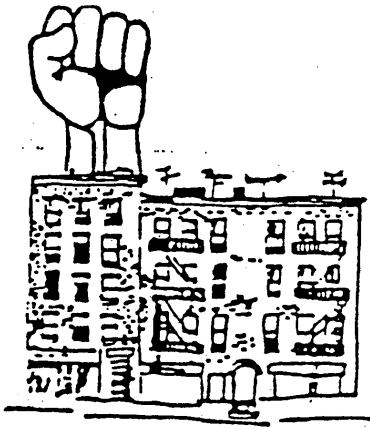
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Very truly yours,

Name: *Hazel Mchen*

Address: *8400 Shea Front
Far Rockaway
11693*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
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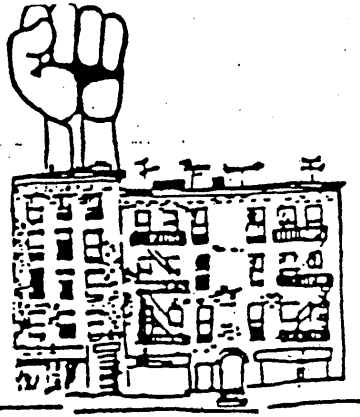
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Very truly yours,

Name:

Address:

MARIE A.
Dalladiv
237 W 14 ST NYC 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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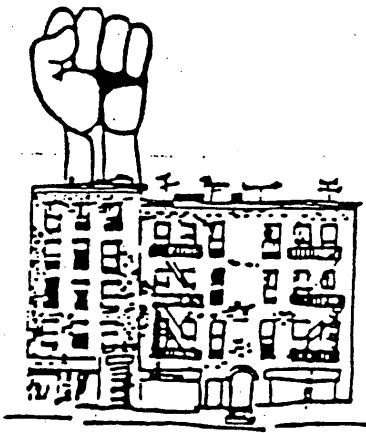
Very truly yours,

Name:

Guy D.

Address:

*321 West 16 St
NY NY 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: *November 13, 2003*

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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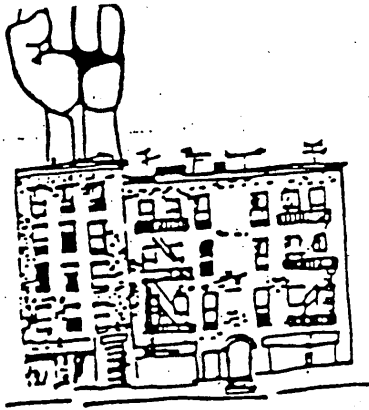
Very truly yours,

Name:

Gary J Smith

Address:

*379 Bleeker St
NYC 10014*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

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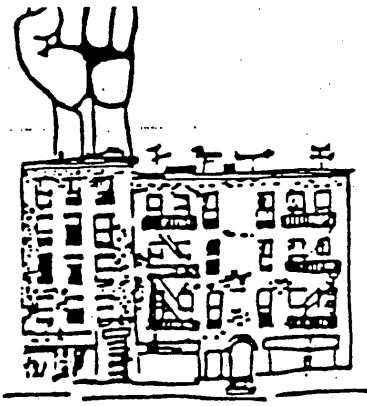
Very truly yours,

Name:

Robert Shoshoua

Address:

*333 W 19th St. 3E
New York NY 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

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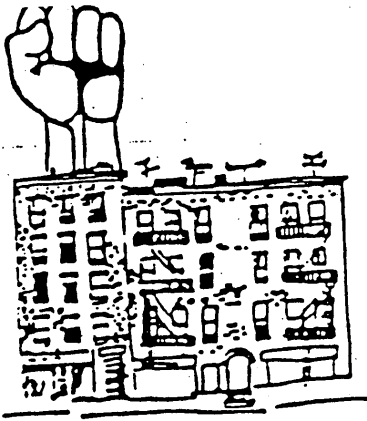
Very truly yours,

Name:

Joseph Russo

Address:

*336-9 AVE
N.Y. N.Y 10001*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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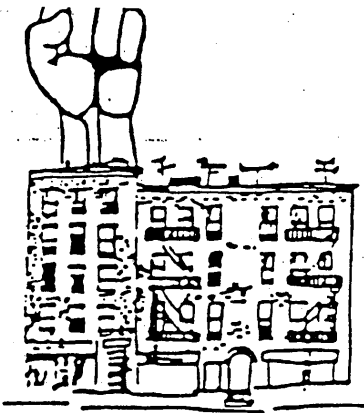
Very truly yours,

Name:

Kathy Casey

Address:

*337 W. 21st St. (Apt. B)
New York, NY 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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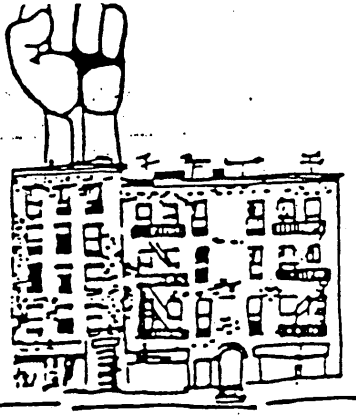
Very truly yours,

Name:

Address:

Miriam Fisher
337 W 21st St
NY NY 10011

Miriam Fisher



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: 8/23/02

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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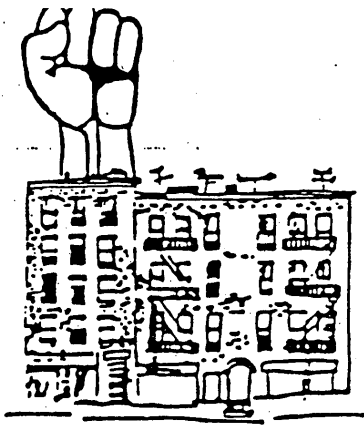
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Very truly yours,

Name:

Lis Carle 

Address: 258 West 15th St 4RE NYC 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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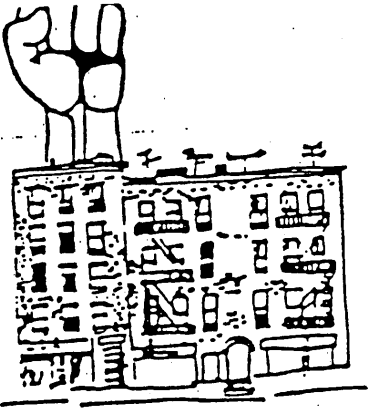
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Very truly yours,

Name: *MARIO LEITMAN*

Address: *220 W 29th*
NY NY 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

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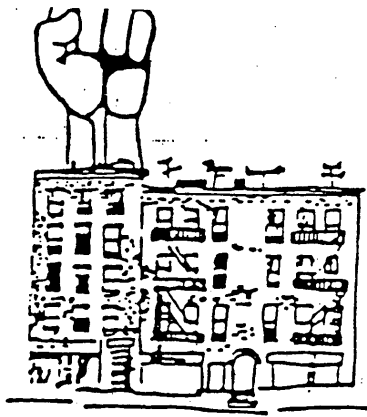
Very truly yours,

Name:

Roberto Rodriguez

Address:

420 W 19 St. NYC 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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Very truly yours,

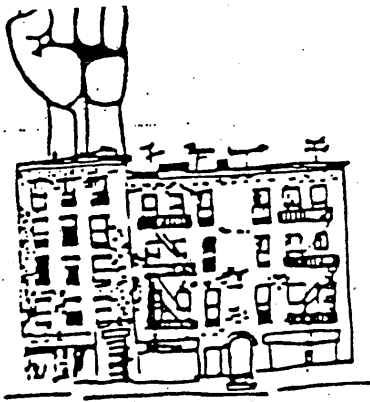
Name:

Maubel Baerz

Address:

336 W 19th apt 21

N.Y. N.Y. 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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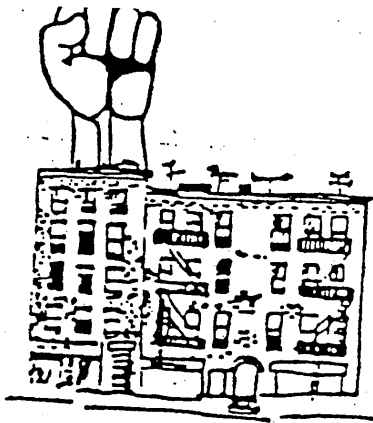
Very truly yours,

Name:

Rosario Vera

Address:

412 W 19 St apt 2C
Man N.Y. 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: 1/30/03

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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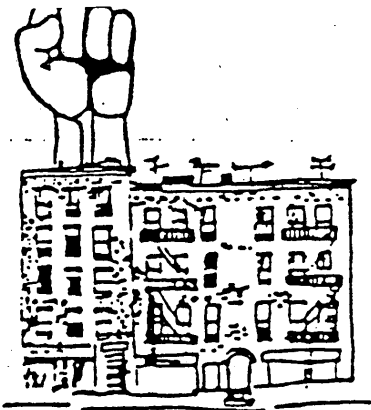
Very truly yours,

Name:

Mary Ruffino

Address:

339 E 12 St New York 10003



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: 1/30/03

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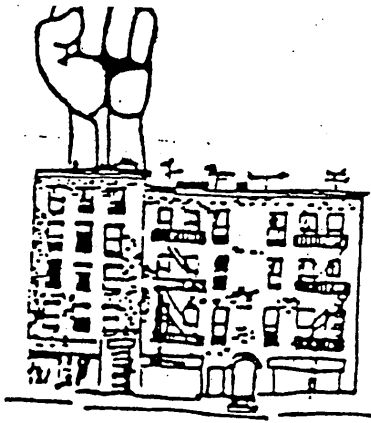
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Thank you for your consideration in this matter.

Very truly yours, *HARRY HAYNES*

Name: *HARRY HAYNES*

Address: *310 W 20th Street
New York 10011, N.Y. STATE*



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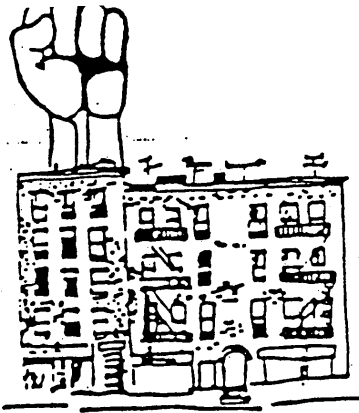
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Very truly yours,

Name: CARLOS DIAZ

Address: 347 WEST 16TH STREET 2D.
NEW YORK CITY N.Y. 10011



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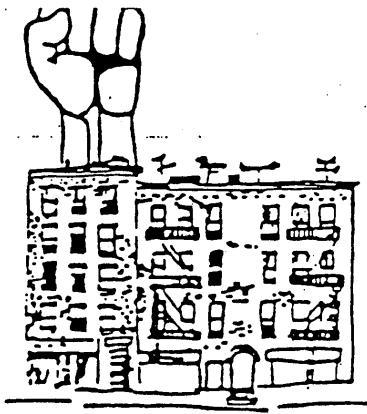
Thank you for your consideration in this matter.

Very truly yours,

Name:

Address:

[Handwritten signature]
4581 W. 17th St. #4-N
N.Y. 10011



Chelsea Coalition on Housing

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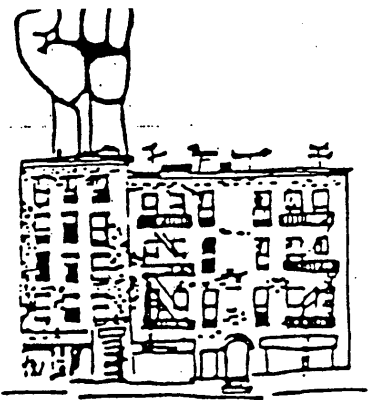
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Name:

Address:

*6 jachs r
120 west 17th st
nyc.*



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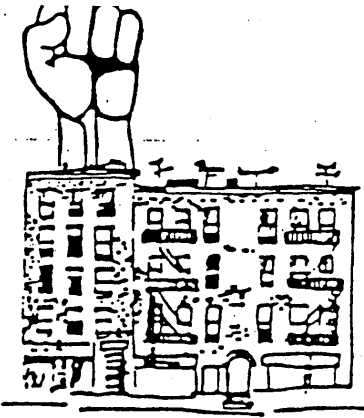
Very truly yours,

Name:

Dana Bryant

Address:

239 Third Ave Fl 2
NYC 10003-2504



Chelsea Coalition on Housing

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Date:

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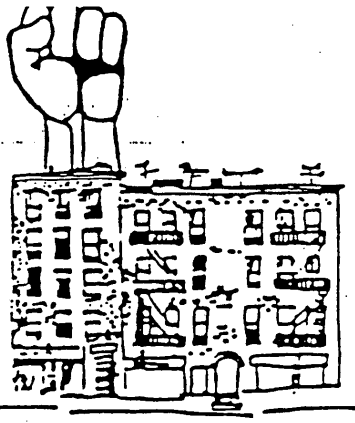
Very truly yours,

Name:

Janet Truman

Address:

*49 8th Ave.
New York NY 10014*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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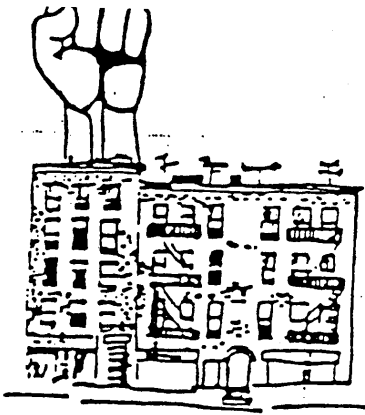
Thank you for your consideration in this matter.

Very truly yours,

Name: *Allison Dietz*
Allison Dietz

Address:

*274 East 3rd St. # 8
New York, N.Y. 10009*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: *March 11, 2004*

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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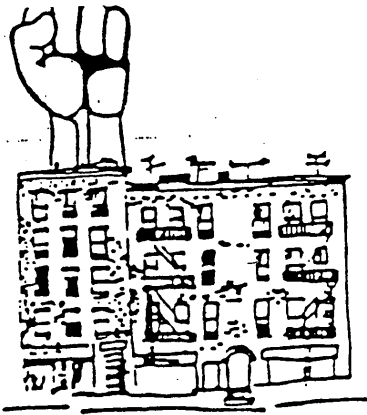
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Very truly yours,

Name: *David Carter*

Address: *58 W. 8th St., #5D*
New York, NY 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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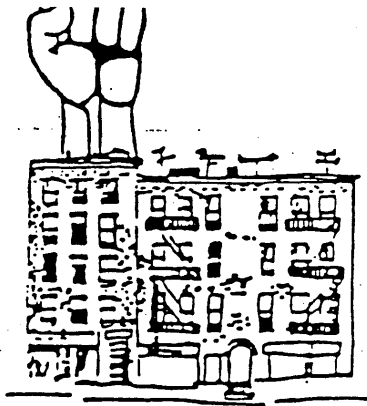
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Very truly yours,

Name: *Dore R. Finner*

Address: *140 7th Ave.*
NYC NY



Chelsea Coalition on Housing

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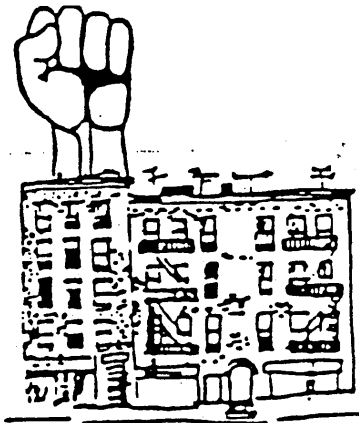
Name:

Maya Sella

Address:

365 7th Ave #3N

NYC 10001



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: November 13, 2003

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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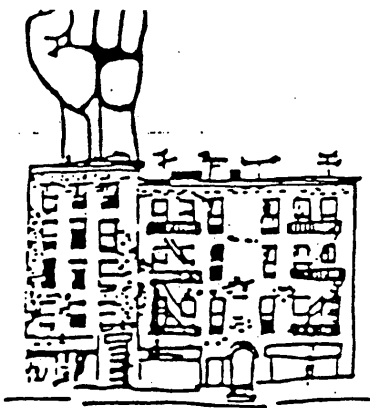
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Very truly yours,

Name: *Kristin Giarletto*
Kristin Giarletto

Address: *327 W. 22nd St., Apt. 6F*
NY, NY 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

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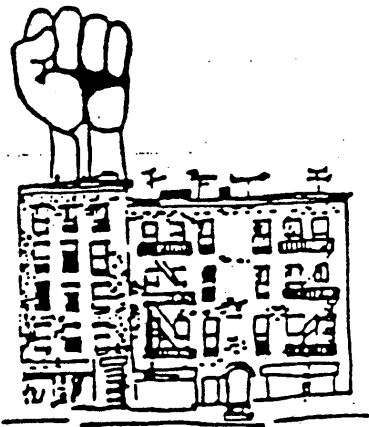
Very truly yours,

Name:

RICHARDO BARR

Address:

205 W 86 ST
NYC 10024



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
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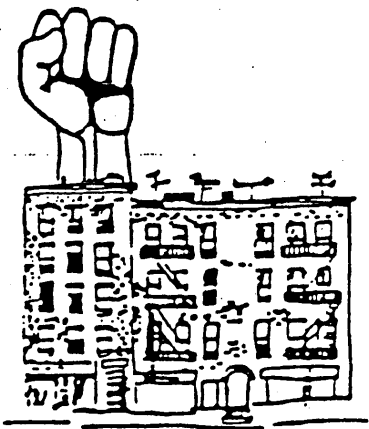
Very truly yours,

Name:

[Handwritten signature]

Address:

*210 W. 21 St
NY NY 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

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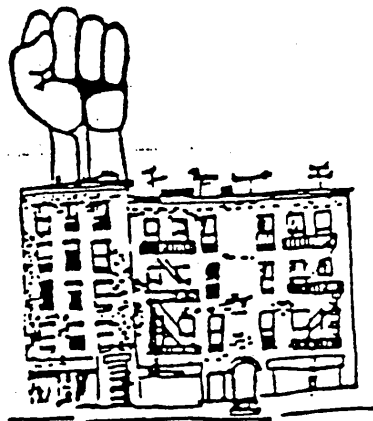
Name:

Mary Beuter

Address:

330 W. 175th St New

N. Y. NY 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: 4/25/03

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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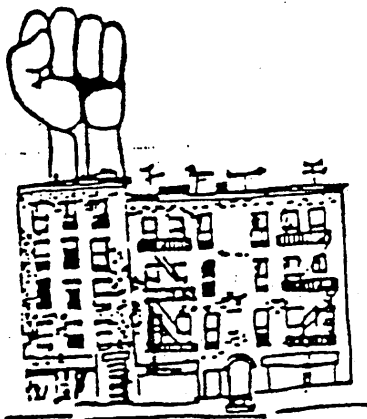
Thank you for your consideration in this matter.

Very truly yours,

Name:

Address:

By Conank
701 Crotona Park Apt 2
Bronx, NY 10457



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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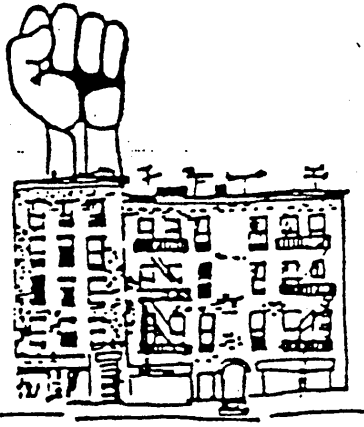
Very truly yours,

Name:

R. Pellaei

Address:

221 W. 16th St. NYC 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: 4/24/03

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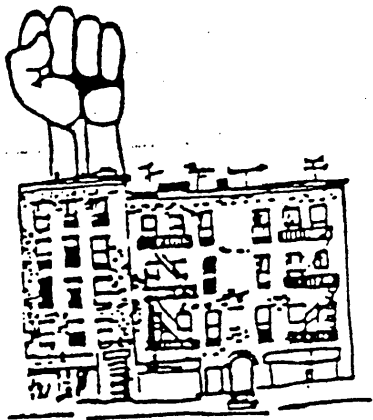
Thank you for your consideration in this matter.

Very truly yours,

Name:

Peggy Rose Viera

Address: 400 West 20th Street, Apt. 2N, N.Y. N.Y. 10011



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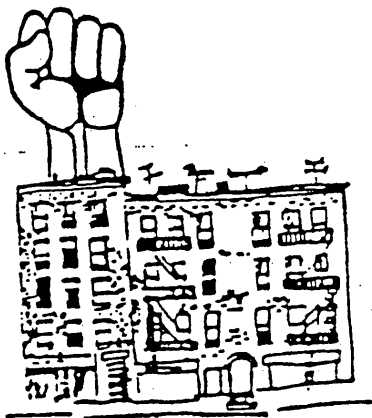
Very truly yours,

Name:

Gil Schwartz

Address:

342 W. 15 St.
NYC NY 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

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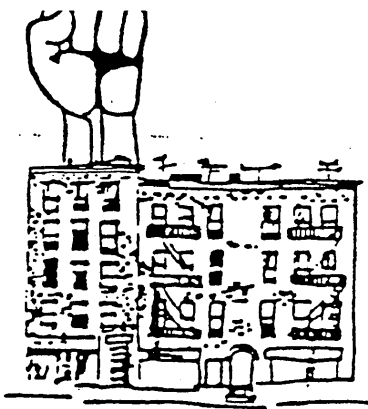
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Thank you for your consideration in this matter.

Very truly yours,

Name: *Julio A. Guerrero*
Address: *337 West 21st Street, 5D*
New York, NY 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: *March 20, 2003*

Mayor Michael Bloomberg
City Hall
New York, NY 10007

Dear Mayor Bloomberg,

I am strongly opposed to a stadium on Manhattan's West Side for any purposes. It is unacceptable to place a major sports stadium in the City's most intensely developed and congested borough.

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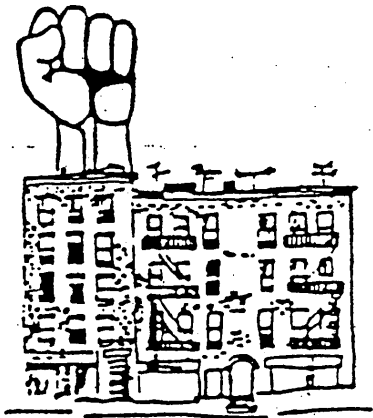
Very truly yours,

Name:

Deane Weston

Address:

*515 E. 81st St apt
NYC, NY 10028 2C*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: 3/20/03

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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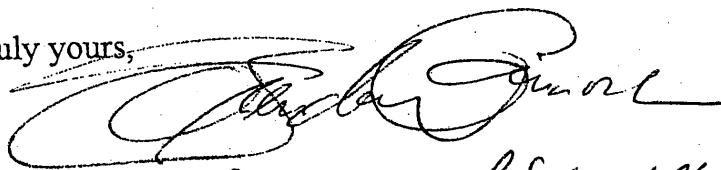
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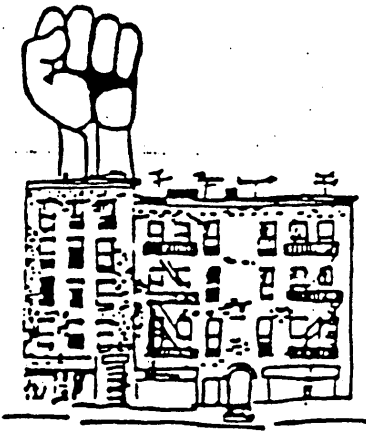
Very truly yours,

Name:

Address:


454 W. 22nd St, 1A
NYC 10011

Brendan Lemmers



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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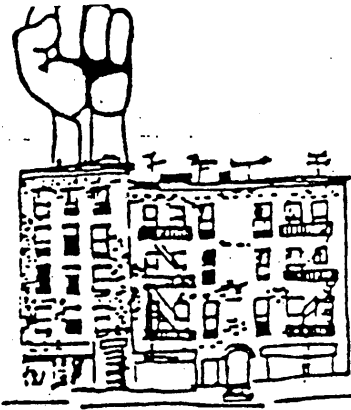
James McCaffrey

Address:

446 W. 19th St.

New York City

Z 14 10011



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: 2/13/03

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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I am strongly opposed to a stadium on Manhattan's West Side for any purposes. It is unacceptable to place a major sports stadium in the City's most intensely developed and congested borough.

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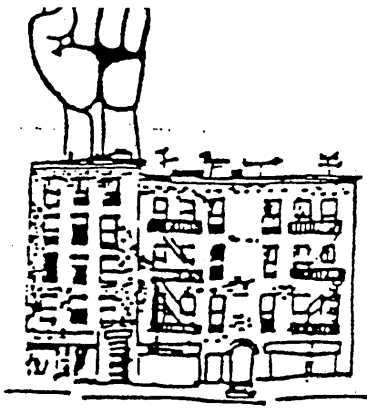
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Very truly yours,

Name: Mark Ricman

Address: 3 NY Plaza, NYC



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: 2/13/03

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City Hall
New York, NY 10007

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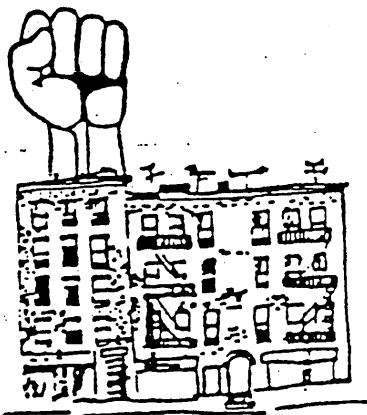
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Very truly yours,

Name: Yajuan Pezom

Address:
POB 770-244
WOODSIDE, NY 11377



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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Virginia

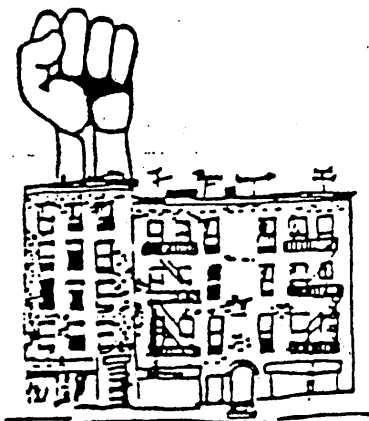
Springer

Name:

Mrs Virginia Springer

Address:

329 W. 22 St NYC 10011 #2F



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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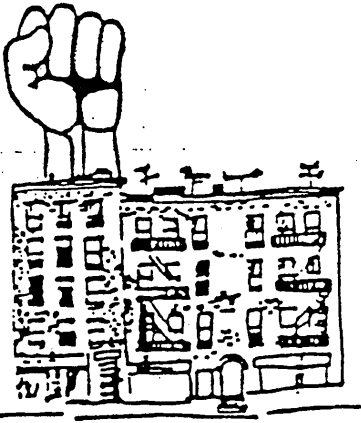
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Very truly yours,

Name: *Leelin*

Address: *102 W 29 ST NYC, NY, 10001*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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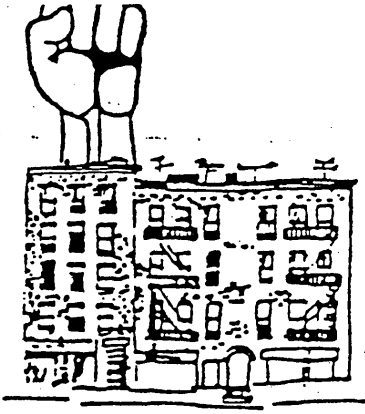
Thank you for your consideration in this matter.

Very truly yours,

Name:

Address:

[Signature]
Seth A. Miller
135 Ocean Parkway
Bklyn NY 11218



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date: *January 30, 2003*

Mayor Michael Bloomberg
City Hall
New York, NY 10007

Dear Mayor Bloomberg,

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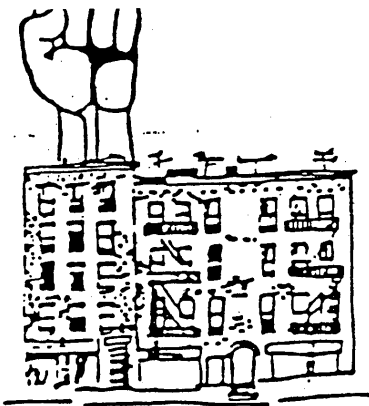
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Very truly yours,

Name: *Kieran Murphy*

Address: *452 West 19th St, # 1C
New York
NY 10011*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

Mayor Michael Bloomberg
City Hall
New York, NY 10007

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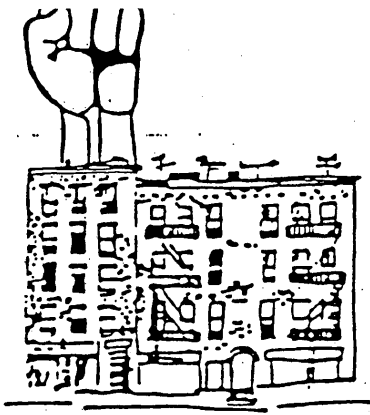
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Thank you for your consideration in this matter.

Very truly yours, *Morton Tankus*

Name: *Morton Tankus*

Address: *365 West 25th
NY NY 10001*



Chelsea Coalition on Housing

P.O. Box 1164 Old Chelsea Station, New York, N.Y. 10113 (212) 243-0544

Date:

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City Hall
New York, NY 10007

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Thank you for your consideration in this matter.

Very truly yours,

Name: Sheila Jacobs

Address: 290 9th Ave #9B
NYC 10001

September 30, 2004

NYC City Planning Commission
22 Reade Street, 4E
New York, NY 10007

Attn: Robert Dobruskin, AICP

311 West 43rd St, Ste 300
New York, NY 10036

Tel: (212) 757-0981
Fax: (212) 757-0985

www.fohrp.org
info@fohrp.org

Re: Comments on Hudson Yards DGEIS

Dear Sirs/Madams:

Friends of the Hudson River Park has reviewed the Draft Generic Environmental Impact Statement relating to the Midtown West/Hudson Yards proposal and respectfully submits the following comments on it. All of our comments relate to the impact of the proposal on Hudson River Park.

Co-Chairs:
Douglas Durst
Ross Graham

Treasurer:
Ben Korman

Secretary:
William J. Zwart

Asst. Secretary:
Robin Shanus

Asst. Treasurer:
Elizabeth Gilmore

Directors:
Tobi Bergman
Meta Brunzema
Richard Dadey
Mark Davidoff
John Doswell
Tom Fox
Arthur E. Imperatore Jr.
John Krevey
Thomas P. Maguire
Francis X. McArdle
Vincent M. McGowan
Stephen M. Ross
Steven P. Salsberg
Douglas E. Sarini
Arthur Z. Schwartz
David A. Tewksbury
Tim Tompkins
Robert S. Trentlyon
Chase B. Welles

President:
Albert K. Butzel

Deputy Director:
Monique Lapointe

Administrator:
Phillip Baumgartner

1 - Competition for funding - The original plans the Hudson River Park anticipated that funding for Hudson River Park would be generated by the appreciation of inboard real estate values and a special tax district on the inboard. Projections of the revenues this district would generate ranged from \$80 million to \$100 million. The Hudson Yards proposal envisions its own tax district, a significant part of which would overlay the contemplated Hudson River Park special district, but none of the revenues from the Midtown West District would go to the Park, rather being used to help pay for the new Sports and Convention Facility and other improvements foreseen in the Hudson Yards proposal. This will have the consequence of delaying completion of Hudson River Park, possibly by many years, denying the public the benefits of the Park for that period. Moreover, to the extent other public funds that might otherwise have gone to Hudson River Park are diverted to construct the Sports and Convention facility, the public will again suffer from the delay in completing, or possibly the loss of, the Park. Finally, operating revenues to support the Park that might have come from the Park special tax district will also be lost.

2 - Increased traffic on Route 9A and in the Park. With the expanded use of the proposed Sports and Convention Facility for convention activities, concerts and other public events, there will obviously be increased traffic on Route 9A at the time of these events. This will impact the Park, especially in the evenings and on the weekends when the Park is most heavily used. There will also be increased pedestrian traffic in the Park as well. The DGEIS includes a complex analysis of traffic impacts, but the consequences to the Park are not detailed. We think they could be significant.

3 - Competition for space on the esplanade. The proposal appears to narrow the Park in front of the new Stadium to a width of 30 feet, which raises concerns about bicycle/pedestrian interaction in such a narrow space.

4 - The usability of the berm to the west of the Sports and Convention Facility. If the most recent design of the Sports and Convention facility is followed, it appears that the berm to west of the facility will be quite steep, making it difficult to grow plant material, increasing erosion and decreasing its usability. If the berm proves to be more decorative than useable, a taking of parkland could be involved, particularly because the Park is very narrow in this area.

5 - Impact of new structures in the water. The DEIS does not address the impacts of new structures in the Hudson River that may be built in conjunction with the Hudson Yards rezoning and redevelopment. This is presumably because no such structures are being proposed at this time. Yet earlier plans for the Sports & Convention Center did include new piers, and it therefore seems likely that they will ~~not~~ be a part of the future redevelopment. Indeed, they may be essential to moderate traffic impacts to acceptable levels and should, at the least, be viewed as a mitigating measure with respect to traffic impacts. This would seem to require the analysis of the impacts of such new structures on the Hudson River habitat as an essential part of the Hudson Yards proposal.

6 - Impact of waterborne transportation on the Park. It is not clear whether waterborne transportation to the Stadium will be operated from the new pier that has appeared on a number of documents or from the new Midtown West Ferry Terminal at West 39th Street. If waterborne transport to the Stadium is via the new West 39th Street Terminal there could be significant impacts from pedestrian traffic in this portion of Park before and after games and other events scheduled for the Stadium which will be on Weekends and in the evening. This will be exacerbated by the removal of West 39th Street (see # 9).

7 - Consistency between the environmental impact statements for the proposed project and that of the Park. A number of elements of the proposed redevelopment plan, such as the pier, berm and West 34 Street stairway, do not appear in the Hudson River Park Environmental Impact Statement and may require a supplemental EIS for the Park.

8 - Impact of the pedestrian connection across 34th St. The proposed plan includes a stairway connecting the elevated West 34th St. platform with the Hudson River Park. It appears as if this will require the taking of parkland. In addition, it appears that West 34th Street will be the primary access to the Hudson River Park for the tens of thousands of the office workers and residents who will live in the commercial and residential development anticipated with the Hudson Yards expansion. Perhaps we have missed it in the DEIS, but we do not find analysis of these impacts on the Park.

9 - Removal of West 39th St. access and view corridor. The proposed expansion of the Javits Convention Center, combined with the Sports & Convention Facility if it is built, will create a largely unbroken wall along the River and the Park from 30th to 42nd Streets. This will have a significant effect on the Park, both in terms of those using it and those trying to access it. If the Convention Center were instead to expand southward, westward or eastward, the adverse impacts could be reduced.

10 - Ambiguity about the proposal for Pier 76. The Hudson Yards expansion plans all include something on Pier 76 yet there are no details regarding this use and its potential impact on the Park.

The proposal to redevelop Manhattan's far West Side is called "Hudson Yards." Friends of the Hudson River Park wants to be sure that the redevelopment plan respects the Hudson River for which it is named and helps to capture this once-in-a-lifetime opportunity to create a truly magnificent Hudson River Park that will be a legacy for all New Yorkers. This can only be assured if decision makers have before them the full consequences of proposed actions, both positive and negative. The EIS is one of the key documents in assuring the requisite understanding and consideration. We are not persuaded that the DEIS fulfills this function adequately with respect to Hudson River Park. We hope our comments will help.

Thank you for your consideration.

Sincerely,



Albert K. Butzel
President

Glenn S. Pasanen, Ph.D.
377 Rector Place, #12i
New York, NY 10280
October 3, 2004

New York City Planning Commission
22 Reade Street, 4E
New York, NY 10007

RE: Hudson Yards DGEIS
Attn: Robert Dobruskin, AICP

Dear City Planning Commission:

I would like to register my profound opposition to the Hudson Yards Draft Generic Environmental Impact Statement (DGEIS). Most importantly, the city of New York's Hudson Yards proposal is full of unacknowledged fiscal dangers. The DGEIS fails to consider these dangers by ignoring the fragile economic assumptions of the city's plan and therefore encouraging the city's shaky capital commitment.

The city's west side financing plan for the Hudson Yards, #7-line subway extension, Javits Center expansion, and Jets stadium is really a series of segmented, undemocratic, and unsound actions designed to minimize public comment, disguise the shakiness of revenue assumptions, and obfuscate state and city accountability.

The financing relies on the use of several public-benefit corporations (or public authorities), including the Battery Park City Authority, the Javits Center Convention Center, and the proposed Hudson Yards Infrastructure Corporation. All of these entities, controlled by Governor George Pataki and/or Mayor Michael Bloomberg, work outside normal democratic processes. The mayor and governor don't want public participation.

The New York City Independent Budget Office, in its recent "West Side Financing's Complex, \$1.3 billion Story" (<http://www.ibo.nyc.ny.us/>), has shown how unnecessarily expensive the city's current financing plan for the Hudson Yards project is. In my own writing (<http://gothamgazette.com/article/finance/20040915/8/1112>) I have summarized that IBO study and other problematic aspects of the mayor's west side financing plan.

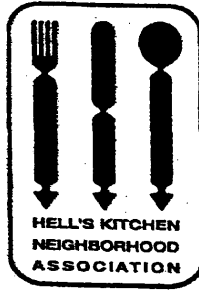
The Metropolitan Transportation Authority has, like the city of New York, long-term fiscal problems that demand close analysis of any new commitments. For the MTA to assume the city will be able to take on the (probably low-balled estimate of) \$2.1 billion costs of the #7 subway extension only ignores and endangers other priorities, such as the Second Avenue subway and maintaining the city's subway fare.

I urge you and the mayor to re-consider the Hudson Yards proposal as currently designed and financed.

Sincerely,

Glenn S. Pasanen

DEPT OF CITY PLANNING
RECEIVED
2004 OCT -4 PM 5:15
ENVIRONMENTAL REVIEW DIV.



DEPT OF CITY PLANNING
RECEIVED
2004 OCT -4 PM 5:54
ENVIRONMENTAL REVIEW DIV.

Robert Dobruskin
Director EARD, NYCDCP
City Planning Commission
22 Reade Street, Room 4E
New York, NY 10007

October 1, 2004
Re: EIS comments- Hudson Yards Plan

Dear Sir,

Most people think of the Far West Side as empty: indeed the last time Mr Bloomberg came to the neighborhood for the republican convention, the avenues were closed and there were 5 officers at each intersection on 9th avenue (at an enormous cost to the city) !

Hudson Yards is unique in the city because of the massive impact of the Lincoln Tunnel traffic, the bus terminal and the concentration of delivery companies on the Traffic situation

Today The Lincoln tunnel processes at peak hour 6000 cars and 700 buses. It has no spare capacity. We experience every day massive back ups honking and understaffed intersections. In fact 42nd and 9th is the most dangerous intersection in Manhattan for pedestrians and cyclists and the nearby Holy-Cross school is the most dangerous for children going to school in Manhattan.

The DEIS agrees that today, there are extreme levels of congestion at both morning and evening rush hours. They identified 48 intersections as overly congested and 38 intersections in the middle of the day. This is the equivalent of 15 blocks on 3 avenues.

- Today the situation is in fact much worse. The DEIS has not taken recent changes in account like the concentration of long trucks rerouted from the Holland tunnel, the closing of streets for security and the change in flow toward the Lincoln tunnel, all having a very negative effect. .

With the proposed plan The DEIS predicts that the proposed office development will create unconceivable levels of congestion

- "Up to 135 intersections would have significant adverse impacts through out the day" This is equivalent to 35 blocks over 4 avenues "

- “Every single parking space on the West Side of Midtown will be filled on an average workday “

And this is before even considering a stadium ...

With the plan in fact the situation will be much worse because the DEIS is making a series of factual errors:

- DEIS assumes that thousands of New Jersey workers will come into Penn Station via rail. However NJ TRANSIT 's own projections show the rail system full by 2009. So the DEIS has faulty information. Commuters will have to come by cars.
- The DEIS ignores the largest cause of traffic in our neighborhood: the Lincoln Tunnel and the Port authority bus terminal . The DEIS assumes that there will be no back ups from increased traffic in the Lincoln tunnel! The Lincoln tunnel has no spare capacity today and there is already a minimum of 10 blocks back up everyday! The DEIS failed to take in account the impact of the largest cause of traffic in our neighborhood. There will be massive back ups
- The DEIS assumes that one clogged intersection with 5 minutes delay has no effect on the next! (What is called a cumulative analysis) The DEIS methodology is erroneous and gravely distorts its conclusions: it has not analyzed the back up effect that 138 severely impacted intersections will have on the adjacent intersections! This plan will result in gridlocks much worse than represented. Our own analysis predicts a complete gridlock everyday form 14th street to 70th street from 12th to 5th avenue

And this is again before we consider a stadium.

However the DEIS tell you not to worry: we can mitigate!
Our neighborhood committee has been talking to DOT and the port authority for over a year and they are unable to mitigate today, understaffed and without budget and the volume is simply too much.

We beg you to reject the proposed office density which will compete with Lower Manhattan development, generate massive gridlocks everyday in Manhattan and will adversely impact all businesses throughout the city.

And as far as a stadium ---

AT a recent show at the Javits Center, with an attendance comparable to the events considered for the stadium, the neighborhood experienced a gridlock from 11 in the morning to 11 at night. From 37th street to 65th street, spread over five avenues.
It was taking 2 hours to go from Central park to 37th street, a 22 blocks drive.
The next day, the head of the local fire station on 38th street indicated that he had called his headquarters and notified that he was trapped in gridlock and could not attend to any emergency!

How many traffic controllers will it take to manage such a disaster more that 100 times a year, in overtime ... and how much wills it cost? These cost are certainly not included in the city business plan.

As we say in New York. Fuggetaboutit!

We beg you again to reject this plan as proposed and take the time to consider the financially sensible alternative plans which have been proposed with the good of the larger community, the business and all of the new Yorkers in mind.

Respectfully,



Christine Berthet
HKNA- Treasurer and Co Chair of the traffic Committee
Resident of Hell's Kitchen for 25 years

**CITY'S PLAN TO ADD 7500 CARS AT PEAK COMMUTE TIME
IN HELL'S KITCHEN SOUTH/ LINCOLN TUNNEL ENTRANCE,**

Holy Cross School (43rd Street between 8th and 9th Avenues) is identified in DOT's 'Walk to School' initiative as the worst school in Manhattan. Already in 2001 this intersection was **the most dangerous in the city for pedestrians and bicycles**. Yet, in the last six months the traffic on 9th Avenue, Hell's Kitchen's major artery, has gotten steadily, **dangerously** worse – with little relief in sight. A large concentration of long trucks and buses contributes to trap emergency vehicles in gridlock.

Hell's Kitchen South includes the proposed Jets football stadium, and the increased office density of NYC's Hudson Yards Plan. The city's plan proposes to add 7500 vehicles at afternoon peak commute hour to the area. This on the top today's backup from the Lincoln Tunnel, which negatively impacts this neighborhood and its pedestrians and the adjacent Garment District 24/7,

Kathleen Treat, Chair of HKNA, states that; "By the City's own admission (in its current EIS) Hell's Kitchen suffers from an enormous over burdening of traffic, from buses, trucks, commuters: Diesel exhaust (**carcinogenic**) levels exceed the EPA maximum. The EIS states that noise here is much worse than anywhere else in the city.

We are appalled that, with this knowledge, the City contemplates an overwhelming increase in office/single car commuter density here. The Lincoln Tunnel already operates at maximum capacity." **According to the EIS**, ten intersections in the Garment District will be severely impacted, and the entire island will be adversely affected by increased commuter traffic on Second and Third Avenues, Park Avenue, the Queensboro Bridge and cross-town arteries.

New York State Senator Tom Duane said, "We've been attempting to solve traffic and air quality problems in the area, with its completely unique infrastructure needs and challenges, for years now. New traffic routes must be implemented and serious, detailed mitigation strategies must be explored before a single additional vehicle is brought to this neighborhood."

The EIS indicates that City's mitigation proposals have not been thoroughly studied.

HKNA urges the City to implement the following measures: IMMEDIATELY relieve 9th Avenue Lincoln Tunnel traffic by sending commuters to less populated 11th Avenue; **AND before** office construction begins build a **PATH** to bring the 50% of Northern and Western New Jersey commuters who use their cars because they do not have rail access to the city

The Hell's Kitchen Neighborhood Association (**HKNA**) is a community organization formed ten years ago to advocate for its citizens and businesses. HKNA has developed an alternative plan to the City's Hudson Yards Plan.

cc: 34th Street BID, Garment Center BID, Transportation Alternatives, Rep. Jerrold Nadler, NYS Senator Charles Schumer, NYS Senator Hilary Clinton, NYC Assembly Members Richard Gottfried and Scott Stringer, Manhattan Borough President C. Virginia Fields, City Council President Gifford Miller, City Council Member Christine Quinn, DOT Commissioner Irish Weinschel, PA President Charles Gargano, Walter Mankoff, Chair, CB4