



The City of New York

Manhattan Community Board 1

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**New York City Office of Environmental Coordination
New York City Police Department
World Trade Center Campus Security Plan**

**Draft Environmental Impact Statement
Scoping Session
CEQR No. 12NYP001M**

**Testimony by Julie Menin, Chairperson
Manhattan Community Board 1
with Catherine McVay Hughes, Vice Chairperson
and Michael Levine, Director of Planning and Land Use**

**Wednesday, March 14, 2012
22 Reade Street, New York, NY**

Good afternoon. I am Julie Menin, Chairperson of Community Board 1, and I am accompanied by Catherine McVay Hughes, our Vice Chairperson, and Michael Levine, our Director of Planning and Land Use. Thank you for the opportunity to comment on the proposed New York Police Department (NYPD) World Trade Center Campus Security Plan (the Plan) CEQR No. 12NYPD001M.

We appreciated the private briefing we received from the NYPD Counterterrorism Bureau regarding the Plan on January 31st, and the briefing by NYPD Lt. David Kelly and consultant Philip Habib to our WTC Redevelopment Committee on Monday, March 12. The Committee passed unanimously a resolution regarding the Plan and we thank you for the opportunity to convey some of the concerns that we included in it.

In light of the attacks that occurred in 1993 and 2001, we certainly understand the need to control vehicular access to and within the WTC Site through the creation of a secure perimeter. CB1 is sensitive to the need for vehicular, pedestrian and building safety and security at the World Trade Center Site and supports a comprehensive security plan for the area surrounding it.

However, in the more than ten years that have passed since the terrible events that occurred on September 11, 2001, Lower Manhattan has had considerable experience with street closures that have been imposed for security purposes. In the aftermath of 9/11, very stringent restrictions were put into effect in the area around the New York Stock Exchange and other sensitive sites. These had very severe effects on local businesses and caused many of them to close, creating a very inhospitable environment for businesses and residents alike until a more flexible plan was implemented with community review.

In addition, we continue to receive complaints about security restrictions in the vicinity of One Police Plaza, and the adverse effect from them on businesses located on Park Row which once connected Lower Manhattan and the Lower East Side and is now closed. For this reason, we believe it is extremely important that Community Board 1 and other key stakeholders be involved in the planning of a comprehensive security plan for the World Trade Center. This is especially important given the rapid growth of the surrounding residential community.

We believe that community involvement is needed to ensure that the appropriate balance is struck between security concerns and quality of life. With a cooperative effort, we believe that basic security needs can be accomplished while retaining an open environment hospitable to remembrance, culture, and commerce, and without imposing an undue burden on residents of streets in close proximity to the Site.

To this end, we welcome the preparation of a Draft Environmental Impact Statement (DEIS) in accordance with New York City Environmental Quality Review that will examine the impacts of the World Trade Center Campus Security Plan on the surrounding area. We recognize that the DEIS will examine 13 areas identified in the EAS as potentially impacted by the security plan, and feel strongly that certain areas require thorough and detailed analysis to determine potential impacts and recommended mitigation measures.

In particular we urge the NYPD to emphasize the following in preparation of the World Trade Center Campus Security Plan DEIS:

1. Pedestrian flow into and out of the WTC site and surrounding area to preserve neighborhood character and prevent the creation of a “fortress” environment;
2. Creation of a transparent, not just permeable perimeter as has been promised by planning agencies to the community;
3. Unobstructed access for residents, workers and visitors to and from the Memorial Plaza as promised by planning agencies;
4. Avoidance of potential long-term pedestrian and vehicular congestion at the intersection of Church and Vesey Streets, which has become the “busiest” intersection in the country, and the intersections of Cedar and Liberty Streets with Greenwich and West Streets;
5. Phasing of traffic flow as various components are phased in over the years to come with build year of 2019, including the 9/11 National Memorial and Museum, 1 WTC, 4 WTC, the Performing Arts Center, 2 WTC, and 3 WTC, the Vehicular Security Center with “Liberty Park,” the Calatrava PATH Station and 5 WTC;
6. Bus flow into and out of the site while avoiding idling by standing busses;
7. Avoidance of truck routes entering the VSC that back up into Battery Park City or the growing “Greenwich Street South” residential community;
8. Impacts on police, fire, EMS and other emergency services in and around the WTC Site;
9. Congestion, noise, air pollution and effect on local traffic from backup of vehicles at screening sites;
10. Potential for long term parking within security campus for vehicles enrolled in the Trusted Access Program vehicles;

11. Flexibility of plan to address people in wheelchairs and people with walkers and large baby strollers;
12. Impact of the parking vehicles (both private and personnel) of the 30 NYPD officers per shift;
13. Impact on traffic during the construction phase of the sally ports and retractable barriers simultaneously with many other large construction projects; and
14. Implement the Environmental Impact Commitments by working with the Lower Manhattan Construction Command Center's environmental compliance program, which includes air monitoring that should continue through the 2019 build-out year;¹
15. Impact of security infrastructure on local business
16. Discouragement of single passenger vehicles and encouragement of public transportation to and from the WTC site and other downtown destinations
17. Reopening portions of Greenwich Street to through traffic or local vehicular access
18. Reversing the direction of Cedar Street to allow easier vehicular access for residents
19. Creation of a bike lane on Trinity and Church Streets so that the lane to the west does not become in effect a parking lot for taxis and black cars

We are also requesting today that the NYPD create a Citizens Advisory Committee that would include one or more representatives from CB1 and other stakeholders to work with the NYPD to ensure that community concerns are incorporated in the DEIS and addressed to the greatest extent possible. Such a Committee should also include residents and business owners on the edge of the zone where there is a potential for problems with idling buses.

We thank you for your consideration of these points and we urge you to incorporate them into the Environmental Impact Plan. We look forward to another opportunity to comment on the plan when a draft is ready to be reviewed later this year.

Thank you for the opportunity to comment today.

¹ http://www.lowermanhattan.info/extras/pdf/enviro_n_performance_commitment.pdf