

# GATEWAY PLAZA TENANTS' ASSOCIATION

PO Box 3266 - Church St. Station  
New York, New York 10008

March 3, 2004

## **Re: World Trade Center Draft Generic Environmental Impact Statement and the Proposed West Street Tunnel**

Dear Gateway Residents:

As you may know, the Lower Manhattan Development Corporation (LMDC) has issued its Draft Generic Environmental Impact Statement (DGEIS), a legally required document, which lays out what the LMDC sees as the impacts on the community from the proposed plans for the WTC site, as well as plans for alleviating those impacts. Comments from the public are accepted until 5:00 p.m. March 15. The LMDC must address the public comments in preparing its Final Environment Impact Statement.

The DGEIS is available for review on the LMDC website, at [www.renewnyc.com](http://www.renewnyc.com). The document consists of numerous parts and exceeds 2,000 pages in length.

### **The GPTA Board has taken a specific position on one aspect of the DGEIS – we oppose the proposal to bury West Street between Liberty and Vesey Street.**

This subject is addressed in Chapters 13A, 21 and 22, and in Appendices E and J. In sum, the DGEIS projects years of construction on West Street, right at our doorstep, as a new “bathtub” under West Street is built to bedrock, with traffic narrowed to 2 lanes in either direction for three years or more – and all this at the same time that peak construction truck traffic will be entering and leaving the WTC site proper from West Street – and at the same time that lanes will be closed for construction on Church Street and Broadway, as other projects go forward. At the end of this construction nightmare, it is far from clear that the result will be an improvement.

The DGEIS has projected post-construction traffic for the redeveloped WTC and Memorial using methods that almost certainly underestimate the traffic that will be generated by the new WTC and Memorial. **Only through traffic – basically commuters traveling between Brooklyn and Midtown – would use the buried lanes of West Street. Everyone else, including the millions of visitors to the Memorial, the workers and visitors to the WTC commercial and retail development, the Downtown residents, the tour and commuter buses, the delivery trucks, etc., will use the at-grade lanes.** As a result, it is likely that, even if a tunnel is built, there will be so much local traffic on West Street, that 3 lanes in either direction will still be needed at grade. Considering that the no-tunnel option has 4 lanes in either direction, living through 3 years of massive construction disruption seems to be a steep price to pay for narrowing West Street by only one lane in either direction. When you add the disruption to pedestrian crossing that the entrance and exit ramps to the buried lanes would require – at Albany Street and Barclay or Murray Streets – it is clear that the tunnel option will likely make connectivity to and from BPC worse, rather than better.

Attached is a form of letter that you can use to express your objection to the West Street tunnel alternative. You can either sign it as is, and send it to the LDMC address indicated on the letter, or use it as a starting point for your own letter. Once again, comments must be submitted by 5:00 p.m. March 15.

Very truly yours,

GPTA Board

March 3, 2004

Lower Manhattan Development Corporation  
Attention: Comments WTC Memorial and Redevelopment Plan/DGEIS  
One Liberty Plaza, 20th Floor  
New York, NY 10006

Re: World Trade Center Draft Generic Environmental Impact Statement

Ladies and Gentlemen:

I am a resident of Gateway Plaza in Battery Park City, the residential complex in Battery Park City closest to the World Trade Center site and one of only two residential complexes physically damaged in the attacks of September 11.

Chapters 13A, 21 and 22, and Appendices E and J of the Draft Generic Environmental Impact Statement (DGEIS) address, among other things, the issue of traffic along West Street, and the impacts of the WTC redevelopment under scenarios that include (a) a short tunnel on West Street and (b) keeping West Street at grade. The DGEIS makes abundantly clear that the tunnel option will make life miserable for both residents and workers downtown, particularly those in Battery Park City for periods of years. The DGEIS also makes clear that the end result of this multi-year construction purgatory will have little, if any, benefit to workers and residents downtown. According to the DGEIS, building a tunnel will still require 2 to 3 lanes of traffic in either direction at grade. In addition, the entrance and exit ramps for the tunnel lanes will decrease connectivity at points that BPC workers and residents frequently use to cross West Street – at Albany Street and at Murray Street. Moreover, the DGEIS appears to underestimate the amount of traffic that the WTC redevelopment will generate locally.

As a resident of Lower Manhattan, I urge the LMDC to study and learn the lesson that the DGEIS clearly teaches: the tunnel option for rebuilding West Street will be a disaster for downtown residents and workers during its years of construction, and will have little, if any, benefit to downtown residents and workers upon its completion – and, indeed, will likely thwart the connectivity that we seek between BPC and the rest of downtown.

Very truly yours,

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[print name and address]