



March 11, 2025

Re: Survey of Chatham Green & Chatham Towers on the Future of Park Row

Dear Mayor Adams, agencies, and our federal, state, and city elected officials:

We are the only two residential apartment complexes on Park Row north, together with over 1,500 residents and over 20 small businesses across seven buildings. Our diverse residents include older adults, long-time community members, parents, children, cyclists, drivers, environmentalists, and mobility challenged individuals. Together, our complexes have more than 600 feet of frontage on Park Row—and we use Park Row every single day.

We thank our state and city partners for the renewed attention to Park Row, including the State's \$4M Downtown Revitalization Initiative grant, the city and state funding for the Kimlau Square project, and the removal of some NYPD parking from Park Row.

While \$4M is a good start, we all know that is nowhere near enough funding to transform Park Row from a "dystopian police state" (as one resident put it) into a safe, accessible, welcoming space for all. And, with access to 10+ million pedestrians annually on the Brooklyn Bridge, Park Row has the untapped capacity to support our community's small businesses—and deliver over \$400 million in economic output to Chinatown and area neighborhoods, per a 2022 economic impact study by HR&A Advisors.

In September 2024, we wrote to you to emphasize that Park Row is large enough—wide enough—to become an iconic public space where *everyone thrives*.

Today, we write to you to share the results of our recent bilingual survey of the 1,500 residents and business owners in Chatham Green and Chatham Towers about their views on the future of Park Row.

We believe that everyone's voice should be heard and respected when making decisions concerning our homes and our communities. That's why we took this survey—to understand, in a *data-driven way*, what members of the community think and want.

Unsurprisingly, not everyone agreed. But a fairly clear consensus did emerge.

- 76% of residents support keeping Park Row closed to public vehicular traffic, as the city recently announced.
- 77% support removing all NYPD Parking from Park Row.
- 85% support direct pedestrian access from Park Row to Municipal Plaza and the Brooklyn Bridge 4/5/6 subway stop.
- 89% support building a safe sidewalk the entire length of Park Row.

See *Appendix A* for more information.

On behalf of our 1,500+ residents, 20+ small businesses, and the broader Chinatown community, we continue to call on our federal, state, and city partners—and especially our Senators Chuck Schumer and Kirsten Gillibrand, and our Congressman Daniel Goldman—to provide the capital funds necessary to build a Park Row where *everyone thrives*.

We thank you for your efforts so far, and we welcome the opportunity for further discussion. We can be reached at info@parkrowalliance.com.

Sincerely,

The Park Row Alliance

Lucy West, President, Chatham Green (420-unit cooperative apartment complex, with a dozen small business tenants, at 165, 185, and 215 Park Row, 217 - 225 Park Row, 60 St. James, and 3 - 7 Madison Street)

Janet Yung, President, Chatham Towers (240-unit cooperative apartment complex, with multiple small business tenants, at 170 and 180 Park Row)

APPENDIX A: SURVEY

Survey Approach

This bilingual survey was conducted over a one-month period. The survey was conducted online in English and in paper in both English and Chinese. The survey was shared with residents in both English and Chinese via multiple building-wide emails and daily postings in the lobbies of both complexes, as well as promoted by Chatham Green's on-site partner Hamilton Madison House. It was also subject to robust discussion on co-op-wide online message boards in both complexes.

In short, everyone had an opportunity to learn about the survey and express their views.

Survey Participation

In total, 150 residents shared their views.

[Remainder of page intentionally left blank]

Survey Results

First, we asked residents to describe their “dream for Park Row”. Highlights of the diverse opinions below.

“Making this area more accessible and inviting to pedestrians, and looking less like a dystopian police state seems to be what we should be working towards.”

“See what's happening at the Seaport, on the West side, and around the city -- where there's pedestrian-focused spaces.”

“A clean pedestrian friendly walkway that connects Fidi to Chinatown”

“Ideally, Park Row will be developed as a pedestrian-focused amenity for this part of the City - linking Chinatown to the East River and beyond.”

“Imagine it landscaped, welcoming, and safe. Park Avenue in Midtown is being widened to become a linear park; Park Row can become a greened promenade”

“A pedestrian-friendly street, with little to no car traffic, where my children can play and cross the street safely -- and that's absolutely beautiful and welcoming to all.”

“Be practical. Park Row has been closed for security reasons. The police presence has been good since crime has risen over the last 12 years. For businesses . . . We have the foot traffic, and we are better off w/o the pollution from cars and trucks.”

“A tree lined street with no police cars parked all over the place and ugly barriers.”

“A park! This is a once in a lifetime opportunity and clearly the city can function without it as a street. Everything is improved by parks.”

“I would like to see Park Row be a greener, more pedestrian friendly walkway that is clean and safe for everyone including older adults, children, and dogs. I do not want to cars and pollution present.”

“I would like Park Row to be an example of green, pedestrian-friendly urban walkways. It will help businesses, reduce pollution, and make a more people-forward space in the city.”

“I would like to see it reopened to normal traffic. If that isn't possible due to continued security concerns, the sidewalks should be extended out, with plantings. Parking spaces should be eliminated . . . in favor of public space.”

“Safe (ADA compliant), clean and green pedestrian walkway. “

“To welcome visitors to Chinatown & Nolita -- a nice path between City Hall and Chinatown for pedestrians and bikes. The current path under Police Plaza and the Brooklyn Bridge feels unsafe. Needs renovation, is dark, needs an outward bold police presence.”

“Would love it to be opened up again [to public traffic] like it was 30 years ago, but doubtful that will happen. The traffic around Park Row from closing it down has gotten out of control.”

“As a residence and not NYPD Central!! The way they act like they own the whole area is unacceptable and ruining our property!”

“A tree-lined median with seating, or even a small playground for children would be fantastic. A pedestrian plaza to access the Brooklyn Bridge City Hall subway stop would also be great.”

“Removal of bike lanes, bus island, and NYPD parking. Restore northbound bus stop to the street.”

“I want us to re-open to regular traffic, like before 9/11. I think it would be good for us and for the neighborhood around us. I am sick of living in this police state.”

“Ideally I'd like to see Park Row become a park though probably wouldn't happen.”

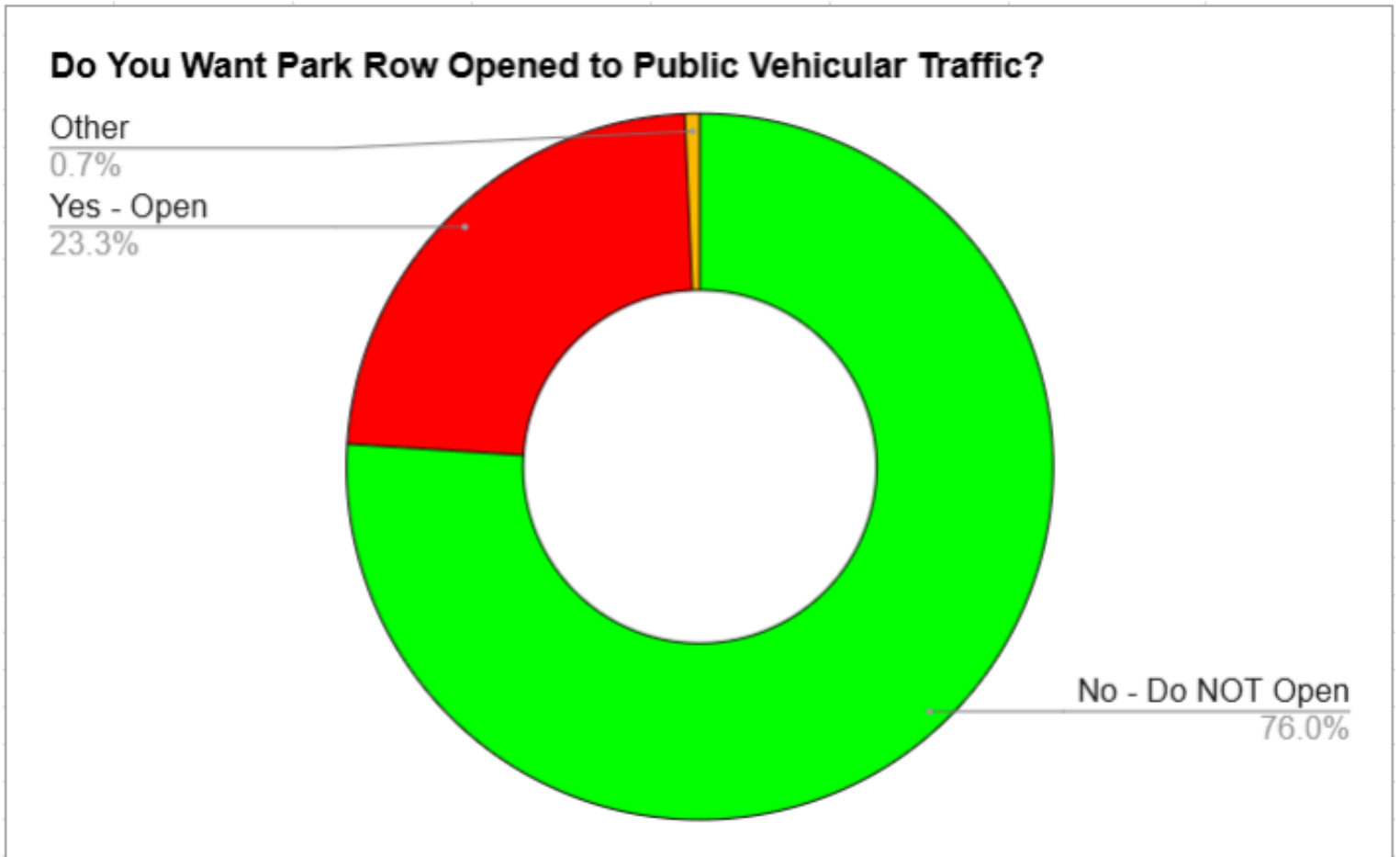
“I envision Hudson River Park like pathways/plantings and expanded space for pedestrians accommodating open space for elderly/children.”

“We are living in a set up appropriate for a war zone. It's exhausting and unhealthy.”

Second, we asked residents what they wanted to see on Park Row, and provided some options:

What Do You Want to See On Park Row?							
Proposal	Support %	Support	No Opinion %	No Opinion	Oppose %	Oppose	Total Responses
Fix cracked sidewalks	95.74%	135	4.26%	6	0.00%	0	141
No NYPD parking on sidewalk or bike lane	92.86%	130	7.14%	10	0.00%	0	140
Keeping the MTA bus stops on Park Row	85.91%	128	12.08%	18	2.01%	3	149
Building a safe sidewalk--the entire length of Park Row--protected from cars + bikes	89.04%	130	8.22%	12	2.74%	4	146
Having direct pedestrian access to Municipal Plaza + Bk. Brdg subway	85.33%	128	14.00%	21	0.67%	1	150
New signage directing people to Chinatown from Brooklyn Bridge + FIDi	79.33%	119	20.00%	30	0.67%	1	150
Removing all NYPD parking on Park Row	77.24%	112	14.48%	21	8.28%	12	145
Remove concrete + steel barriers	72.30%	107	17.57%	26	10.14%	15	148
New murals + art celebrating diverse culture	52.67%	79	34.00%	51	13.33%	20	150
Keeping the two-way bike lane on Park Row	47.62%	70	24.49%	36	27.89%	41	147
Adding more vehicle lanes to Park Row	15.07%	22	16.44%	24	68.49%	100	146

Third, we asked residents whether they want Park Row to be opened to public vehicular traffic.



APPENDIX B: RECIPIENTS

To:

Mayor Eric Adams

Senator Charles Schumer

Senator Kirsten Gillibrand

Congressmember Daniel Goldman

State Senator Brian Kavanagh

State Assembly Member Grace Lee

Manhattan Borough President Mark Levine

City Council Member Christopher Marte

CC:

New York State Department of State, Jeanette Rausch

Office of the Mayor, Deputy Mayor for Housing, Economic Development & Workforce, Adolfo Carrion, Jr.

Office of the Mayor, Deputy Mayor for Operations, Jeffrey Roth

Office of the Mayor, Deputy Mayor for Public Safety, Kaz Daughtry

Office of the Mayor, Chief of Staff, Camille Joseph Varlack

Office of the Mayor, Chief Public Realm Officer, Ya-Ting Liu

New York City Police Department, Commissioner, Jessica Tisch

New York City Police Department, Deputy Commissioner, Intelligence & Counterterrorism, Rebecca Weiner

New York City Economic Development Corporation, President & CEO, Andrew Kimball

New York City Economic Development Corporation, Executive Vice President of Planning, Jennifer Sun

New York City Department of Transportation, Commissioner, Ydanis Rodriguez

New York City Department of Transportation, Manhattan Borough Commissioner, Edward Pincar, Jr.

New York City Parks Department, Commissioner, Susan Donogue

New York City Parks Department, Manhattan Borough Commissioner, Tricia Shimamura

Senator Schumer, Senior Advisor, Patrick Donovan

Senator Gillibrand, Senior Advisor, Ravi Reddi

Congressmember Goldman, Deputy Chief of Staff, John Blasco

State Senator Kavanagh, Chief of Staff, Emily Leng

State Assembly Member Lee, Chief of Staff, Alexander Fraser

Manhattan Borough President Levine, Deputy Borough President, Aya Keefe

Manhattan Borough President Levine, Deputy Borough President, Keisha Sutton-James

Manhattan Borough President Levine, Director of Budget and Capital Projects, Amy Slattery

City Council Member Marte, Chief of Staff, Caitlin Kelmar

Manhattan Community Board 1, Chair, Tammy Meltzer

Manhattan Community Board 1, Transportation Committee Chair, Betty Kay

Manhattan Community Board 1, District Manager, Zach Bommer

Manhattan Community Board 3, Chair, Andrea Gordillo

Manhattan Community Board 3, Transportation Committee Chair, Vincent Cirrito

Manhattan Community Board 3, District Manager, Susan Stetzler

APPENDIX C: SEPTEMBER 13, 2024 LETTER



September 12, 2024

Re: Park Row—Creating an Iconic Public Space Where Everyone Thrives

To Mayor Adams, agencies, and our federal, state, and city elected officials:

We are the only two residential apartment complexes on Park Row, together with over 1,500 residents and 20 small businesses across seven buildings. Our diverse residents range from older adults, to parents and children, to cyclists and drivers, to environmentalists and mobility challenged individuals. Our complexes have the most street front on Park Row—over 600 feet—and our residents use Park Row *every single day*.

As you know, since 9/11, Park Row has been forgotten by most—and it is now used mainly to walk and bike to and from Chinatown and as a parking lot for the federal government and NYPD. There had been *no* capital improvements to this area until the Governor and Mayor recently committed \$56M of investments. We thank our state and city partners for funding the Chinatown Connections project, and we are pleased to see that progress has been made through temporary improvements under the city Department of Transportation's SIP.

We now have a unique opportunity to reimagine Park Row—which is large enough and flexible enough to create an iconic public space where *everyone thrives*. Plus, with unparalleled access to 10+ million pedestrians annually on the Brooklyn Bridge, Park Row has the untapped capacity to support our community's small businesses—and deliver over \$400 million in economic output to Chinatown and area neighborhoods, per a 2022 economic impact study by HR&A Advisors.

As you proceed with the Chinatown Connections project, we make three asks in support of our diverse 1,500+ residents, our 20+ small businesses, and the broader Chinatown and Little Italy community:

1. Ensure a safe, accessible, welcoming Park Row that improves the quality of life for all members of our community and provides sustained economic revitalization for Chinatown and Little Italy.
2. Provide additional funding—especially federal grants—to build the iconic Park Row our diverse, mixed-income community needs.
3. Complete the city's public engagement process—as well as data-driven expert analyses—before any further changes to Park Row, including opening Park Row to public vehicular traffic.

#1: Ensure a safe, accessible, welcoming Park Row that improves the quality of life for all members of our community and provides sustained economic revitalization for Chinatown and Little Italy.

We recognize that there are many different views concerning Park Row. However, pitting communities against each other is unacceptable and unnecessary here.

Park Row is large enough—wide enough—to be an iconic public space where *everyone thrives*.

Since 9/11, however, over 70% of Park Row has been wasted on government parking, rusting medians, and debris. This space must be returned to benefit *all members* of the community. We need a Park Row that supports safe and equal access for everyone, including pedestrians, mobility-impaired individuals, bicycles, and buses; reduces pollution in our environmental justice neighborhood with climate resilient solutions; delivers the thousands of people on the Brooklyn Bridge and in FiDi to support our small businesses; and is a welcoming, inviting public space that brings people together.

We hope that you are united behind this vision to build an iconic public space on Park Row. There cannot be one solution for [Park Avenue](#) and another for Park Row.

Re: *Park Row – Creating An Iconic Public Space Where Everyone Thrives* || September 12, 2024

#2: Provide additional funding—especially federal grants—to build the iconic Park Row that our diverse, mixed-income community needs.

We need additional funding to build a Park Row that delivers the meaningful social, cultural, and economic benefits that our communities and small businesses need. We thank our state and city partners for the existing funding, while noting that our federal government partners have contributed \$0 to this work.

Our historically disadvantaged community is still facing significant challenges since COVID-19 and is in dire need of investments. Considering the sustained benefits Park Row stands ready to deliver, we would hope that our elected officials would value further investment—including through federal infrastructure and counterterrorism funding—to support our diverse, mixed-income community.

We, therefore, call on our federal, state, and city partners—and especially our Congressman Daniel Goldman—to help with the capital funds necessary to build a Park Row where everyone thrives.

#3: Complete the city’s public engagement process—as well as data-driven expert analyses—before any further changes to Park Row, including opening Park Row to public vehicular traffic.

Given the importance of Park Row, we strongly request the Administration and our elected officials deliver on the promise of robust public engagement, along with multiple expert analyses including a DOT traffic study and a NYPD counterterrorism evaluation. Decisions about Park Row will impact generations to come. These decisions should be data-driven; follow the Administration's policies and vision that are being applied throughout the city; recognize that Chinatown is an environmental justice area; and be based on everyone’s input through the city’s robust, on-going public engagement process.

Therefore, any further changes to Park Row—including opening Park Row to public vehicular traffic for any hours—should not occur until the city’s public engagement process, as well as the expert analyses, are completed. Everyone’s voice must be heard before decisions are made.

We thank you for your efforts so far, and we welcome the opportunity for further discussion. Please contact us at info@parkrowalliance.com. Let’s continue working together for a Park Row where *everyone thrives!*

Sincerely,

The Park Row Alliance

Lucy West, President, on behalf of Chatham Green (420-unit apartment complex at 165, 185, and 215 Park Row)

Janet Yung, President, on behalf of Chatham Towers (240-unit apartment complex at 170 and 180 Park Row)

Re: *Park Row – Creating An Iconic Public Space Where Everyone Thrives* || September 12, 2024

To:

Mayor Eric Adams
Congressmember Daniel Goldman
State Senator Brian Kavanagh
State Assembly Member Grace Lee
Manhattan Borough President Mark Levine
City Council Member Christopher Marte

CC:

New York State Department of State, Jeanette Rausch

Office of the Mayor, Deputy Mayor, Operations, Meera Joshi

Office of the Mayor, Deputy Mayor, Housing, Economic Development, and Workforce, Maria Torres-Springer

Office of the Mayor, Chief of Staff, Camille Joseph Varlack

Office of the Mayor, Chief Public Realm Officer, Ya-Ting Liu

New York Police Department, Deputy Commissioner, Intelligence & Counterterrorism, Rebecca Weiner

New York City Economic Development Corporation, Chief Executive Officer, Andrew Kimball; Executive Vice President of Planning, Jennifer Sun

New York City Department of Transportation, Commissioner Ydanis Rodriguez; First Deputy Commissioner, Margaret Forgione; Manhattan Borough Commissioner, Edward Pincar

New York City Parks Department, Commissioner, Susan Donogue; Manhattan Borough Commissioner, Tricia Shimamura

Congressmember Goldman, Chief of Staff, Haley Scott; Deputy Chief of Staff, John Blasco

New York State Senator Kavanagh, Chief of Staff, Morgan Simko

New York State Assembly Member Lee, Chief of Staff, Alexander Fraser

Manhattan Deputy Borough President Aya Keefe; Deputy Borough President Keisha Sutton-James

Manhattan Community Board 1 Chair, Tammy Meltzer; District Manager, Zach Bommer

Manhattan Community Board 3 Chair, Andrea Gordillo; District Manager, Susan Stetzler