



THE CHINATOWN/BROOKLYN BRIDGE STUDY: RECONNECTING NEIGHBORHOODS DOWNTOWN

Prepared by:
**The Lower Manhattan Development Corporation,
Department of Planning, Design and Development**

March 2005

In association with:
**Weiss+Manfredi Architects
Parsons Brinckerhoff
Chan Krieger and Associates
Ducibella and Associates**

Chinatown/Brooklyn Bridge Study

INTRODUCTION

The events of September 11, 2001 greatly impacted areas all around Lower Manhattan. As part of its efforts to revitalize downtown, the Lower Manhattan Development Corporation (LMDC) has developed a plan to better integrate the Chinatown community and the area around the Brooklyn Bridge Anchorage, located to the east of Chinatown, with the rest of Lower Manhattan (Fig. 2).

The road closures created by security concerns after September 11th in and around Chinatown, including Park Row and the Brooklyn Bridge Anchorage area, have severed crucial links to the Financial District and other areas to the south, drastically impacting business and tourism in Chinatown. Additionally, outmoded infrastructure, congestion, insufficient parking and other circulation and access problems have converged to further inhibit the area's commercial and social activity.

GOALS

The LMDC held fourteen public outreach meetings related to Chinatown circulation and access problems, inviting over a hundred workshop participants to discuss and prioritize potential initiatives. The following goals, which grew out of the workshops, have guided development of the *Chinatown/Brooklyn Bridge Study*:

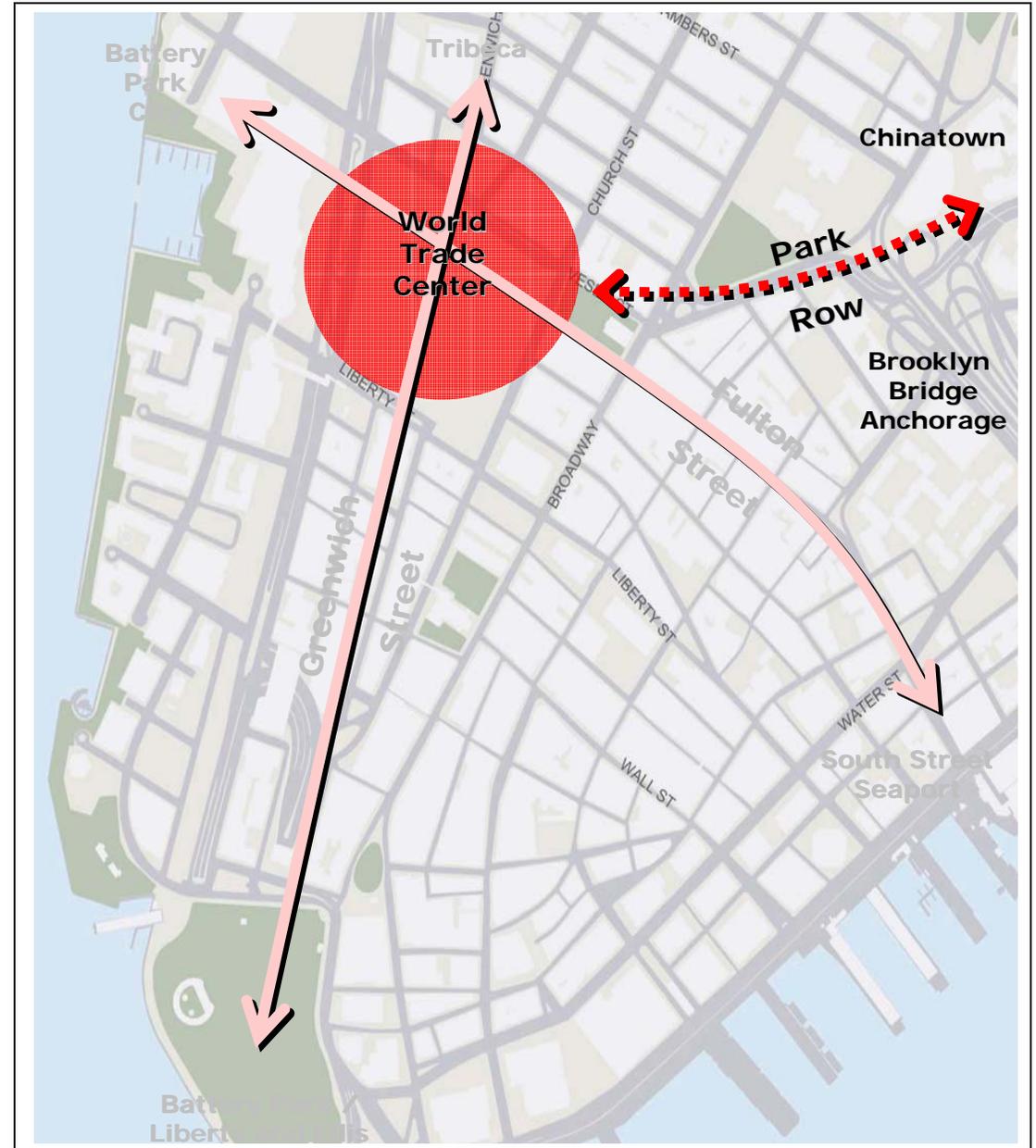


Fig. 2: Diagram showing the Park Row in relation to the World Trade Center site.

- Goal 1 – Reduce security impacts**
- Goal 2 – Improve walking connections**
- Goal 3 – Solve traffic problems**
- Goal 4 – Enhance aesthetics**
- Goal 5 – Provide local management**

The circulation goals can be met by targeting the most difficult problems. Both Park Row and the Brooklyn Bridge Anchorage area currently act as boundaries between Chinatown and the Financial District, but could be transformed into a gateway linking the East River Waterfront, Chinatown and Fulton Street.

THE STUDY

By focusing the study on restoring or replacing critical connections, the area can be re-integrated with the rest of downtown through a sequence of beautiful public spaces. The main elements of the plan include the five components as follows:

1) Park Row Esplanade

Park Row will be reopened to pedestrians along a beautifully-landscaped esplanade that will double as a blast wall, allowing bus routes to be restored along this street.

2) Chatham Green Access

Relocating the One Police Plaza security checkpoint 100 feet to the south will restore free access for Chatham Green residents to their parking lot, eliminating the need to show identification at all hours.

3) Chatham Square Reconfiguration

Reconfiguring the intersection to connect Bowery directly with St. James Place will reduce the congestion that occurs today, caused by the current alignment of Bowery with the closed Park Row.

The reconfiguration will also include creating two new landscaped areas, one for the Kim Lau Memorial Arch which honors Chinese-Americans who died in World War II, and the statue of Lin Xe Xu, a 19th-century anti-drug hero in China.

4) Widen St. James Place

Adding only three feet to the width of the roadbed will provide a fourth moving lane, increasing the street's capacity by 33% to handle the new traffic loads.

5) Two-Way Frankfort Street

Reconfiguring the Frankfort Street interchange with Centre Street will allow it to carry two-way traffic which, in conjunction with the widened St. James Place, will provide an attractive and functional replacement for Park Row to private vehicles.

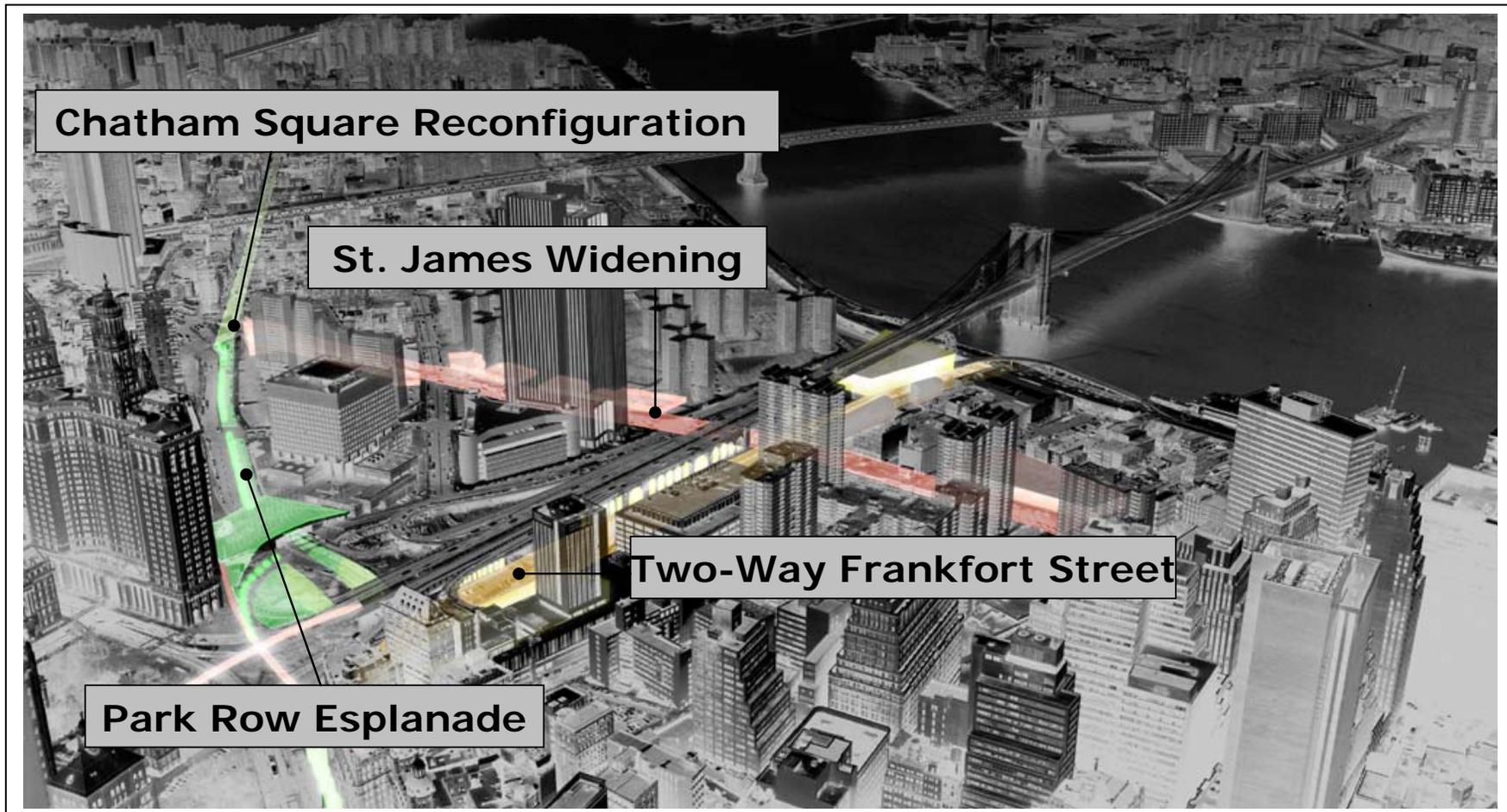


Fig. 3: The *Chinatown / Brooklyn Bridge Plan*.