



**LMDC ALL ADVISORY COUNCIL MEETING ON  
THE REFINED WORLD TRADE CENTER SITE MASTER PLAN  
MONDAY, SEPTEMBER 22, 2003  
6:30-8:30PM  
ONE LIBERTY PLAZA**

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Jennifer Brown, Assistant Vice President of Government Relations and Community Affairs, for the Lower Manhattan Development Corporation (LMDC) opened the meeting by welcoming the Advisory Council members in attendance.

Ms. Brown informed Advisory Council Members that the LMDC is in the process of scheduling the next round of Advisory Council Meetings. Ms. Brown explained the purpose of the meeting was to provide Advisory Council Members with a presentation on the refined World Trade Center Site Master Plan. With welcoming remarks completed, the program was turned over to Andrew Winters, Vice President and Director for Planning, Design and Development for the LMDC to begin his presentation the refined plan.

Mr. Winters began by reminding Advisory Council members that Daniel Libeskind's Memory Foundations was chosen after the culmination of a design study that began August 2002, when the LMDC launched a worldwide search for architects, planners and artists to propose new ideas for the World Trade Center site. The teams were charged with incorporating elements in their designs that were derived from public comment, including a respectful memorial setting preserving the footprints; a bold new skyline; and a range of commercial space. The seven teams produced nine designs, which were released to the public on December 18<sup>th</sup>, 2002. Immediately after the release of the plans, the LMDC launched a comprehensive outreach campaign, *Plans in Progress*, featuring an exhibit of the plans; the hosting of the plans online; two public meetings simulcast citywide and in Long Island; a separate hearing in New Jersey; and a video presentation of each team describing their design in their own words.

After weighing numerous factors, including setting for the memorial, technical feasibility, cost, and reviewing the unprecedented outpouring of opinions from organizations and individuals from around the world collected during the *Plans in Progress* outreach campaign, Memory Foundations was identified as the design best suited to the site.

Following this Mr. Winters began the presentation on the refined master plan. Advisory Council members were told that many elements of the plan announced this past February were viable and workable and therefore weren't altered. Other elements of the plan were changed and improved in response to the completion of an array of studies.

Mr. Winters provided a brief overview of the guiding principles behind the master plan which include: configuring a new neighborhood; reconnecting Greenwich and Fulton Streets and establishing a

nexus of the new neighborhood at September 11 Place, establishing the Wedge of Light Plaza as gateway to the WTC site, celebrating the vitality of streets and open spaces, defining the memorial experience by using the slurry wall and cultural buildings and restoring the skyline with a tall and dramatic new symbol for New York – the Freedom Tower.

After reviewing the fundamental principles Mr. Winters went on to describe some of the key improvements made to the Master Plan. In the original site plan, the “4 tower base scheme” attempted to keep loading docks and security infrastructure on site. This plan came into difficulties because it intruded on the memorial space. In response to family members concerns about the sanctity of the site and security issues raised in relation to trucks moving directly below the designated memorial area, most infrastructure including truck security and vehicular ramping was moved off-site under open public space.

The refined Master Plan focuses on below grade networks with loading docks to get trucks and cars off the street and reduced overall site density. Commercial buildings, retail and public circulation paths have been improved. The refined plan also provides more public space and a proposed site for St. Nicholas Church.

Mr. Winters went on to describe the traffic and pedestrian connectivity elements in the refined plan. Greenwich Street will provide a north-south connection through Tribeca, the WTC site and South of Liberty to Batter Park. Fulton Street will provide the east-west connection from Hudson to the East River. The Cortlandt Galleria and the WTC PATH Terminal will provide pedestrian and transit links for area residents and Lower Manhattan employees. The opening of Greenwich and Fulton Streets will break down the super-block setting of the former site and provide access to new open spaces and improve connectivity between Lower Manhattan communities and the WTC site. Recognizing the need for vital streets and open spaces, the plan includes the Wedge of Light Plaza which will provide a major new civic space. Furthermore, the plan includes the Park of Heroes which will link the WTC site to the World Financial Center and West Street, as well as September 11<sup>th</sup> Place which will provide a gateway to the memorial. Finally, Liberty Park will provide an open public space adjacent to Liberty Street.

With respect to the memorial, Mr. Winters explained refinements to the site plan will be made based on the selected memorial design. The memorial area will be recessed 30' below street level and 70' to bedrock where the Slurry Wall will be exposed to reveal the heroic foundations. Cultural buildings will help define the memorial site while allowing for the development of active streets. A waterfall will be placed along Greenwich Street as an acoustical barrier to street activity. The Freedom Tower, which will complement the Statue of Liberty's torch, will restore the skyline and house public programs. Its placement will mark the Slurry Wall location on the horizon and the western edge of the site.

Completing his presentation on the refined Master Plan, Mr. Winters described for Council Members the next step in the rebuilding process. As the lead agency, the LMDC has been coordinating the environmental review process for the memorial and redevelopment plan, covering everything on the site except for the PATH terminal. On July 23, 2003 the LMDC held a public hearing on the Draft Scope which

was later revised based on public comment. The Final Scope was approved on September 16, 2003. This Fall/Winter 2003 the LMDC will hold another public hearing. Spring 2004 is the expected completion and approval date for the final Environmental Impact Study. The environmental review for the PATH terminal is being conducted separately. A public hearing on the draft scope is scheduled for October 9, 2003. The Final Scope is expected to be approved by December 2003 and the Draft EIS will be completed by Spring 2004 following a final public hearing.

Mr. Winters informed Council Members that the memorial jury is currently reviewing the 5,200 proposals and that an announcement of the selected design is expected some time this fall. The memorial site may be adjusted to fit the memorial proposal that is selected. The 112 responses to the invitation to cultural institutions is currently being reviewed and analyzed by LMDC, State and City officials. Concluding his presentation, Mr. Winters opened the floor for questions from Advisory Council members.

A member of the Residents Advisory Council raised concerns regarding the possibility of Site 26 in Battery Park City being considered for the bus garage. Mr. Winters explained while examining both Site 26 and the Deutsche Bank site, planners are looking at ways to have minimal negative impact on the community. Others raised concerns over the negative impact the use of Site 26 would have on the security of residents in Battery Park City e.g. *air quality and pedestrian access*. Another Council Member suggested planners look to “*auto parking*” as a possible solution. Mr. Winters informed Council Members that he and his team recently went to Hoboken, NJ to study an example of “*auto parking*” and came to the conclusion that this was not a viable option for the buses because of their size and weight.

A member of the Families Advisory Council asked whether Liberty Street could be used for pedestrian traffic only. In response, Mr. Winters stated the LMDC is studying all traffic patterns around the area before making any determinations.

A member of the Coalition of 9/11 Families read a statement voicing concern over plans to increase the original PATH terminal from a 7 car system to a 10 car system—which would result in some building on the bedrock footprint of the South Tower. The statement reiterated the Coalition’s opposition to the newly extended Greenwich and Fulton Streets being open to vehicular traffic through the site and reiterated their desire for minimal infrastructure on and maximum access to the bedrock footprints. Following this, another family member, who lost her sister in the tragic events of 9/11, stated she approved of the skyline treatment in the refined plans but expressed concern over plans to increase the number of tracks for the PATH station. The family member indicated that the Coalition of 9/11 Families has recently asked for the footprints to be given Historic Landmark Status. Family members also suggested planners look for ways to use Liberty Street to increase overall memorial space in and around the site.

Mr. Tony Cracchiolo, Director of Capital Programs of the Port Authority of New York and New Jersey (PANYNJ) explained that prior to 9/11 about 67,000 people came through the PATH daily. With the completion of the site and the memorial, an estimated 80,000 commuters a day are expected to use the

PATH. Moving the PATH station would cost hundreds of millions of dollars and take years to complete, as a result the PANYNJ chose to keep the PATH at the site and add additional cars.

Another member of the Families Advisory Council suggested planners consider designing a means to move laterally to the tower footprints to create a more meaningful experience rather than wading down a ramp along the Slurry Wall.

Several family members asked about plans for improving building security e.g. size of corridors, number of exits, evacuation plans, etc. and additional elements that would improve firefighters' safety and their ability to navigate the buildings during an emergency. Another family member stressed the importance of having the Fire Department actively involved in rebuilding process to ensure proper safety standards are met. In response Mr. Winters informed Council Members that while the refined Master Plan does not go into that level of detail, improved security and safety measures would be released as part of the rebuilding guidelines.

In response to inquires about public space on the site, Mr. Winters indicated the Wedge of Light plaza could be used for public events.

While commending the LMDC on its efforts to revitalize the business and residential community after the attacks of September 11, 2001, a few family members asked the LMDC to make sure it does not place commercial values above what they feel should be the primary focus – the creation of a moving memorial that remembers, honors and commemorates the sacrifice of their loved ones.

A member of the Families Advisory Council who is also a Lower Manhattan resident and business owner stressed the importance of participants working to understand and acknowledge the concerns of both family members, residents and business owners to make sure the end result meets with all their needs to the best extent possible.

Several Council Members congratulated the improvements the LMDC made to Libeskind's design but expressed concerns about service vehicles at the site and their impact on the community. They expressed the opinion that Greenwich and Church Streets as described in the refined plan will not be pedestrian friendly, and as a result asked to see an in depth analysis of traffic in and around the site as well as the proposed truck docking area. Some Council Members suggested an alternative would be to assign times of the day where Greenwich would be used for pedestrian traffic only. Mr. Winters explained that these issues will be addressed in the Environmental Impact Study. Following this discussion, another Council Member raised concerns regarding the burying of West Street. Mr. Winters explained that no decision has been made yet, with respect to West Street and that planners continue to look at both options either depressing West Street or keeping at grade.

Another Council Member suggested that planners consider using rails to deliver materials to reduce traffic in and around the site. Mr. Cracchiolo indicated the Port Authority has taken a preliminary look at that option, however since the PATH operates 24/7 as a passenger railroad this would be a difficult solution to pursue.

A participant representing the Restaurants, Retailers, and Small Businesses Advisory Council expressed concern over retail at the site and its potential parasitic relationship with neighboring retail communities. He cautioned planners to keep in mind that the growth of retail in Lower Manhattan should mirror the growth of the residential population so both could thrive. With respect to questions about Westfield opting not to return to the city, Mr. Winters informed Council Members that the LMDC will continue to work with the consulting firm, Economic Research Associates (ERA), experts in retail related research to help make decision on future retail development.

Another Council Member described St. Paul's Church off Park Row as the entry point for Chinatown and asked planners to help reconnect Chinatown to the rest of Lower Manhattan and the site by removing the barriers at Park Row.

A Council Member asked about the LMDC's responsiveness to the concerns of Community Board No. 1 (CB1). In response, Mr. Winters reminded Council Members that Madelyn Wills, Chair of CB1 is also a member of the LMDC Board of Directors. In addition, the LMDC has provided CB1 with continuous updates and presentations as it has moved forward in the rebuilding process. Public outreach and dialogue, as indicated in the LMDC's mission, has been and will continue to play a major roll in the rebuilding efforts and the LMDC seeks to include the views of very different stakeholder groups. .

A Council Member thanked the LMDC for hosting the 7 neighborhood outreach workshops it recently held in the various communities that make up Lower Manhattan and indicated they could see how their input was taken into consideration in the refined plans.

The final comment was made by a member of the Residents Advisory Council who asked that family members and residents work together to understand each others needs and concerns. In response a family member indicated the families were never against revitalization – their primary concern was preservation of the footprints. Another family member stated that the needs of the residents and the families are not mutually exclusive – and thus family members and residents should be able to work together to ensure the maintenance of a viable and thriving community as well as the creation of a lasting and meaningful memorial.

Jennifer Brown then thanked the participants for attending and the meeting was adjourned.