

**Lower Manhattan Development Corporation
Transportation and Commuters Advisory Councils
Thursday, July 25, 2002
5:30 p.m. - 7:30 p.m.
Held in the Offices of Cleary, Gottlieb, Steen & Hamilton
One Liberty Plaza, 39th floor
LMDC Board Members – Lew Eisenberg, Robert Harding, Carl Weisbrod, Howard
Wilson**

LMDC Board member Howard Wilson began the meeting by asking participants to introduce themselves for the record. He mentioned that the LMDC and the Port Authority of New York and New Jersey (PANYNJ) will issue a more comprehensive transportation analysis in the future. The role of commuter rail will be a key element. Mr. Wilson discussed the events of July 16th, when the six concept plans were unveiled. He went on to say that there was a presentation at Pace University, and LMDC unveiled its new website. The concept plans are also being exhibited at Federal Hall, which will allow the public to provide comments on the concept plans. Tara Snow of LMDC mentioned that in the first day of the exhibit, over 500 brochures were completed. Mr. Wilson mentioned that Anita Contini has been hired by LMDC and will handle the memorial process – she will start work on August 5th. With respect to the six concept plans, a lot of work was done in short period of time, and the concept plans are not meant to include specific architectural designs. Mr. Wilson introduced Bob Davidson of the Port Authority and Hugh Eastwood of LMDC, who will discuss the transportation elements and the six concept plans.

Bob Davidson discussed the Port Authority and LMDC process. In Phase I, the goal was to solicit responses in order to begin the dialogue about the World Trade Center site and adjacent areas.

He then reviewed the on-site program, which consisted of 11 million square feet of commercial space. This number was derived from the pre-existing World Trade Center and smaller buildings around it. The hotel component was derived from the former Marriott Hotel, and the retail component was derived based on expansion plans that were already underway prior to September 11th. The restoration of the PATH is underway, and security concerns regarding bus and truck facilities will be addressed throughout the redevelopment.

Mr. Davidson then discussed elements of the off-site program, which includes residential and cultural buildings, the restoration of 90 West Street, and a location for a new St. Nicholas Greek Orthodox Church.

Additional considerations include security, design excellence, pedestrian access, compliance with the Americans with Disabilities Act, and financial feasibility. Bob Davidson provided the Advisory Council background information before the presentation of the six concept plans that focused on the flow of the neighborhood, East-West linkages, pedestrian volumes, environmental factors, sun, and wind. Bob emphasized it must be a year-round experience – prior to September 11th, the plaza at the World Trade Center had to be closed for part of the year because of wind and ice conditions. The Port Authority is also interested in improving ferry service and exploring a variety of options for West Street.

Mr. Davidson discussed the proposed intermodal transportation plan, which would include the PATH concourse and New York City Transit lines. Attendees inquired as to how far below grade this would be, and to what extent would this be impacted based on what is determined for the above-ground redevelopment. Mr. Davidson answered that this proposed concourse would be approximately at B4 level, and would function more like an airport concourse in terms of width, height, and natural light. There would be a major public space and

the lines would be visually connected. In terms of what will happen above ground, and how this will impact the intermodal transportation component, all relevant agencies are involved in the development and more technical investigation is needed in the next phase.

An attendee asked if the 2nd Avenue subway could be included in these plans – Bob Davidson commented that, like the issue of commuter rail connections, these concept plans could expand to include these other options if they need to. One attendee wanted more detail on where people would actually be moving in various parts of the zone, for instance, what would happen with the existing Broadway-Nassau station? Another participant asked if the MTA could attend a meeting to discuss more detail about their portion of these concept plans.

Tara Snow from LMDC asked participants to focus on elements of the six concept plans at this meeting, because a more detailed discussion about transportation will be occurring soon when a more comprehensive transportation study is released.

LMDC Board member Lew Eisenberg commented that the family members are concerned about building on the footprints of the twin towers, and inquired as to whether or not this proposed intermodal transit zone would pass through the footprints. He wants the Transportation Advisory Council to be aware of the sensitivities of the families with respect to building on the footprints.

Attendees were concerned about the release of Phase II and emphasized the need to move forward on transportation. Participants said that the civic groups are looking for reassurance on this, particularly since news articles in the last week said that transportation would be delayed. LMDC Board member Lew Eisenberg said that the planning efforts with respect to transportation and infrastructure are moving forward, but the full exploration has not been completed. One attendee commented that the above ground portion of the proposed

intermodal transportation center is the same in all six concept plans, therefore it would definitely be impacted by what is built on the site. Another asked if there is any reason, from an engineering point of view, that a building could not be built on top of the center.

Hugh Eastwood of LMDC presented the six concept plans, discussing issues such as the treatment of West Street, the amount of open space, the skyline element, and residential and cultural uses of each concept plan.

A question was asked about local traffic below Vesey Street – in the concept plans there does not appear to be a lot of surface traffic availability, and since forty percent of the traffic on West Street is local, it is unclear how this will be handled. Hugh Eastwood answered that there would be a local exit before the underground portion and that traffic would flow through a local street running between the World Financial Center and the East. One of the design firms will be exploring these possibilities. Some discussion has occurred regarding the affect of tunneling on local traffic.

One participant inquired as to whether or not there would be an international design competition for the site, and stressed that it should be inclusive of award-winning designs.

An attendee inquired about the West Street promenade and said that her organization has done reviews of these types of roadways by visiting other cities. She feels that they are not particularly effective except where there is a full tunnel, but often times they don't work as a plaza or park, because it is difficult to remove the traffic and noise. She stressed that the planners must really look into this and determine if it is worth the potential costs. She thinks that calling it a true promenade is misleading and would like to share her research and experience with the planners.

LMDC Board member Lew Eisenberg concluded the meeting by saying that a more detailed analysis on transportation will happen in the next phase. He thanked everyone for attending and closed the meeting.