



**Lower Manhattan Development Corporation
Families Advisory Council
June 25th, 2002
One Liberty Plaza, LMDC Board Room
5:30pm – 7:30pm**

LMDC Board Members: Lew Eisenberg, Deborah Wright & Tom Johnson

LMDC Board Members, Lew Eisenberg, Deborah Wright and Tom Johnson, Family Members and ex-officios introduced themselves for the record. The Advisory Council took a moment of silence to pay homage to the Family Members and recognize events at Staten Island's Fresh Kills.

With welcoming remarks and introductions concluded, Ms. Wright informed family Members the day's agenda would include a presentation of the site concept plans which will be presented to the public at "*Listening to the City*" citizen's summit taking place next Saturday July 20th and Monday July 22nd.

LMDC Board Member Deborah Wright indicated the purpose of the meeting was to provide the Family Advisory Council Members with an opportunity to view the concept plans prior to their being made public. With that, she offered the floor to Tom Johnson.

Mr. Johnson reassured Council Members while the concept plans as a whole may not be what they envisioned for the site, there may be elements of each concept plan which may interest them. Having personally observed the LMDC listen to those who have provided input and given each idea serious consideration, Mr. Johnson informed Council Members that the LMDC is taking serious its commitment to collecting public input.

Ms. Snow informed Council Members that a press conference had been scheduled for 10am at Federal Hall on July 16th, announcing the release of the six concept plans. Council Members were invited to attend a presentation following the announcement at PACE University. Carrying this thought further, Mr. Johnson reminded Council Members that there would be an opportunity for members to provide their input and voice any thoughts or concerns they may have throughout the entire three phase planning process.

Council Members were informed that in order to begin a discussion of the six concept plans, one must first understand the LMDC & PANYNJ's program requirements, and the contractual obligations that affect the World Trade Center site. The program for the WTC site and its adjacent areas is broken into two main parts: on-site, which refers to the 16-acre site and off-site, which refers to the development of the site's adjacent.

With that in mind, Mr. Johnson and Ms. Wright requested Advisory Council Members hold their questions until after the presentation, and introduced Ron Pisapia of the Port Authority and offered him the floor to describe the on-site program in more detail.

Mr. Pisapia informed Members of the Advisory Council that the primary focus during all of the planning efforts had been and remains the creation of a memorial complex – including size, location, and how to get people to and from the memorial. With respect to the last point, Mr. Pisapia stressed the creation of the proposed Intermodal Transportation Hub as vital to getting people to and from the memorial

Mr. Pisapia explained the commercial and retail components of the on-site program, which includes 11 million square feet of office space and 600,000 square feet of retail space.

In conclusion, Mr. Pisapia reminded Members of the Council that transportation restoration and improvements would be a major component to the revitalization of Lower Manhattan. With the conclusion of Mr. Pisapia's presentation, LMDC's Director of Design & Development, Andrew Winters took the floor to go into a little more detail about the LMDC's off-site program and other considerations.

Mr. Winters explained to Council Members, the LMDC planners had gone through an extensive "*listening period*" during which they received a wide range of ideas for the revitalization and redevelopment of Lower Manhattan. In response to this information, LMDC planners attempted to expand the site in order to try to work as many of the public's ideas into the concept plans as possible. These ideas included cultural and civic & residential spaces, transit centers, restoration of 90 West Street, and the reconstruction of the Greek Orthodox Church. Items of particular importance, voiced by the public included: improving transportation connections in Lower Manhattan, integrating the redeveloped areas with the surrounding neighborhoods, recreating a distinctive skyline, and ensuring disability access & ADA compliance, etc. The LMDC will continue to listen to the public through the various means i.e. Federal Hall exhibit brochure, public hearings in the boroughs, and lastly, "*Listening to the City*".

With that discussion completed, Bob Davidson from the Port Authority took over to discuss transportation-related development. As Members of the Advisory Council are aware, much of Lower Manhattan's transportation system was damaged and destroyed as a result of the September 11th tragedy. The goal is to develop a 21st Century transportation system that can accommodate and meet the needs of visitors to the memorial, workers and residents. As a result, all concept plans for the World Trade Center site and its adjacent areas include the reconstruction of below ground transportation. Mr. Davidson informed the Council that a critical component to be restored is the PATH, which moved over 80,000 people per day between New Jersey and Lower Manhattan. Replacing and creating a new transportation infrastructure is critical. In the future, Mr. Davidson explained, additional detailed options for transportation improvements in Lower Manhattan will be issued for further discussion. Those contained in the concept plans are proposals that will require further discussion.

The Advisory Council then began discussions about the proposed Intermodal Transportation Hub. The intent of the Hub is to link all the transportation infrastructure of all of Lower Manhattan with the financial district and surrounding neighborhoods. The Council was reminded that all subway terminals, tracks, tunnels etc. were built over extended periods of time and independently of each other without a notion of connection. The Council began discussions about possible solutions to connecting all the linear lines existing to date into an accessible hub including the creation of an underground street grid with moving walkways to assist pedestrian traffic between lines. One Council Member raised the concern of drawing people away from above ground retail and thus diminishing the "*street-life*" revitalization planners hoped for. Another member thought this might be a good way to create additional retail/commercial space below ground with a controlled environment, moving concourse to take people either to their next connection or directly to the "*Memorial Complex*" etc., thus creating an improved experience for transit travelers. In addition to a possible underground concourse for pedestrian traffic, planners discussed the possibility of building multiple levels to accommodate buses & trains, loading zones, escalators to PATH connections etc.

With respect to the creation of a terminal for buses and trucks, Advisory Council Members that major security measures would be taken i.e. outside what is now called the "*bathtub*", every vehicle would be checked before it would be allowed onto the site.

Mr. Winters reassured Members of the Council that the memorial is what has and what will continue to drive the planning process, further reiterating that each site concept plan is defined by its relationship to memorial space.

After these initial discussions, Frank Lombardi, of the Port Authority explained to Council Members environmental elements had to be taken into consideration when devising the concept plans. Planners were looking for ways to avoid the wind/light issues the original site experienced – namely having to close for a few months out of every year because of the tremendous winds that overtook the corridor. As a result, planners took careful aims to investigate options for building placement to avoid having to close the open spaces for a few months out of every year, and keep the pedestrian pathways and corridors accessible year-round. As mentioned earlier, the approach to the memorial was the first consideration in the development of the concept plans. The title of each plan reflects the memorial ideas that they convey. Mr. Lombardi reiterated that these concept plans are not fixed proposals, and that they were designed with the intention of mixing and matching the elements people liked most.

One Advisory Member expressed disappointment at the inflexibility of the need for office space – indicating that whatever the memorial turns out to be, it will inevitably fall into the shadow of office buildings. This member suggested Silverstein try to identify more creative ways to generate revenue, other than reclaiming the 11 million square feet of office space as planned. In response to this, LMDC Board Member Deborah Wright took the opportunity to remind Council Members that the revenue raised by the commercial and retail supports other Port Authority projects throughout the city.

Off the subject for a bit, one Council Member inquired as to who would be in charge of running the memorial once it was up and running. Council Members discussed a few options including splitting responsibility over the site between National Park Service and a private fundraising organization.

Mr. Johnson reminded Council Members that we need to continue the process of collecting public input and let the process dictate what happens. Furthermore, Mr. Johnson informed the Council that the greater a consensus we can come to with respect to concepts for redeveloping Lower Manhattan and the creation of a moving and lasting memorial, the more likely it is that we'll get a plan closest to what we want. It is important that we build consensus during the whole process of public outreach and discussion so we can whittle down the elements and agree on strategies and move forward. The whole process is done this way, Mr. Johnson informed Council Members, so that no one person can have veto power over any idea, or hold the process up unduly

Overall, Members of the Advisory Council were supportive of the LMDC and Port Authority's efforts. There were elements that they agreed were worthy of pursuit i.e. the Memorial Promenade. Members of the Council thanked the LMDC, Port Authority and members of Binder Byer Belle for their hard work and efforts – recognizing that they accomplished a tremendous amount of work in a limited amount of time.

As a final note, Tara Snow informed Council Members that the site concept plans would be made available tomorrow after 2pm and encouraged all to review them again and share their thoughts. Tara Snow and Members of the Family Advisory Council plan on scheduling an additional meeting to discuss the plans in greater detail and collect more concrete feedback.