



FAMILIES ADVISORY COUNCIL
INFRASTRUCTURE AND TRANSPORTATION MEETING
FEBRUARY 13, 2003 5:30-7:30PM
OFFICE OF PORT AUTHORITY OF NEW YORK & NEW JERSEY
111 EAST 18TH STREET

Tara Snow, Vice President for Government Relations and Community Affairs, for the Lower Manhattan Development Corporation (LMDC) opened the meeting by providing an overview of the agenda for the evening, which included a brief summary by Andrew Winters, Director of Design and Development for the LMDC, of infrastructure needs at the World Trade Center site, followed by a presentation by Tony Cracchiolo, Director of Priority Capital Programs for the Port Authority of New York and New Jersey (PANYNJ), on possible solutions for the infrastructure for the site. Before giving Mr. Winters the floor, Ms. Snow informed Advisory Council members that no final decisions have been made yet and that the evening's presentations represent a starting point for discussions on how to accommodate everything that needs to happen at the site, both for the memorial as well as commercial and retail uses. With that, she offered the floor to Mr. Winters.

Mr. Winters explained to Advisory Council members the purpose of his presentation was to quickly recap a presentation they'd seen in October and take things to the next level by examining preliminary answers to some of the transportation and infrastructure issues that will arise as the rebuilding process moves forward. Mr. Winters quickly reviewed the pre-9/11 below ground infrastructure at the site which included the PATH terminal, the 1, 9, N and R subway lines (all of which are running now), parking, docking bays, plumbing, electrical substations and ventilation etc. He also briefly described the above ground infrastructure which includes a five-acre public plaza, extensive networks of sidewalks and pedestrian bridges, a broadcast antenna and electrical substations.

Mr. Winters then went on to describe the challenges that were identified at the World Trade Center site, post-September 11, 2001. Supporting the memorial uses and the resulting

increase in visitors at the site is a new component that didn't exist before. The PATH terminal and subway connections in Lower Manhattan have to be improved to accommodate memorial visitors. Providing a dignified approach to the memorial, trying to make sure memorial visitors have ways to get there which are separate from the commuter traffic and providing sufficient at-grade streets, plazas, and paths for pedestrian traffic are all important. Truck loading and vehicle security were also acknowledged as important aspects of future site development. Plans to bring back the cultural, civic and commercial uses that were at the site prior to September 11, 2001 will bring additional kinds of infrastructure requirements.

Because of the crowded framework of Lower Manhattan, Mr. Winters explained, it would be very difficult, if not impossible, to relocate mechanical, telecommunication, water and sewer needs off the site. This creates a challenge for designers who are trying to address connectivity issues at the same time. As a final point, Mr. Winters expressed the importance of the cohesion between on and off-site related infrastructure development. With that, Mr. Winters turned the floor over Mr. Cracchiolo.

Mr. Cracchiolo prefaced the need to be prepared for the millions of people that will be drawn to Lower Manhattan because of the memorial. Since there is very little room for all the visitors to come to Lower Manhattan by car, the only choice left is public transportation. Because of this, the focus has been on restoring the transportation infrastructure that existed prior to September 11, 2001 and figuring out ways to improve them in readiness for the influx of visitors.

Mr. Cracchiolo gave Council Members the status of the temporary PATH station being built on the site. The PANYNJ is proposing to have the temporary station in operation by the end of this year. Over 50,000 people are expected to use the temporary station daily, as a result, it is critical to bring the station back for the viability and the economy of Lower Manhattan as well as for those who live and work in Lower Manhattan. The temporary station will be made primarily out of steel, metal decking, and concrete. Its design and construction materials were kept as simple as possible to ensure the station is completed and made available to commuters as soon as possible.

The *Viewing Wall* (or fence) will be moved to allow an opening for the station with stairways and an elevator going down to the concourse level of the station. The temporary station, once

completed, is expected to be in use for 5-6 years. The PANYNJ and its partners intend to spend the next year planning the permanent terminal and hope to start its construction and all the other infrastructure needs sometime in late 2004 – early 2005. New York City lost nearly 100,000 jobs downtown as a result of September 11, 2001. He prefaced the importance of rebuilding the infrastructure to ensure more people and jobs aren't drained out of Lower Manhattan toward other major cities.

Concerns were raised regarding the creation of an underground world, with retail and transportation etc. and its possible negative impact on the economy of Lower Manhattan, above ground businesses

Mr. Cracchiolo explained that nothing could be built on the site, including the memorial, until certain infrastructure had been completed. Most of this infrastructure, such as utilities, life-safety systems, structural supports, street systems, etc., will be used to support the World Trade Center Site Memorial. It is believed there could be as many as 10 million visitors within the first year of the World Trade Center Site Memorial's completion. The desire is to see that a good portion of these visitors come to the memorial and the site via public transportation.

With discussions of on-site infrastructure needs completed, Mr. Cracchiolo went on to discuss transportation needs in greater detail. Plans are being considered for a Grand Central Station of downtown - a new main point of entry into Lower Manhattan. This new entry point is intended to create a grant point of arrival from the transit system to the memorial as well as serve all the commuters and visitors to downtown. The transportation hub will help establish North-South, East and West connections for commuters. The PANYNJ is working with the Battery Park City Authority to discern how the connection between the ferry terminal and the subway hub can be improved.

The below-grade concourse will allow people coming from various parts of Lower Manhattan to have access to all subway lines and PATH lines in Lower Manhattan. Some space in the concourse will serve future commercial development above-grade as well as the memorial. In response to some concerns voiced by Advisory Council members, Mr. Cracchiolo acknowledged the need for overall enhanced security on-site as well as the importance of environmentally friendly development.

Following his description of infrastructure and transportation rebuilding efforts, Mr. Cracchiolo began to discuss the possibility of creating a below-grade bus facility for tour buses carrying visitors to the World Trade Center Site Memorial. An estimated 400 buses a day are expected to come to the memorial – so parking for idle buses becomes a major issue for residents and would impact other traffic in the area. The plan is to have buses park in the facility after they've dropped off their passengers somewhere at street level. The facility it is not meant to be a bus terminal where passengers get off and on or a place for regular commuter buses.

Ms. Snow also informed Advisory Council members that the memorial will need heating and air conditioning, and electrical services as well as services for ancillary buildings such as a visitors center, memorial museum etc that will be part of the memorial. All these services will need to be placed somewhere below grade. Tenant parking, docking bays, loading zones and checkpoints will also be necessary to help deliver materials to the memorial and museum. To avoid having trucks and buses spill over into the streets surrounding the site, it is important they have a space provided to them on-site and below-ground. The PANYNJ and the LMDC agreed that to the degree possible, development related to commercial activity will be placed outside of the memorial zone. Mr. Cracchiolo acknowledged it will be easier to firmly assign locations for certain infrastructure once a design has been chosen for the permanent memorial.

Infrastructure such as tenant parking, docking bays and loading zones in the original towers helped provide much needed support to the slurry wall. The wall was damaged as a result of both the 1993 and 2001 attacks. Currently there are temporary restraints on it to keep it from collapsing, but the PANYNJ feels strongly that more be done to protect it. A bus facility would help replace that infrastructure and offer much needed support to the slurry wall. The PANYNJ promised to continue to look into ways portions of the slurry wall may be allowed to remain open and accessible.

To conclude Mr. Cracchiolo reiterated the need to restore and enhance the pre-9/11 public transportation services that existed in Lower Manhattan and restore the public and utility infrastructure before any commercial or memorial related building could get started. With that, he opened the floor to questions from Advisory Council Members.

A member of the Families Advisory Council, after noting the south footprint was impacted by the PATH tracks, asked if it were possible to change the designs and preserve the footprints. Mr. Cracchiolo indicated it is possible at the upper layers to preserve the footprints, but not at ground level or below grade where the PATH tracks run. He also stated there were no plans proposing any commercial building on the footprints other than the PATH and the possible bus depot.

A member of the Advisory Council expressed her belief that everyone has their own view of what sacred ground is, and that personally she didn't have a problem with portions of the bathtub being used for whatever infrastructure is necessary to serve the greater good.

Another family member commended the PANYNJ and LMDC's efforts in attempting to explain the thinking that went behind all of the options discussed. He also expressed concern over the ideas suggested in the infrastructure and transportation presentation and their integration with the designs being considered. Mr. Ron Pisapia of the PANYNJ informed council members that efforts were currently underway to better integrate them into the designs, and that the PANYNJ, the LMDC, and the design teams are working together on how to deal with the bathtub area.

Several members of the Advisory Council indicated that while they appreciate the need for infrastructure that supports the memorial, they disagree with the need to build a bus depot on the site. They also voiced concerns over the possible security issues that could arise from having a bus facility below the memorial. Mr. Cracchiolo stated all buses and trucks would have to go through a security checkpoint prior to parking in the depot or docking area.

It was suggested that the bus facility be placed next to the transit hub to integrate it with all the transit facilities in Lower Manhattan. Ms. Snow stated the intent is to have it adjacent to the transit center. Mr. Cracchiolo explained to Council Members that after searching in the area for alternative sites for the bus facility, no location could be identified on the east side of Greenwich Street. In addition, residents of the community have real concerns over bus traffic in the area. The PANYNJ is currently working with city agencies, the MTA, New York City Transit and the New York State DOT to identify a way for charter buses bringing visitors to the memorial to work in concert with other destinations of the downtown area like Battery Park City,

Ellis Island and Liberty Island so that the whole experience is more of a downtown visitors experience.

One Council Member, after stating that she and many other family members love the Libeskind plan because it preserves the slurry wall and the bathtub, inquired as to how much of the Libeskind plan could be preserved if no other place could be found for the bus facility. In response, Mr. Cracchiolo stated one possibility would be to have a large area of the bathtub with about 50-45 feet of the slurry wall preserved, while the remaining 25-30 feet would be used for additional support and the bus facility. Both Vinoly and Libeskind were asked to design plans that accommodated a bus facility. Mr. Pisapia explained the intent of this meeting is to listen to the Families Advisory Council and go back inform the designers of the concerns and suggestions that came out of this meeting before a final design is selected. Another Advisory Council member suggested rather than using the bus facility to help fortify the slurry wall, that a memorial museum would be more in keeping with the reverence of the site.

A family member asked what role the bus facility will play in light of the Governor's statement that he will publicly support the repository of unidentified remains at the site. Mr. Cracchiolo replied that there will be plenty of space within the memorial site for all the uses families feel are important such as a repository, a museum, etc. He also reiterated that the presentation Council Members were seeing merely describes possible space allocations, since a final design has not been identified yet.

Members of the Advisory Council suggested building additional buttresses to support the slurry wall, so that it may remain exposed as Libeskind's original design demonstrated. Mr. Cracchiolo explained that while buttressing might help in the short term, the slurry wall is old and has suffered from two bombing attacks; as a result, it is necessary to take greater precautions to ensure its structural stability for the future.

A family member thanked PANYNJ and LMDC representatives for the presentation, expressing gratitude for many of the comforting things said during the meeting.

Ms. Snow thanked participants for attending, and the meeting was adjourned.