

**Lower Manhattan Development Corporation
Development Advisory Council Meeting
Monday, July 22, 2002
5:30 p.m. – 7:30 p.m.
Held in the Offices of Cleary, Gottlieb, Steen & Hamilton
One Liberty Plaza
LMDC Board Members - Paul Crotty, Ed Malloy, Roland Betts**

LMDC Board Member Paul Crotty began the meeting by asking attendees to introduce themselves. Mr. Crotty then gave an overview of last week's release of the six concept plans for the World Trade Center site and adjacent areas. The designs are not meant to be architectural in nature. The Listening to the City event on Saturday generated a lot of comments in terms of what people like and what they don't like about the concept plans. There is also an exhibit at Federal Hall that is opening this week, and there will be additional public meetings to discuss these concept plans. The LMDC will continue to solicit feedback from our advisory councils throughout this process. In all of the plans and throughout our process, the memorial is the first priority of the LMDC. Mr. Crotty then introduced Tony Cracchiolo of the Port Authority of New York and New Jersey (PANYNJ) to discuss the Port Authority's on-site program.

Mr. Cracchiolo emphasized the importance of the memorial and discussed the desire to maximize open space, cultural, and civic uses. There may possibly be a museum related to the memorial on the site. He discussed the 99-year lease agreement and the leaseholder's rights, as well as the PANYNJ's revenue related to the site, which would support projects for the region. As part of the program leading up to the six concept plans, the replacement of the commercial, retail, and hotel space were part of the program. Transportation is a key component of all of the concept plans. They include the possibility of a site for buses, to address the traffic that will increase as a result of tour buses visiting the site. Service areas and loading areas will be critical,

so traffic does not clog the streets. The PANYNJ has also had to consider utility issues in terms of power needs and replacing the Con Edison substation that was under World Trade Center 7. The issue of power and substations became particularly apparent over the weekend with the fire at the Con Edison substation on East 14th Street.

Lou Rana, attending the meeting as a representative of Con Edison, briefly discussed what happened over the weekend at the Con Edison substation, emphasizing Mr. Cracchiolo's point regarding the importance of substations in Manhattan.

Chris Glaisek of the LMDC presented the off-site program in terms of reviewing and including additional options for housing, cultural institutions, and the redevelopment of St. Nicholas Greek Orthodox Church. The LMDC also tried to look at other considerations such as pedestrian access, the skyline element, accessible facilities, etc.

Paul Crotty commented that the issue of transportation and how the need to review different options – this is an opportunity to integrate improvements in conjunction with the redevelopment.

Bob Davidson from the PANYNJ presented the plans for the proposed Intermodal Transportation Center. He discussed the transportation station pre- September 11th, which was essentially just a PATH station and people had three options: to move up to office buildings, to the street level, or move to other transit lines. The PANYNJ has explored the issue of the transit lines and the options for integrating connections between them. The proposed plan calls for a connection to all lines and the ferry service through the Winter Garden. It would include moving walkways and retail options as well.

A question was asked regarding the difference between the proposed intermodal zone and the transit center. Mr. Davidson explained that the zone is more comprehensive, and the transit

center is focused on the New York City Transit connections. The placement of the zone allows the World Financial Center PATH riders to be accommodated as they move East.

A question was asked about how much of the 600,000 square feet of retail space is below ground versus above ground. Mr. Davidson answered that it could be split, 50% below and 50% above.

A question was asked as to how far above grade the intermodal transportation zone is. According to the PANYNJ, it could be as far above ground as the buildings would allow for. Tony Cracchiolo said it could be an atrium, and Bob Davidson mentioned that in the current plans, the center is slightly larger than Grand Central.

Another attendee commented that the proposed intermodal zone is a great opportunity to provide open public space and natural light.

A question was asked regarding whether or not the shopping would be accessible not only to commuters, but open 7 days a week for the 9,000 people living in Battery Park City. The World Trade Center shopping was geared more toward commuters and was not open on weekends. Representatives of the PANYNJ said that as the proposed plans evolve, the ability to answer these specific questions will evolve too.

One attendee asked about the interface of the transportation center with West Street. PANYNJ representatives said that people could move up to West Street from below street level, or up to the Winter Garden from below. These proposed plans do not preclude the depression of West Street.

An attendee asked how security would be addressed with respect to the proposed transportation center. The PANYNJ says the preliminary thinking is that buses and trucks would

be checked prior to entering the loading and waiting zone. They believe there is room in the proposed plans for a specific zone for the loading and unloading of tour buses, etc.

A question was asked about the opportunity for connections with the Long Island Railroad, Metro North, the area airports, etc. The PANYNJ answered that it is still the early stages of planning, and none of the ideas discussed tonight would preclude these options. A follow-up question was asked as to whether or not there is enough physical space in these plans to accommodate an LIRR connection through Jamaica – the answer is yes.

An attendee commented that the media coverage thus far has not focused on transportation, despite the fact that it is a critical component. Another participant requested that the PANYNJ present the layers of the intermodal zone in another format that would better highlight the different portions. City Councilmember Melinda Katz added to that point by stressing that many City Council hearings have focused on the issue of people being able to get downtown and she feels that it is important for people to begin to understand what the transportation connections will be.

LMDC Board member Roland Betts said that the curiosity has been drawn to the memorial issue and not transportation and infrastructure. In the near future, the LMDC and the PANYNJ will release a more comprehensive document on transportation.

Chris Glaisek of the LMDC then presented the six concept plans.

After the presentation, a question was asked regarding the Memorial Promenade concept plan could be combined with other concept plans, since this one seemed to be popular at Saturday's Listening to the City event. Mr. Glaisek answered that it is possible to combine the promenade concept with other the other five concept plans.

A comment was made that the former World Trade Center site related to itself, but did not connect to Battery Park City. Total linkage of the site to the rest of downtown is important for a number of reasons. Roland Betts commented that exploring the possibilities for funding are critical, and this would need to be determined.

A member of the advisory council asked if preliminary sketches of the concept plans will be made public before September. Roland Betts responded that the LMDC and the PANYNJ are in a listening mode and are getting public input.

A representative from the Borough of Manhattan Community College inquired as to the process for commenting on the proposed use of their building. The PANYNJ and the LMDC answered that property owners would have to be consulted, and that the process has not evolved to the level of negotiating with landlords yet.

One attendee asked about usable public space and how much there is compared to the total acreage of open space. Usable open space is what residents desire. The Promenade concept plan includes a lot of open space that is contingent on depressing West Street. Prior to September 11th, the amount of open space was about five acres.

One attendee suggested exploring the possibility of transferring development rights. Tony Cracchiolo answers that Phase I was meant to stay within the program requirements; the next step may look outside of the program. He stressed that there are significant financial and legal obligations that affect the planning process.

A participant asked if the timeline is still the same for Phase II. The LMDC and the PANYNJ are evaluating the schedule, and other public hearings are being held. We may need more time, but no decisions have been made. LMDC Board member Roland Betts stated that

there is a balance that must be struck – some people feel we’re moving too fast, and some feel we’re moving too slowly.

Representatives from the PANYNJ stated that we need to move forward with the transportation, because there seems to be a consensus on the importance of the transportation piece.

Councilmember Melinda Katz asked what the timeframe is for the public meetings. LMDC representatives briefly discussed the plans for outreach in other boroughs and another public hearing in Lower Manhattan.