

***World Trade Center  
Vehicular Security Center and  
Tour Bus Parking Facility***

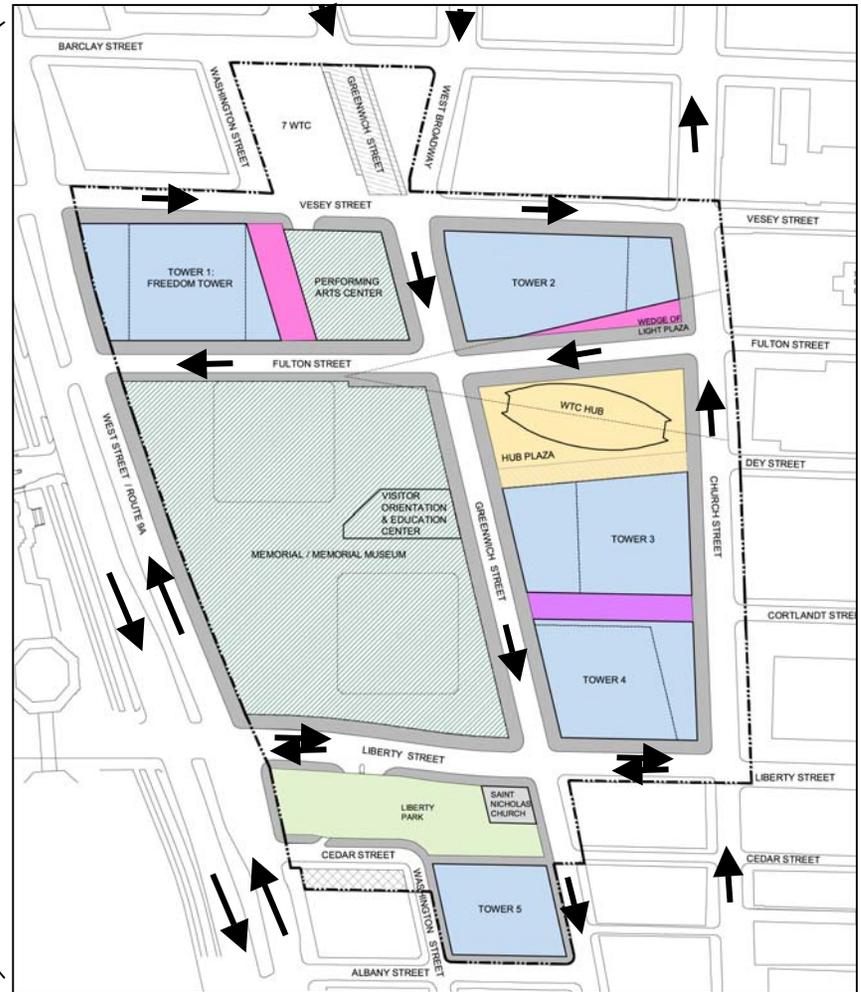
**Public Hearing  
November 28, 2006**



**THE PORT AUTHORITY  
OF NEW YORK & NEW JERSEY**

## WTC Site Overview

# World Trade Center Site General Project Plan



# World Trade Center Memorial Visitation

**2015 Projected  
Daily Attendance**

24,000 Total Visitors



17.6% by Tour Bus



130 Tour Buses

Based on 5.5 million  
annual visitors



# World Trade Center Delivery Vehicles

## 2015 Projected Daily Deliveries

### Office



### Retail



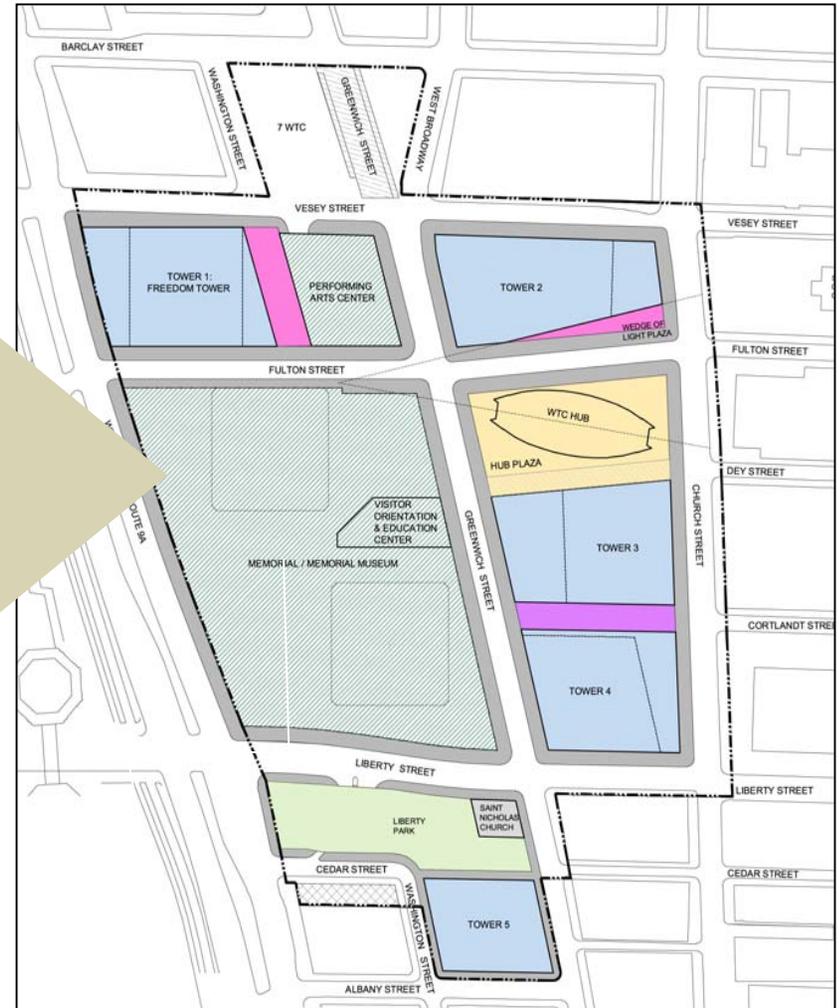
### Memorial and PAC



### Other



 = 30 Delivery Vehicles



*Purpose and Need*

# *Access and Circulation*



# *Safety and Security*

Protect the WTC site

Minimize disruption to street traffic

Apply consistent and comprehensive screening procedures



## *Project Goals*

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- ❖ Support the development of a WTC memorial
- ❖ Support safe and efficient delivery vehicle circulation and access at the WTC site
- ❖ Minimize adverse impacts on the social, economic, and natural environment



## ***No Action Alternative***

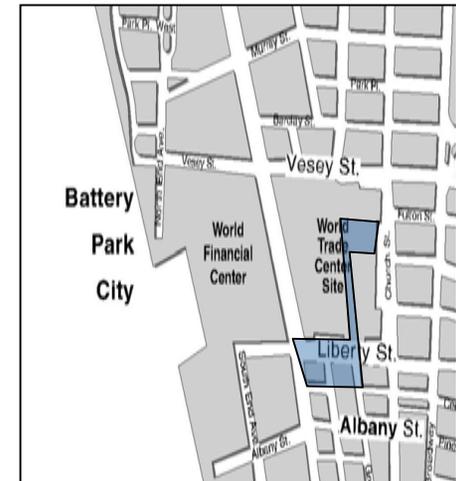
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- ❖ Automobile garage access from Vesey and Liberty Streets
- ❖ Tour buses parking not available on-site
- ❖ Truck elevators for Freedom Tower and Tower 2
- ❖ Street-level loading docks for retail and Towers 3, 4, and 5
- ❖ Street-level security checks for trucks and buses



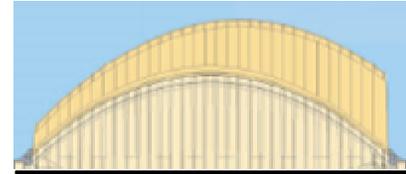
## Preferred Alternative

- ❖ Subgrade, consolidated security checkpoint for tour buses, delivery vehicles, and automobiles
- ❖ Connections to subgrade loading and unloading areas on the WTC Site
- ❖ Space for underground tour bus parking
- ❖ Entry and exit from Liberty Street



## Project Alternatives

# Preferred Alternative



Street-level

**PATH Concourse**

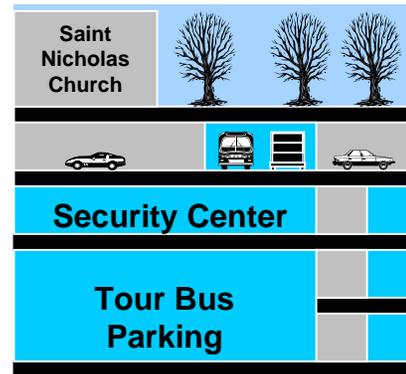
B1 (Elev. 296)

**PATH Concourse**

B2 (Elev. 276)

**Tour Bus Parking**

B3 (Elev. 264)



Liberty Park

Street-level

**Security Center**

B1 (Elev. 296)

**Tour Bus Parking**

B2 (Elev. 276)

B3 (Elev. 264)



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## **Traffic**

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### NO ACTION ALTERNATIVE

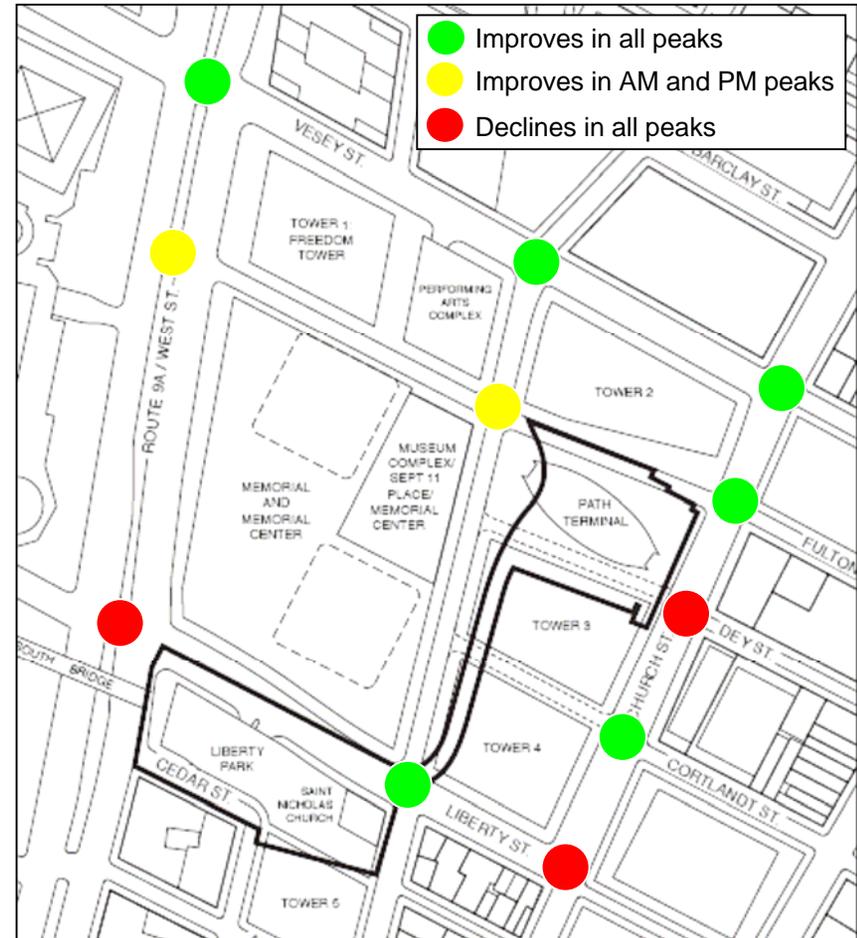
- ❖ Severe congestion resulting from street-level truck loading and unloading at WTC Site
- ❖ Tour buses circulate throughout Lower Manhattan to find parking increasing vehicle miles traveled region-wide
- ❖ 6 of 11 study area intersections operate at LOS E or F



# Traffic

## PREFERRED ALTERNATIVE

- ❖ Decrease in region-wide vehicle miles traveled
- ❖ Increase in vehicle delay at Liberty Street and Route 9A from an increase in the southbound left-turn volume.
- ❖ Improves vehicle delay at majority of study area intersections.



## ***Air Quality—Mobile Sources***

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### NO ACTION ALTERNATIVE

- ❖ Tour buses idle at street level
- ❖ Trucks idle at street level for loading and unloading
- ❖ Increases in traffic congestion result in degradation in air quality at intersections throughout Lower Manhattan

### PREFERRED ALTERNATIVE

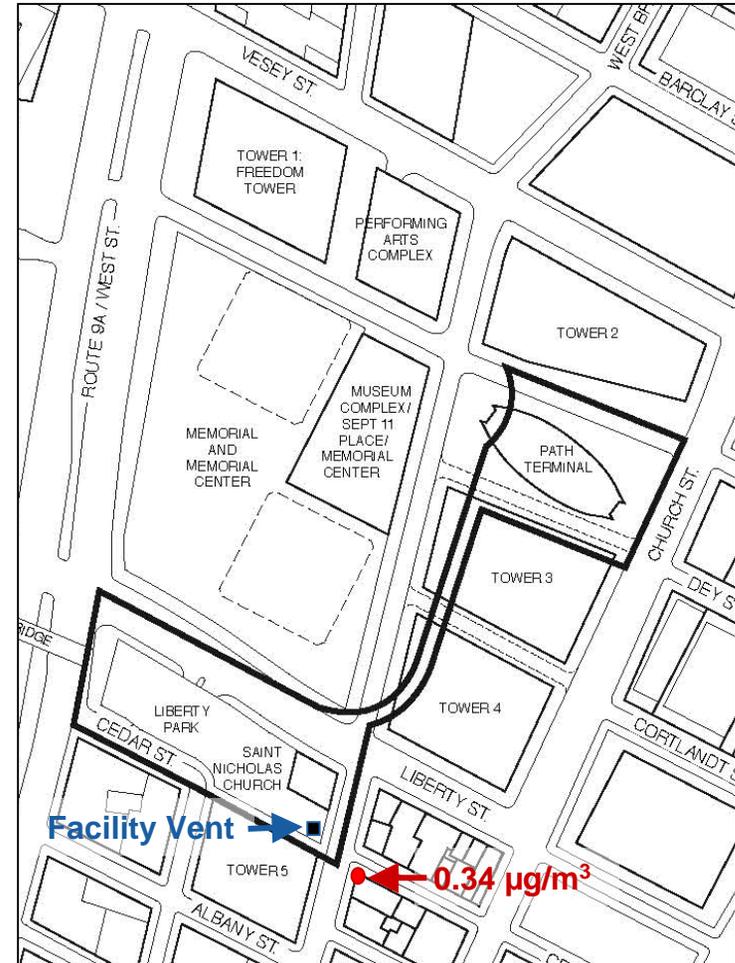
- ❖ Region-wide decreases in NO<sub>x</sub>, PM, and VOCs
- ❖ Decreases in CO and PM at most study area intersections
- ❖ Minimal increase in PM, below guidance thresholds, at intersection of Liberty and Greenwich Streets



# Air Quality—Facility Ventilation

## PREFERRED ALTERNATIVE

- ❖ Increase in annual  $PM_{2.5}$  concentrations from facility ventilation of  $0.34 \mu\text{g}/\text{m}^3$  without improvements
- ❖ PANYNJ will explore implementing design and other measures to ensure that an exceedance of the NYS  $0.3 \mu\text{g}/\text{m}^3$  guidance threshold does not occur



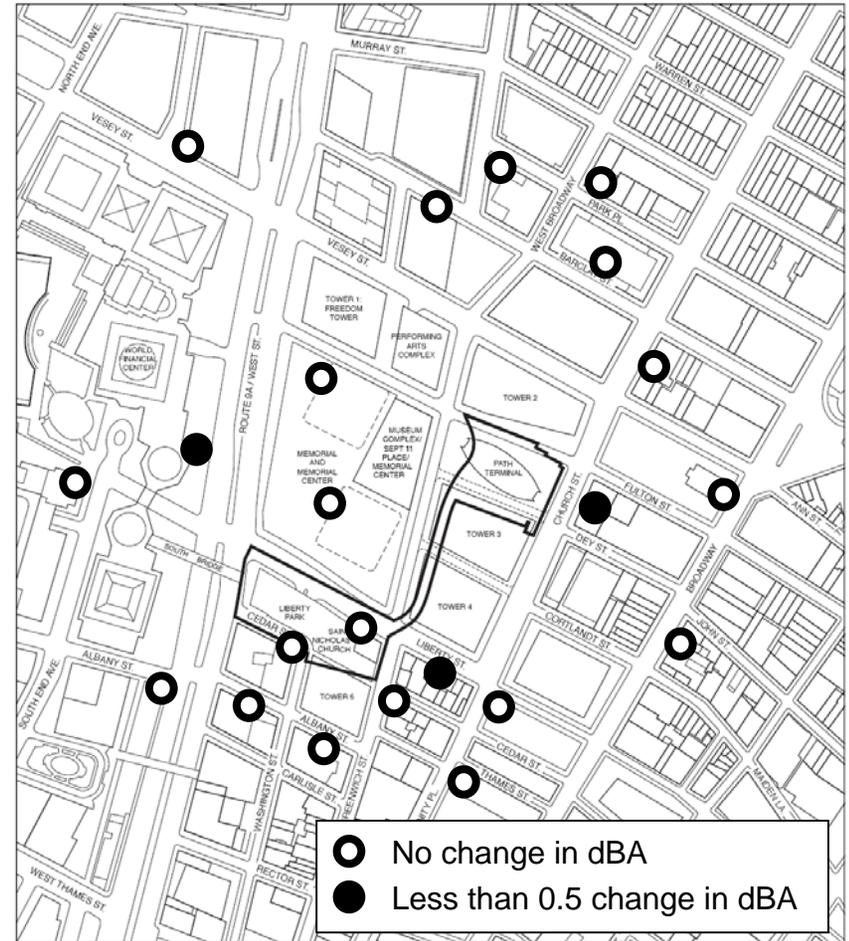
# Noise

## NO ACTION ALTERNATIVE

- ❖ 6 of 25 receptors exceed FTA severe impact threshold

## PREFERRED ALTERNATIVE

- ❖ 6 of 25 receptors exceed FTA severe impact threshold
- ❖ However, increase in noise would be imperceptible (< 0.5 dBA) as compared No Action Alternative



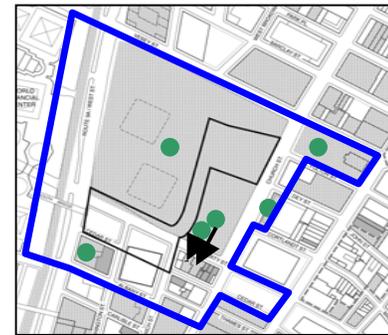
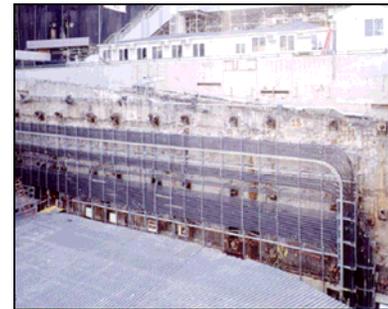
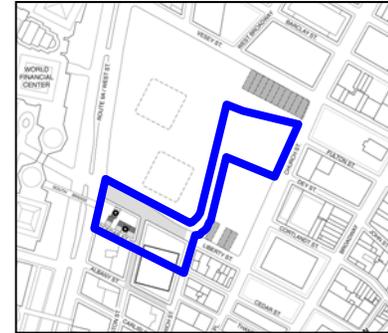
# ***Cultural Resources***

## NO ACTION ALTERNATIVE

- ❖ No adverse effects

## PREFERRED ALTERNATIVE

- ❖ Potential disturbance of as yet determined archaeological resources on the Southern Site
- ❖ Removal of a portion of the south slurry wall and minor alteration of the east and west slurry walls on the WTC Site
- ❖ Potential construction-vibration impacts on historic resources within 90 feet of the project site



## **Cultural Resources**

### PREFERRED ALTERNATIVE

- ❖ Memorandum of Agreement pursuant to Section 106 of the National Historic Preservation Act:
  - ❖ Photographic documentation of the south bathtub wall
  - ❖ Prepare Resource Protection Plan for WTC Site
  - ❖ Prepare Topic Intensive Study for Southern Site archaeology and coordinate with SHPO and LPC on next steps
  - ❖ Prepare a CPP for 90 West Street, Former East River Savings Bank, St. Paul's Chapel and Graveyard, Beard Building, and 114-118 Liberty Street



## ***Construction***

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### NO ACTION ALTERNATIVE

- ❖ No adverse effects
- ❖ Exceedances of PM<sub>2.5</sub> NAAQS in baseline condition

### PREFERRED ALTERNATIVE

- ❖ Localized increases in traffic delays from increases in construction traffic
- ❖ Exceedances of PM<sub>2.5</sub> NAAQS
- ❖ Noise impacts on surrounding receptors during peak construction days



# **Construction**

## PREFERRED ALTERNATIVE

- ❖ Environmental Performance Commitments (EPCs) will be implemented to avoid or minimize adverse environmental effects to the maximum extent practicable
  - ❖ Access and Circulation
  - ❖ Air Quality
  - ❖ Noise and Vibration
  - ❖ Economic Effects
  - ❖ Historic and Cultural Resources
- ❖ Coordinate construction with Lower Manhattan Construction Command Center



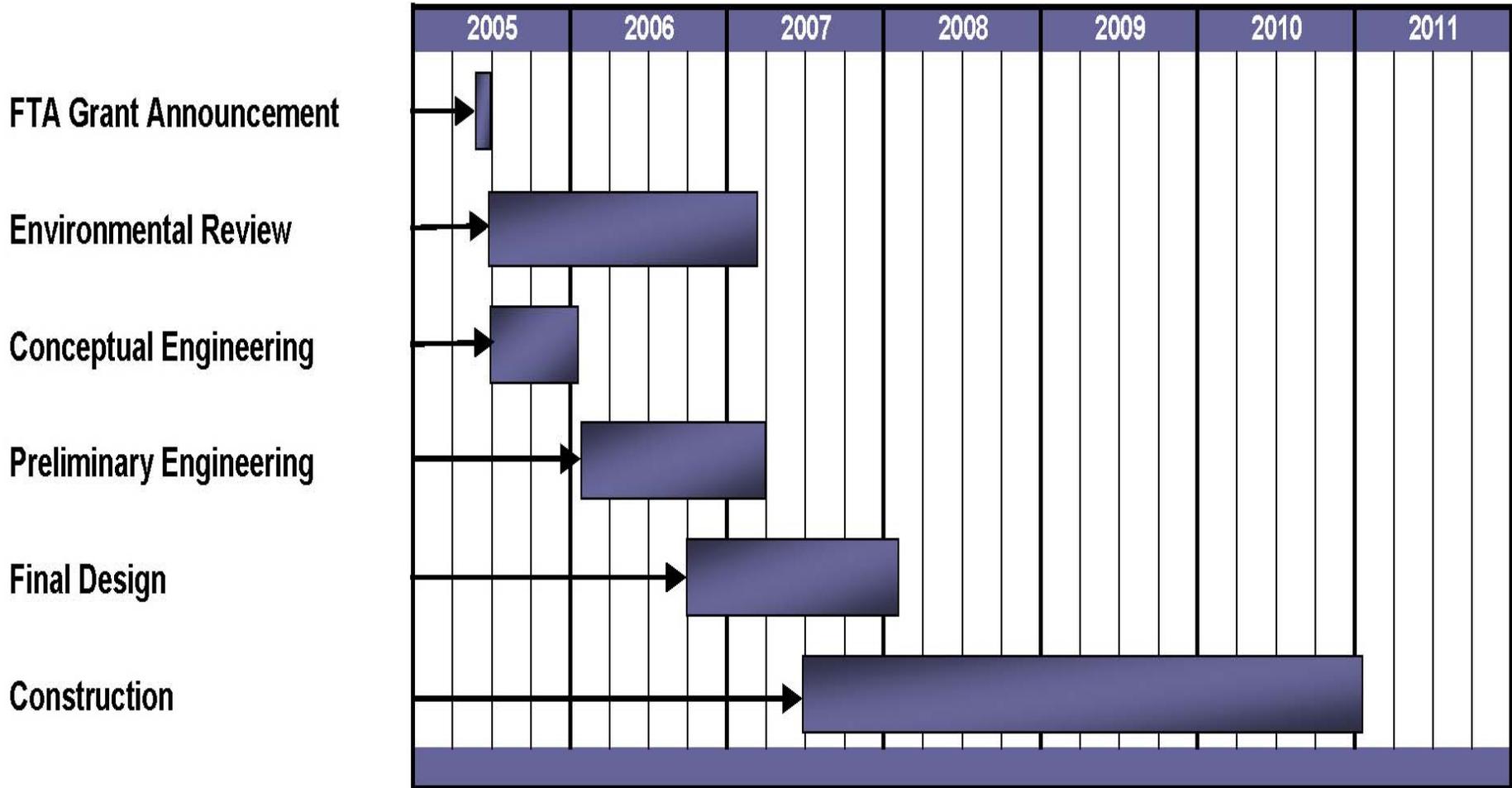
## ***Project Benefits***

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- ❖ Allows for redevelopment of WTC Site consistent with Approved Plan
- ❖ Allows for needed infrastructure without jeopardizing above-grade space
- ❖ Improves visual character of the WTC Memorial
- ❖ Improves traffic circulation in Lower Manhattan
- ❖ Region-wide reduction in vehicle emissions



# Project Schedule



## ***Contact Information***

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**Public Comment Period Ends December 28, 2006**



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