

**Testimony of New York City Department of Buildings  
New York City Council Oversight Hearing  
Committee on Lower Manhattan Redevelopment,  
April 23, 2012**

Good Morning Chairwoman Chin and members of the Committee. My name is Derek Lee, and I am the Manhattan Borough Commissioner at the Department of Buildings. I am here today with Donald Ranshte, Director of Community Affairs, and other members of the Department. I want to thank you for this opportunity to hear our comments on construction work in lower Manhattan.

Our Department's core missions are clear: to advance public safety, to enforce the laws that govern construction and to facilitate compliant development. We also seek ways to improve construction safety, strengthen compliance and streamline our processes to allow legal construction to move forward. DOB enforces compliance through proactive and complaint inspections and issuing violations where necessary.

Over the past few years, lower Manhattan has become a top recreation, retail, dining and tourism destination in the City. Therefore, it should come as no surprise that along with the reconstruction of the World Trade Center site, lower Manhattan is also seeing a surge in construction. There are a number of non-jurisdictional capital projects occurring, such as street reconstructions and the rebuilding of water and steam systems, in addition to DOB regulated private development.

Currently, the two largest private projects are at 180 Broadway and 24 John Street. The project at 180 Broadway is the home of a new 24-story Pace University dormitory. At 24 John Street, located just west of Nassau Street, a new enlargement of a former six-story office building to a 21-story hotel is ongoing.

Normal construction work hours are 7 a.m. to 6 p.m. weekdays. Under the City's Administrative Code an After Hours Variance (AHV) is required if you are seeking to perform construction work before 7am or after 6pm, or, on the weekend. To request an AHV an applicant must file a PW5 Form with the Borough Office for review. These two projects do routinely apply for AHV's.

Since 2004, the Department has worked with the Lower Manhattan Construction Command Center. During most of that time, DOB had Inspectors stationed at the Center. LMCCC facilitates daily activities, scheduling, and logistics of both public and private construction projects. LMCCC has a master schedule of projects, a weekly advisory email, and a bi-weekly coordinating meeting for agencies and representatives from Community Board 1 as well as elected official offices.

Thank you for this opportunity to discuss these construction projects in Lower Manhattan. I would be happy to answer any questions you may have.

**NEW YORK CITY DEPARTMENT OF TRANSPORTATION  
HEARING BEFORE THE CITY COUNCIL  
COMMITTEE ON TRANSPORTATION/  
COMMITTEE ON LOWER MANHATTAN REDEVELOPMENT  
April 23, 2012**

Good afternoon, my name is Luis Sanchez and I am the Lower Manhattan Borough Commissioner for the New York City Department of Transportation (DOT). Joining me today is Edward Pincar, DOT's Director of Intergovernmental Affairs. Thank you for inviting us to update the Council on the department's role in coordinating construction activity in Lower Manhattan.

Lower Manhattan is one of New York's busiest areas, serving the city's financial and government sectors as well as drawing large numbers of tourists and shoppers each day. Over the past decade the area has blossomed into a vibrant residential neighborhood. This transformation, along with the continuing effort to rebuild the World Trade Center site and other key pieces of infrastructure, has resulted in an increased amount of construction activity. As you can imagine, coordinating such activity in a relatively small, narrow urban space with large amounts of people can be particularly challenging.

DOT is one of several agencies charged with oversight of construction work in Lower Manhattan, specifically as it concerns work performed within the streets and sidewalks. Other entities involved are the Port Authority of New York and New Jersey, the New York State Department of Transportation, the New York City Department of Design and Construction and the Metropolitan Transportation Authority. In 2004, Mayor Bloomberg and then-Governor Pataki established the Lower Manhattan Construction Command Center, which is responsible for the coordination and general oversight of major public and private construction projects south of Canal Street. DOT works closely with the Police Department, the Department of Buildings, the Department of Environmental Protection and Department of Sanitation through the Command Center's Construction Permit Enforcement Taskforce (CPET).

Before I explain DOT's role in this coordination, I would like to provide some background on the department's Lower Manhattan Borough Commissioner's Office. In the aftermath of the September 11th terrorist attacks, DOT established this office in order to concentrate on coordinating the construction work associated with the rebuilding of the World Trade Center site, as well as other infrastructure and street reconstruction projects south of Canal Street. This coordination is intended to ensure that work can be accomplished with the least amount of disruption to the residents, businesses and visitors of Lower Manhattan, all while keeping the reconstruction of this vital area on track.

The Lower Manhattan Borough Commissioner's office is the headquarters for permitting all activity within the City's streets and sidewalks in Lower Manhattan. This means that whenever contractors or utilities need to perform underground work or store equipment

or material in the right-of-way, such entities must apply for a DOT permit. The majority of the permits that we issue are for street excavations, which include capital work for street reconstruction projects, utility repairs, such as gas lines or plumbing repairs. The other types of permits are for building operations, meaning construction work that has already been approved by the Department of Buildings. Our office issues approximately 900-1000 permits per month and about a third of these are for private utilities.

Regardless of the purpose of the specific activity, when there is a partial or full street closure DOT works to make sure that other concurrent projects can take advantage of the closure to maximize efficiency and productivity. To do so, DOT holds weekly construction coordination meetings with all parties involved in street closures with crane operations, construction deliveries, and street cuts. In addition, we work with Con Edison, Empire City Subway, building developers and contractors on various construction issues, including sidewalk and lane occupancy, lane and roadway closures, work hours and work days. We also meet with Con Edison twice a week to review their permit requests.

The purpose of this intense coordination is to take into account the many stakeholder groups that are impacted by planned construction work. We know that residents want peace and quiet at night. At the same time, businesses need deliveries and customers during the day; pedestrians and vehicles must be able to circulate safely around construction sites; and contractors must construct their projects in a timely manner. When DOT reviews permit applications, we must account for all of the competing needs of residents, businesses, and contractors—and ultimately public safety. This balancing act can be very complicated. In general, DOT discourages night work in Lower Manhattan. Due to the geometric constraints of narrow streets and the lack of a cohesive street grid, however, daytime closures are extremely difficult for both vehicular and pedestrian circulation. Accordingly, we occasionally permit night work, but only when absolutely necessary and under the strictest stipulations.

Sometimes contractors fail to obey these stipulations, either by exceeding the permitted work hours or by failing to restore the roadway properly. In order to protect the public from such offenses, DOT's Highway Inspection and Quality Assurance Unit inspectors traverse the city each day to inspect work and respond to community complaints. Our enforcement efforts are particularly effective in Lower Manhattan because the area is condensed and our inspectors are able to travel quickly between job sites. In calendar year 2011, DOT issued over 2,000 summonses in Lower Manhattan alone, and we will continue to monitor street work closely in order to ensure that contractors are complying with the terms and conditions of our permits. About a third of these summonses are for failure to comply with the stipulations, materials storage and street openings without a permit.

As I hope my testimony shows, DOT plays a unique and important role in coordinating construction activity in Lower Manhattan, work that will help ensure a bright future for this vital community. Thank you again for inviting us to testify this afternoon. We will be happy to answer any questions you may have at this time.



SHELDON SILVER  
Speaker of the Assembly

THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

FOR THE RECORD

**Testimony of Assembly Member Sheldon Silver to City Council hearing on  
construction coordination in Lower Manhattan**

Council Committee Chairs Chin and Vacca:

As the Assembly Member who represents Lower Manhattan, I am extremely proud of the enormous progress our community has made in the years since 9/11. We have rebuilt this area into a thriving, 24/7 mixed-use community that has attracted tens of thousands of new residents and continues to be one of the largest commercial districts in the country.

As more and more families move into the Financial District and Seaport areas, the city, as well as agencies such as Con Edison, must be far more mindful of the fact that when they do construction work in this community, they are doing it in a residential neighborhood. All too often, I have seen noisy, disruptive construction work done near residential buildings without nearly enough regard for the negative impact it has on our residents' quality of life.

Where once off-hours construction may have caused minimal disruptions in a largely commercial zone, now people's windows are rattling while they are trying to eat dinner and they are being kept up all night because of jack hammering right outside their bedrooms. People are trying to raise their families in this community. We ought to be pursuing policies that attract and keep families here, rather than sanctioning the kind of noise pollution and unnecessary inconveniences that will only drive away the very people who helped to rebuild this community following the worst terror attack in our nation's history.

To cite just a few examples: Residents of John Street have endured months of loud construction at all hours despite repeated pleas to the city and to Con Edison; at Southbridge Towers, residents have been kept up all night for months on end because of overnight jack hammering on the Brooklyn Bridge; and, just recently, Battery Park City residents have been awakened in the middle of the night by noisy street work at Battery Place and West Thames Street.

While I understand that much of this work is essential, it does not seem to me, or to my neighbors, that the city has adequately justified why it needs to do so much of this work at night and on weekends. I have called on the Department of Transportation and the Department of Buildings to stop issuing variances for noisy construction work outside the permitted hours of Monday through Friday, 7 a.m. to 6 p.m., in these residential areas. Absent a true emergency, where public safety is at risk or residents need to have essential utilities restored following a black-out or loss of water or gas service, the city ought to confine its construction work to regular weekday hours.

This community suffered greatly in the wake of 9/11. Residents have shown patience, resilience and tolerance. We understand that the rebuilding entails certain inconveniences. However, the excessive amount of off-hours construction is simply not justified. Our residents deserve better.

The city owes us a greater voice in the process and a greater consideration of our quality of life. It is time to limit, if not eliminate entirely, off-hours construction in Battery Park City, the Financial District and Seaport areas of Lower Manhattan.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: MARCH 27, 2012

COMMITTEE OF ORIGIN: QUALITY OF LIFE

COMMITTEE VOTE:	8 In Favor	0 Opposed	1 Abstained	0 Recused
PUBLIC MEMBERS:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	40 In Favor	0 Opposed	1 Abstained	0 Recused

RE: Need for changes to the 311 system so that residents get timely responses to noise complaints

WHEREAS: Community Board 1 appreciates the effort that has been made to rebuild and upgrade the underlying infrastructure downtown after the 9/11; and

WHEREAS: There is a delay between the time a call is made by a resident and the response by the City agency in charge of issuing permits and after-work variances and conducting enforcement; and

WHEREAS: One example is on John Street where there have been five major construction projects underway on one block for months with work often occurring on weekends and evenings as well as during business days; and

WHEREAS: It would have been better if Con Edison could have better coordinated their steam, gas and electrical work so that the street could have been ripped up once instead of repeatedly, a problem that created hardship on Maiden Lane and led some small businesses to go out of business; and

WHEREAS: The Brooklyn Bridge reconstruction project is underway near Southbridge Towers and other residential buildings, including 8 Spruce Street, with work seven days per week with jack-hammering at night; and

WHEREAS: This has been disturbing for some time the sleep of children who need to go to school as well as adults who need to go to work; now

THEREFORE  
BE IT  
RESOLVED

THAT: A mechanism should be put in place so that inspectors can be dispatched immediately after hours and on weekends to respond to 311 calls instead of the next day when it is too late to address the complaint, which is the current procedure; and

BE IT  
FURTHER  
RESOLVED

THAT: City agencies should better coordinate with utilities (e.g. Con Edison, Verizon, and other telecommunications companies), water and sewer projects, transportation improvements and other construction projects to minimize impacts on surrounding communities from after-hours variances for night-time and weekend work in residential areas in Lower Manhattan.



The City of New York

# Manhattan Community Board 1

Julie Menin CHAIRPERSON | Noah Pfefferblit DISTRICT MANAGER

The Council of the City of New York  
Committees on Lower Manhattan Redevelopment, Transportation, and Housing and  
Buildings

Oversight Hearing on  
Construction Coordination in Lower Manhattan

Testimony by  
Julie Menin, Chairperson  
And  
Catherine McVay Hughes, Vice Chairperson  
Manhattan Community Board 1

Monday, April 23, 2012 at 1:30 p.m.  
250 Broadway, 14<sup>th</sup> Floor Committee Room, New York, NY

Good afternoon, Chairperson Chin and Members of the Committees on Lower Manhattan Redevelopment, Transportation and Housing and Buildings. I am Julie Menin, Chairperson of Community Board 1, and I am accompanied by Catherine McVay Hughes, our Vice Chairperson. Thank you for convening this important public hearing on construction coordination in Lower Manhattan.

We are proud of the fact that Lower Manhattan is now among the largest commercial business districts in the country, one of the areas in the city that is experiencing job growth, and the fastest growing residential neighborhood in the city. We do not want to jeopardize the great strides we have made downtown if small businesses and residents end up leaving the neighborhood because of the deleterious effects of ongoing construction that are not properly mitigated. The Lower Manhattan Construction Command Center (LMCCC) is needed to continue to coordinate the effects of the myriad construction projects on our neighborhood.

On June 17, 2003, Community Board 1 (CB1) unanimously adopted a resolution in support of the Coordinated Construction Act for Lower Manhattan, legislation introduced to coordinate and facilitate construction, reduce costs, and promote safety and fairness in connection with the rebuilding of Lower Manhattan following the terrorist attacks on the World Trade Center on September 11, 2001. CB1 worked with elected officials and the business community to create the LMCCC to minimize the accumulative impacts of rebuilding our community.

In November 2004, the Lower Manhattan Construction Command Center (LMCCC) was established by executive orders issued by New York Governor George E. Pataki and New York City Mayor Michael R. Bloomberg and charged with coordination and general oversight of all construction projects south of Canal Street, jointly estimated to be worth more than \$25 million.

Since then, CB1 has repeatedly and unanimously reiterated its support for the extension of the Lower Manhattan Construction Command Center (LMCCC) through the peak construction period



in resolutions adopted on June 19, 2007; December 15, 2009; June 22, 2010; January 25, 2011; March 22, 2011; September 27, 2011; and most recently, January 23 and February 27, 2012. We have also expressed our support for LMCCC in testimony at various hearings and other events including your timely press conference last week on John Street. Please see attached the two most recent testimonies.

The LMCCC continues to play a vital role in the rebuilding of Lower Manhattan at a time when there are more than 50 large, unfinished public and private building and infrastructure construction projects in CB1 including 12 projects at the World Trade Center Site, six street reconstructions, four transportation projects, eight parks, 17 residential buildings, nine hotels, and various other types of construction projects.

We are very concerned by continuing reports suggesting that LMCCC's budget will be significantly reduced once again. CB1 is apprehensive about how these changes will affect the future of LMCCC, particularly its Environmental Compliance and Coordination Unit. A recent news article headlined, "LMCCC staff is slashed by more than half" (Downtown Express, by Aline Reynolds, February 8, 2012) described a planned reduction by four of seven remaining full-time members of the LMCCC staff, which is already greatly reduced from the original number when it provided independent oversight.

The LMCCC remains necessary at a time when our air quality in CB1 remains under threat. The New York City Department of Health and Mental Hygiene's "New York City Community Air Survey: Results from Year One Monitoring 2008-2009" reported high levels of four air pollutants [fine particles (PM2.5), elemental carbon (EC), nitric oxide (NO) and nitrogen dioxide (NO2)] in downtown Manhattan and found that traffic was a major emission source.

The LMCCC currently coordinates over 10,000 construction vehicles (fitout/trades, general, concrete, steel, etc.) that come into the one square mile of CB1, monitoring environmental impacts and ensuring that traffic flow is acceptable for emergency fire and police vehicles, buses (MTA, tour, school, double-decker and commuter), taxis, and black cars. The response time to an emergency response could be the matter of life or death.

The situation on John Street in the Financial District illustrates the need for meaningful, ongoing oversight of construction in our district. Five major construction projects have been underway on John Street in recent months, including the Fulton Street Transit Center, the Pace University dormitory at 180 Broadway, a hotel at 24 John Street, the Fulton Street Reconstruction project, and Con Edison infrastructure work. Recently LMCCC worked with Community Board 1 to put together a public meeting on these projects that was attended by nearly 100 people and where we brought all the projects together in a meeting that led to improvements for neighbors and better coordination. For example, as a result of the meeting 180 Broadway began to work at 7 a.m. instead of 6 a.m. and Con Edison issued a schedule and made a commitment to better secure metal plates so that they make less noise when vehicles travel over them. In addition, coordination was improved for permitting of the crane at 24 John Street so that the street is accessible to emergency vehicles. However, the situation still needs continued attention. For example, Con Edison closed off John Street again on Saturday night although it was not on their upcoming schedule that is released weekly on Fridays to the impacted community.

In addition to John Street, there are numerous other construction areas in our district where major construction projects have generated complaints from neighbors in recent weeks. The Brooklyn Bridge reconstruction project involves late-night drilling and other noisy work that has been in progress for many months. The Chambers Street reconstruction project has also produced a high level of concern among neighbors and in fact the LMCCC has organized a stakeholders meeting for next week that CB1 will attend.

CB1 has urged in our resolutions that Governor Cuomo and Mayor Bloomberg work with the LMCCC funding partners, including the PANYNJ, the Federal Transportation Authority, the Metropolitan Transportation Authority and the New York State Department of Transportation to adequately fund the LMCCC until development and construction activity in Lower Manhattan is substantially completed. It is especially important that LMCCC retain sufficient resources through peak construction.

We welcome your support, Chairperson Chin, and that of your colleagues on the City Council in our effort to ensure that the LMCCC remains in place and with sufficient staffing and resources to ensure that adverse impacts to our environment and quality of life from the large volume of construction projects underway in our community are reduced to the greatest extent possible. The LMCCC must remain in place to continue the positive momentum of the past several years and ensure that those in our community who remained downtown and rebuilt Lower Manhattan after a terrorist attack against our country are protected from further exposure to toxic pollutants during the upcoming years of peak construction.

Thank you for the opportunity to testify today.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: FEBRUARY 28, 2012

COMMITTEE OF ORIGIN: NEW BUSINESS

BOARD VOTE: 34 In Favor 0 Opposed 0 Abstained 0 Recused

RE: Maintain the Full Scope of Services at LMCCC Including the Environmental Compliance and Coordination Unit

WHEREAS: One of the key components of the Lower Manhattan Construction Command Center (LMCCC) is the Environmental Compliance and Coordination Unit; and

WHEREAS: A recent news article headlined, “LMCCC staff is slashed by more than half,” described a planned reduction by four of the seven full-time members of the LMCCC staff, already significantly reduced from the original number when it provided independent oversight (Downtown Express, by Aline Reynolds, February 8, 2012); and

WHEREAS: There are more than 50 large, unfinished public infrastructure and private construction projects in CB1, of which the World Trade Center Site includes only 12; and

WHEREAS: Reports suggest that the LMCCC will be transitioned from the Lower Manhattan Development Corporation (LMDC) and the Empire State Development Corporation to the Port Authority of New York and New Jersey (PANYNJ); and

WHEREAS: The people that live and work in Lower Manhattan were exposed to a unique combination of toxic materials in the WTC dust and smoke on September 11, 2001 and during the following months of recovery, clean-up and rebuilding; and

WHEREAS: A recent CNN report stated that air pollution may increase stroke and heart attack risk -- stroke is more likely to occur during periods when air quality drops, and a second study provides evidence that air pollution may increase cardiovascular risk (Feb. 15 2012); and

WHEREAS: LMCCC is currently coordinating over 10,000 construction vehicles per month -- mostly using diesel fuel -- that come into the one square mile of CB1 to ensure adequate circulation of emergency fire and police vehicles, buses (MTA, tour, school, double-decker and commuter), taxis, black cars, etc; and

WHEREAS: The International Agency for Research on Cancer (IARC)<sup>1</sup> classifies diesel engine exhaust as "probably carcinogenic to humans;" and

WHEREAS: The "NYC Health: New York City Community Air Survey: Results from Year One Monitoring 2008-2009"<sup>2</sup> reported high levels of four air pollutants [fine particles (PM2.5), elemental carbon (EC), nitric oxide (NO) and nitrogen dioxide (NO2)] in downtown Manhattan and found that traffic was a major emission source; and

WHEREAS: The American Lung Association's State of the Air 2011<sup>3</sup> gave New York County an "F" Ozone Grade and a Particle Pollution-24 Hour "D" Grade; and

WHEREAS: CB1 does not understand who is making the decision to significantly gut LMCCC and why, and there was no clarification by Chair Avi Schick or President Dave Emil, Chairman and President of the Board of Directors of LMDC, which has been the LMCCC financial conduit, at their last Board Meeting on January 26, 2012; now

THEREFORE  
BE IT  
RESOLVED

THAT: CB1 strongly urges that Governor Cuomo and Mayor Bloomberg work with LMCCC and the PANYNJ to make sure that those who stayed downtown to recover and rebuild Lower Manhattan after a terrorist attack against our country that occurred in the heart of our community are protected from further exposure to toxic pollutants during the upcoming years of peak construction; and

BE IT  
FURTHER  
RESOLVED  
THAT:

CB1 strongly calls upon the LMCCC funding partners --PANYNJ, Federal Transportation Authority, Metropolitan Transportation Authority and the New York State Department of Transportation -- to adequately fund the LMCCC to minimize adverse environmental impacts from the continued large volume of construction projects that are still in progress.

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<sup>1</sup> is part of the World Health Organization (WHO)

<sup>2</sup> <http://home2.nyc.gov/html/doh/downloads/pdf/eode/comm-air-survey-report.pdf>

<sup>3</sup> <http://www.stateoftheair.org/2011/states/new-york/new-york-36061.html>

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: JANUARY 24, 2012

COMMITTEE OF ORIGIN: WTC REDEVELOPMENT

COMMITTEE VOTE: 8 In Favor 0 Opposed 0 Abstained 0 Recused  
BOARD VOTE: 41 In Favor 0 Opposed 0 Abstained 0 Recused

RE: Fund the Lower Manhattan Construction Command Center through World Trade Center Peak Construction Period

WHEREAS: By resolution dated June 17, 2003, Community Board 1 (CB1) unanimously approved The Coordinated Construction Act for Lower Manhattan to coordinate and facilitate construction, reduce costs, and promote safety and fairness in connection with the rebuilding of Lower Manhattan following the terrorist attacks on the World Trade Center on September 11, 2001; and

WHEREAS: Since then, CB1 has unanimously supported and reiterated its support for the extension of the Lower Manhattan Construction Command Center (LMCCC) through the peak construction period pursuant to numerous resolutions (including September 27, 2011; March 22, 2011; January 25, 2011; June 22, 2010; December 15, 2009; June 19, 2007) and testimony at various hearings; and

WHEREAS: In November 2004, LMCCC was established by executive orders issued by New York Governor George E. Pataki and New York City Mayor Michael R. Bloomberg and charged with coordination and general oversight of all Lower Manhattan construction projects worth more than \$25 million south of Canal Street; and

WHEREAS: There are more than 50 large unfinished public and private projects, and infrastructure constructions projects in CB1 including the World Trade Center Site (12), Street Improvements (6), Transportation (4), Parks (8), Residential Growth (17), Hotels (9) and Other (3) and more are expected:

**World Trade Center Site (12)**

1. National September 11 Memorial & Museum at the World Trade Center
2. 1 World Trade Center Tower (Freedom Tower)
3. 2 World Trade Center Tower (200 Greenwich Street)
4. 3 World Trade Center Tower (175 Greenwich Street)
5. 4 World Trade Center Tower (150 Greenwich Street)
6. 5 World Trade Center Tower (130 Liberty Street)
7. World Trade Center South Bathtub / Vehicular Security Center
8. World Trade Center Transportation Hub
9. Performing Arts Center (removal of temporary PATH Station)

10. Liberty Park
11. East-West Connector with Winter Garden Extension
12. Restoration of Street Grid

#### **Street Improvements (6)**

1. Chambers Street Reconstruction (Chambers Street between West and Church Street)
2. Fulton Street Reconstruction (Fulton Street between Gold and South Street and Nassau Street between Maiden Lane and Spruce Street)
3. Houston Street Reconstruction (Houston Street between Bowery and FDR Drive)
4. Hudson Street Trunk Main Project (North Tribeca around the Holland Tunnel rotunda, Hudson Street and ancillary Streets)
5. Peck Slip Reconstruction (Peck Slip between Pearl Street and South Street)
6. 9A West Street Promenade (West Street between Albany and Vesey Street)

#### **Transportation (4)**

1. Battery Park Enhancements
2. Brooklyn Bridge Rehabilitation
3. Fulton Street Transit Center
4. World Trade Center Transportation Hub

#### **Parks (8)**

1. Battery Park Enhancements
2. Catherine, Montgomery, Rutgers Slips
3. Collect Pond Park
4. East River Waterfront
5. James Madison Plaza
6. Pearl Street Playground
7. Peck Slip Park
8. Pike-Allen Street Pedestrian Malls

#### **Residential Growth (17)**

1. 2 Allen Street
2. Battery Park City Sites 23 and 24
3. Beekman Tower (8 Spruce Street)
4. 371 Broadway
5. 99 Church Street
6. 137 Franklin Street
7. 254 Front Street
8. 56 Leonard Street

9. 67 Liberty Street
10. 113 Nassau/ 21 Ann Street
11. 19 Park Place
12. 57 Reade Street
13. 37 Warren Street
14. 111 Washington Street
15. 471 Washington Street
16. 50 West Street
17. 240 West Broadway

**Hotels (9)**

1. 99 Church Street
2. 30 Fletcher Street
3. 95 Henry Street
4. 24 John Street
5. 50 Trinity Place
6. 99 Washington Street
7. 111 Washington Street
8. 50 West Street
9. 217 Pearl Street

**Other (3)**

1. Battery Maritime Building
2. Fiterman Hall (30 West Broadway)
3. Pace University (180 Broadway); and

WHEREAS: These projects are located in all areas of CB1 from Tribeca to the South Street Seaport/Civic Center to Battery Park City to the Financial District/Greenwich South; and

WHEREAS: LMCCC is currently coordinating over 10,000 construction vehicles (fit-out/trades, general, concrete, steel, etc.) that come into the one square mile of CBI to keep traffic moving for emergency fire and police vehicles, buses (MTA, tour, school, double-decker and commuter), taxis, black cars, etc; and

WHEREAS: LMCCC is critical to the protection of the quality of life of people living and working in Lower Manhattan who have been impacted over the past 10 ½ years, overseeing the logistical and environmental oversight of the numerous projects, working with over 25 government agencies in addition to the numerous private projects, and through related efforts including minimizing noise, dust and vibration impacts; and

WHEREAS: LMCCC runs a website called LowerManhattan.info where the latest information on each of these projects is posted (including schedules, completion dates, road closings, detours, work schedules) along with other construction news that is based on the information provided by the project managers. LMCCC also

provides a free Alerts Subscription e-mail with weekly updates and interacts with the different private and public projects to make sure that the impacted community is aware of upcoming construction related work; and

WHEREAS: There have been missed completion dates over the years, including the most recent announcement about the 9/11 National Memorial Museum, which has moved the peak construction years beyond 2012, and different components of the World Trade Center will likely open to the public in a phased-in process between 2013 and 2015 (and potentially beyond); and

WHEREAS: Previous funding for the LMCCC came from a variety of partners including the Port Authority of New York and New Jersey (PANYNJ), Federal Transportation Authority (FTA), Metropolitan Transportation Authority (MTA), and the New York State Department of Transportation (NYSDOT), and in kind services (e.g. inspectors and police officers), and all of these entities are now experiencing their own budget constraints; and

WHEREAS: On October 19, 2011, Governor Cuomo announced, “The Port Authority is best situated to oversee ... the orderly wind-down of the LMDC and these changes will consolidate responsibility within the Authority ...;”<sup>1</sup> and

WHEREAS: CB1 strongly believes that the appropriate downsizing of the LMDC should be independent of the LMCCC, which oversees the logistical and environmental oversight of numerous projects through peak construction; and

WHEREAS: Although the current executive order is only through 2013, CB1 has not had an update on the status of LMCCC funding for some time; and

WHEREAS: Since LMCCC opened it has been involved with the completion of 140 projects from 2005 through 2010 (see attachment); now

THEREFORE

BE IT

RESOLVED

THAT: The LMCCC needs to be fully functioning and funded by its funding partners—and independent as it was intended – by whatever means necessary so that the adverse effects of construction can be minimized during the years of peak construction; and

BE IT

FURTHER

RESOLVED

THAT: CB1 urges Governor Andrew Cuomo and Mayor Bloomberg to ensure the continued funding of the LMCCC until the ongoing development and construction activity in Lower Manhattan is substantially completed so that we can continue to experience the positive momentum of the past several years.

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<sup>1</sup> <http://www.governor.ny.gov/press/10192011PortAuthorityAppointments>



	Legal Address	Start Date	Finish Date	Main Type	Const. Type	Total sq ft
1	95 Worth Street	01/01/2001	05/17/2005	Mixed- use	Conversion	364,721.00
2	2 Gold Street	03/01/2003	05/30/2005	Mixed- use	New	627,330.00
3	125 Water Street	06/02/2003	06/03/2005	Commercial	Renovation	463,664.00
4	80 Nassau Street	06/01/2003	06/30/2005	Residential	Renovation	39,267.00
5	256 West Street	03/01/2004	06/30/2005	Residential	Conversion	173,208.00
6	88 Laight Street	07/01/2004	06/30/2005	Residential	New	16,553.00
7	325 North End Avenue	02/01/2004	08/31/2005	Residential	New	356,483.00
8	20 River Terrace	03/01/2001	11/30/2005	Residential	New	356,264.00
9	10 Liberty Street	07/01/2002	12/31/2005	Residential	New	387,000.00
10	63 Wall Street	03/01/2004	12/31/2005	Residential	Renovation	390,531.00
11	83 Walker Street	06/01/2004	12/31/2005	Commercial	Demolition	0.00
12	10 Hanover Square	01/31/2005	01/31/2006	Residential	Conversion	487,404.00
13	320 Pearl Street	09/01/2005	03/01/2006	Commercial	New	27,356.00
14	1 Wall Street	05/31/2005	05/14/2006	Commercial	Renovation	1,165,659.00
15	130 Fulton Street	07/16/2005	05/19/2006	Residential	Conversion	56,789.00
16	7 World Trade Center	05/01/2002	05/23/2006	Commercial	New	1,636,000.00
17	71 Nassau Street	03/01/2006	05/31/2006	Residential	Conversion	75,525.00
18	24 Washington Street	06/01/2005	06/01/2006	Residential	Renovation	178,748.00
19	82 Beaver Street	12/01/2003	06/02/2006	Residential	Renovation	108,373.00
20	211 North End Avenue	01/01/2005	06/30/2006	Residential	New	278,141.00
21	15 Broad Street	05/10/2004	08/13/2006	Mixed- use	Conversion	808,770.00
22	181 Franklin Street	08/20/2004	08/21/2006	Commercial	Conversion	89,724.00
23	100 Maiden Lane	12/01/2003	09/08/2006	Mixed- use	Conversion	290,116.00
24	120 Liberty Street	06/01/2005	09/18/2006	Commercial	Renovation	57,945.00
25	Federal Hall	03/01/2005	10/29/2006	Institutional	New	47,300.00
26	NYU Downtown Hospital	08/01/2005	10/30/2006	Institutional	Renovation	1,086,781.00
27	1 Hudson Street	02/15/2006	11/30/2006	Residential	Renovation	26,531.00
28	146 Chambers Street	10/02/2006	11/30/2006	Mixed- use	New	11,136.00
29	161 Duane Street	10/02/2006	11/30/2006	Residential	Conversion	34,787.00
30	225 Rector Place	01/01/2005	12/31/2006	Residential	Conversion	279,276.00
31	6 York Street	01/01/2005	12/31/2006	Hotel	New	65,283.00
32	95 Wall Street	01/01/2005	12/31/2006	Residential	Conversion	356,000.00
33	246 Front Street	06/01/2005	12/31/2006	Residential	Conversion	54,940.00
34	105 Norfolk Street	09/01/2005	12/31/2006	Residential	New	36,891.00
35	431 Canal Street	10/13/2006	01/12/2007	Institutional	Renovation	375,000.00

36	30 West Street	01/10/2005	03/11/2007	Residential	New	344,863.00
37	Historic Front Street	11/01/2003	03/31/2007	Mixed- use	Renovation	136,000.00
38	130 William Street	04/01/2006	04/01/2007	Commercial	Renovation	107,124.00
39	88 Leonard Street	10/11/2004	04/13/2007	Residential	New	396,000.00
40	67 Wall Street	11/21/2005	04/13/2007	Commercial	Renovation	303,175.00
41	59 John Street	07/16/2005	05/01/2007	Residential	Conversion	97,798.00
42	60 Ann Street	05/01/2005	05/31/2007	Residential	Conversion	183,310.00
43	443 Greenwich Street	10/01/2006	07/12/2007	Mixed- use	Conversion	255,769.00
44	55 John Street	07/21/2005	07/22/2007	Institutional	Conversion	109,072.00
45	200 Chambers Street	02/10/2005	07/27/2007	Mixed- use	New	403,941.00
46	151 Hudson Street	10/13/2006	10/19/2007	Residential	Conversion	17,200.00
47	72 Wall Street / 70 Pine Street	05/01/2007	11/01/2007	Mixed- use	Renovation	1,243,624.00
48	217 Pearl Street	11/06/2007	11/16/2007	Hotel	New	435,000.00
49	89 Reade Street	12/08/2005	12/31/2007	Residential	Renovation	69,212.00
50	60 Beach Street	01/01/2006	12/31/2007	Mixed- use	Conversion	94,532.00
51	48 Wall Street	12/01/2005	01/11/2008	Commercial	Renovation	281,766.00
52	408 Greenwich Street	09/01/2006	01/29/2008	Mixed- use	Conversion	32,623.00
53	414 Washington Street	09/01/2006	01/29/2008	Mixed- use	New	23,351.00
54	415 Greenwich Street	03/01/2005	02/01/2008	Residential	Renovation	220,900.00
55	88 Greenwich Street	04/23/2007	02/08/2008	Residential	Conversion	470,177.00
56	100 Church Street	02/12/2006	02/13/2008	Commercial	Renovation	918,240.00
57	52 Thomas Street	06/01/2006	02/15/2008	Residential	Conversion	53,164.00
58	15 Gold Street	03/01/2006	03/31/2008	Hotel	New	71,539.00
59	37 Wall Street	08/01/2005	04/01/2008	Residential	Renovation	377,214.00
60	377 Greenwich Street	12/01/2004	04/30/2008	Hotel	Renovation	75,533.00
61	10 Barclay Street	11/29/2004	06/24/2008	Residential	New	558,540.00
62	147 Reade Street	07/01/2006	07/01/2008	Mixed- use	Renovation	90,310.00
63	415 Washington Street	10/01/2006	07/01/2008	Residential	New	45,000.00
64	14 Wall Street	07/14/2006	07/15/2008	Commercial	Renovation	147,000.00
65	99 Washington Street	10/12/2007	07/31/2008	Hotel	New	0.00
66	80 John Street	08/16/2006	09/04/2008	Mixed- use	Conversion	149,548.00
67	1 York Street	04/18/2006	09/15/2008	Commercial	New	41,547.00
68	125 Church Street	09/01/2006	09/30/2008	Mixed- use	New	144,330.00
69	55 Wall Street	05/01/2007	09/30/2008	Mixed- use	Conversion	188,275.00
70	28 Laight Street	10/16/2006	10/17/2008	Mixed- use	Conversion	98,488.00
71	125 Nassau Street	12/01/2004	10/31/2008	Hotel	Conversion	128,220.00
72	32 Laight Street	10/01/2006	10/31/2008	Residential	Conversion	16,200.00
73	90 William Street	10/01/2006	10/31/2008	Residential	Conversion	168,771.00
74	143 Reade Street	10/02/2006	10/31/2008	Mixed- use	Conversion	29,564.00

75	148 Chambers Street	03/01/2007	10/31/2008	Mixed- use	Conversion	12,631.00
76	56 Leonard Street	04/16/2007	10/31/2008	Residential	New	425,000.00
77	475 Greenwich Street	07/01/2006	11/03/2008	Residential	New	49,060.00
78	20 Exchange Place	10/02/2006	11/17/2008	Mixed- use	Conversion	786,942.00
79	270 Greenwich Street	12/29/2005	11/21/2008	Mixed- use	New	770,447.00
80	20 Maiden Lane	04/01/2007	12/01/2008	Commercial	New	80,000.00
81	145 Reade Street	12/01/2007	12/31/2008	Mixed- use	Renovation	8,792.00
82	20 Pine Street	07/11/2005	01/05/2009	Residential	Conversion	583,639.00
83	111 Fulton Street	06/08/2006	01/22/2009	Mixed- use	Conversion	223,110.00
84	85 West Broadway	08/01/2006	02/02/2009	Residential	New	88,661.00
85	99 Church Street	10/01/2007	02/13/2009	Hotel	New	683,000.00
86	2 River Terrace	01/02/2006	03/03/2009	Mixed- use	New	589,479.00
87	34 Leonard Street	03/13/2007	03/24/2009	Residential	New	88,724.00
88	371 Broadway	03/03/2008	03/31/2009	Residential	New	134,644.00
89	South Ferry Station	06/01/2006	04/01/2009	Infrastructure	New	1,201,232.00
90	39 Whitehall Street	04/07/2007	04/08/2009	Mixed- use	Conversion	169,061.00
91	70 Little West Street	07/31/2006	04/10/2009	Mixed- use	New	505,000.00
92	Chambers Street Station	12/11/2006	04/10/2009	Infrastructure	Renovation	576.00
93	111 Wall Street	05/12/2008	04/30/2009	Commercial	Renovation	990,205.00
94	New York Law School	09/15/2006	05/01/2009	Institutional	New	211,000.00
95	90 Washington Street	05/04/2007	05/05/2009	Residential	Renovation	325,514.00
96	201 Pearl Street	05/01/2007	05/29/2009	Residential	New	221,967.00
97	450 Washington Street	05/07/2007	05/29/2009	Residential	New	256,493.00
98	40 Worth Street	05/01/2007	05/31/2009	Commercial	Renovation	702,815.00
99	90 John Street	01/01/2008	05/31/2009	Mixed- use	Conversion	344,914.00
100	15 William Street	02/01/2006	06/29/2009	Mixed- use	New	530,168.00
101	45 John Street	01/01/2008	07/31/2009	Residential	Conversion	98,915.00
102	1 Rector Park	12/01/2007	08/31/2009	Residential	Conversion	219,703.00
103	139 Centre Street	11/14/2007	09/08/2009	Commercial	Conversion	160,000.00
104	50 Franklin Street	09/17/2007	09/28/2009	Residential	New	135,576.00
105	130 Duane Street	09/01/2007	09/30/2009	Hotel	New	17,452.00
106	67 Liberty Street	10/15/2007	10/31/2009	Residential	Renovation	46,244.00
107	155 Water Street	07/15/2009	12/04/2009	Residential	Conversion	50,955.00
108	70 Broad Street	05/01/2006	01/31/2010	Institutional	Conversion	19,478.00
109	25 Broadway - BMCCC	01/01/2008	01/31/2010	Commercial	New	126,000.00
110	130 Cedar Street	11/01/2007	03/01/2010	Commercial	New	206,069.00
111	40 Broad Street	06/01/2006	03/15/2010	Residential	Conversion	282,372.00
112	99 Hudson Street	05/30/2008	03/29/2010	Commercial	Renovation	133,010.00
113	75 Wall Street	01/01/2007	03/31/2010	Residential	Conversion	372,747.00

114	25 Murray Street	09/18/2007	05/19/2010	Mixed- use	Renovation	145,797.00
115	200 West Street	12/01/2005	06/01/2010	Commercial	New	2,300,000.00
116	134 Duane Street	11/10/2009	08/17/2010	Residential	Renovation	38,700.00
117	55 Battery Place	07/07/2008	09/01/2010	Institutional	New	127,520.00
118	20 Mott Street	03/09/2009	09/13/2010	Mixed- use	New	18,960.00
119	370 Canal Street	02/01/2007	09/14/2010	Commercial	New	160,545.00
120	244 Front Street	04/02/2010	09/14/2010	Residential	Conversion	15,765.00
121	276 Water Street	09/30/2009	09/20/2010	Residential	Renovation	11,196.00
122	59 East Broadway	06/16/2009	10/30/2010	Mixed- use	Conversion	16,875.00
123	8 Stone Street	12/13/2007	11/08/2010	Commercial	New	273,360.00
124	49 Ann Street	10/01/2010	01/15/2011	Hotel	New	60,790.00
125	130 Liberty Street	09/15/2005	03/02/2011	Commercial	Demolition	1,415,086.00
126	200 North End Avenue	04/01/2008	04/29/2011	Residential	New	237,398.00
127	77 Reade Street	01/01/2009	05/01/2011	Residential	Conversion	77,540.00
128	300 North End Avenue	04/01/2008	05/16/2011	Residential	New	446,168.00
129	26 Broadway	03/01/2009	05/30/2011	Mixed- use	Renovation	860,889.00
130	123 Washington Street	05/01/2006	07/15/2011	Residential	New	390,000.00
131	40 Gold Street	04/25/2008	07/30/2011	Residential	New	67,270.00
132	180 Broadway	05/19/2011	08/22/2011	Mixed- use	New	122,020.00
133	National Sept 11 Mem. & Mus.	09/02/2008	09/09/2011	Institutional	New	1,299,500.00
134	156 Canal Street	02/01/2011	11/21/2011	Commercial	Renovation	2,014.00
135	31 Vestry Street	05/01/2008	11/22/2011	Residential	New	29,145.00
136	50 West Street	04/14/2008	11/30/2011	Mixed- use	New	580,000.00
137	Fiterman Hall	11/19/2010	12/11/2011	Institutional	New	390,000.00
138	52 Laight Street	01/01/2008	12/15/2011	Residential	New	56,832.00
139	471 Washington Street	11/01/2008	12/19/2011	Residential	New	29,123.00
140	95 West Broadway	11/15/2010	12/31/2011	Hotel	Renovation	364,721.00
						40,725,225.00

# of Residential 60  
# of Mixed-use 34  
# of Commercial 25  
# of Institutional 9  
# of Infrastructure 2  
# of Hotel 10

Total # of Projects 140



Lower Manhattan Construction Command Center  
Testimony  
City Council Hearing  
4/23/2012

Good afternoon Chairwoman Chin, Chairman Vacca and members of the Council's Transportation and Lower Manhattan Redevelopment Committees. My name is Joe Simenic and I am the First Deputy Executive Director of the Lower Manhattan Construction Command Center. I am joined by the Command Center's Director of External Relations, Robin Forst.

As a part of today's testimony, I intend to provide an overview of the public and private construction projects in Lower Manhattan and the Command Center's role in facilitating the coordination of construction among not only city and state agencies but also with public utilities. This summary includes a description of the critical meetings the Command Center holds to mitigate the impacts of construction on the residents and businesses in Lower Manhattan. I'll finish my testimony with a summary of the Command Center's evolving mission and future.

The Lower Manhattan Construction Command Center was created through joint executive orders by the Mayor and the Governor to coordinate and mitigate construction impacts.

In order to address these impacts, the Command Center holds weekly coordination meetings that are attended by more than seventy participants including: private and public project representatives, city and state agencies, public authorities and utility companies.

The Command Center focuses on projects that have an impact on the community and works in collaboration with CDOT and DOB to share information on daily activities, logistics, progress and impacts of construction projects. Currently, the LMCCC is tracking more than fifty-five construction projects which include new buildings, road reconstruction projects and parks. **(Slide #2 & #3)**

In the past several years, twenty-five new high-rise buildings over twenty stories tall have been completed. These include: 7 World Trade Center, 10 Barclay Street, 200 West Street (Goldman Sachs), Beekman Tower, and 123 Washington (W Hotel). In addition, there have been more than sixteen major road reconstruction projects in Lower Manhattan. **(Slide #4)**

The map in the presentation shows the various road projects that have been completed in the past ten years (*highlighted in brown*), current road reconstruction (*highlighted in blue*) and the planned road projects that will be undertaken by CDOT and DDC in the future (*highlighted in red*). **(Slide #5)**

In addition to these larger construction meetings, the LMCCC leads the Construction Permit Enforcement Task Force, chaired by the Command Center's Director of Construction

*This testimony corresponds with an accompanying slide presentation.*

Coordination, David Frucher, which meets three times a week. Members of the task force include representatives from DOB, DOT, NYPD, the Mayor's Office and the Alliance for Downtown New York, who review any construction violations, including quality of life concerns, and respond to residential or business complaints. These efforts provide immediate triage to construction permit violators who adversely impact residents and businesses in the immediate vicinity of construction projects. (Slide #6)

LMCCC staff and consultants attend weekly project specific or location specific construction coordination meetings sponsored by the CDOT Lower Manhattan Borough Commissioner's Office and the Department of Design and Construction project teams, to mitigate current construction issues. For instance, the Command Center has worked closely with Commissioner Sanchez's Office to address quality of life issues currently affecting residents and businesses on John Street between Broadway and Nassau.

The interagency cooperation in recent weeks has led to the completion of the ConEd work on John Street, the topping out of the Pace University dorm at 180 Broadway, expected tomorrow, and continued progress on the Fulton Phase 3 road reconstruction at the intersection of Nassau and John Streets. These efforts have allowed the projects to hold closely to their respective schedules while simultaneously reducing the noise, dust and other negative impacts to the residents. The Lower Manhattan Borough Commissioner's Office and the Command Center's Robin Forst worked closely together to devise and suggest alternative means and methods to balance the projects' imperative to meet schedule milestones with the quality of life essential to business owners and residents.

While on the topic of quality of life, the Command Center hosts bi-weekly meetings chaired by the Command Center's Director of External Relations that include representatives from the offices of local elected officials, community and government representatives. At these meetings, project updates are provided on both public and private projects and meeting participants are given the opportunity to question the project liaisons from key public building and infrastructure projects and raise quality of life concerns.

Shifting to the discussion of construction activity Downtown, since 9/11, as you all know, there has been extensive construction in Lower Manhattan, in addition to the redevelopment of the World Trade Center site. Of the more 90 million square feet of commercial, residential, hotel and mixed use space, the WTC site, when complete with all of its towers, will account for 12 million square feet or approximately 13% of new construction or conversion space added to Downtown since 2001. Since 9/11, approximately 60 million total square feet have been added or converted, and there is another 30 million square feet of projects in design, planning or under construction.

While many believed that in the aftermath of 9/11 the reconstruction and rebuilding period would be completed by 2010, public schedules show work continuing through 2015. The silver lining is that the impact of the construction activity is considerably less than it would have been had all the work on not only the WTC site, but also several large commercial, residential and hotel projects, progressed at the same time. It's also worth noting that despite delays, no one can deny the considerable progress that has been made on the World Trade Center site in the past

*This testimony corresponds with an accompanying slide presentation.*

few years and we look forward to continued progress at the site under the leadership of Port Authority Executive Director Pat Foye.

The slide you are viewing now shows the projected truck activity in Lower Manhattan from 2008 through the end of 2014. Truck activity gives you a good sense of the roadway impacts in terms of both traffic volume and the potential staging issues transportation planners at CDOT must overcome to avoid major impacts to traffic and pedestrians. As illustrated in the highlighted box, notwithstanding the continued construction at the World Trade Center site, the peak of construction in Lower Manhattan began in 2011 and will likely continue through the third quarter of 2012. **(Slide #7)**

The peak level of activity starts to drop off somewhat towards the end of 2012 and into 2013 because of the lingering effects of the recession, which affected the building of WTC Towers 2 and 3 and other large projects such as the Four Seasons Hotel at 99 Church Street and the residential tower at 50 West Street. This projected change in the level of construction activity provides a logical segue into an explanation of how the Command Center intends to meet the needs of the Lower Manhattan community going forward.

As many of you are aware, the Command Center, in consultation with the State and City of New York, began taking steps several months ago to lower the Command Center's cost structure and to devise an operational strategy for how the agency would continue to provide a high level of service to its stakeholders in Lower Manhattan. This strategy preserves the Command Center's three essential functions: construction coordination, environmental compliance and community outreach.

In order to mitigate the impacts of the construction activity during the peak, the Command Center intends to play a continuing role as the facilitator for construction coordination in Lower Manhattan. However, as the landscape of construction activity has evolved in Lower Manhattan so will the Command Center's focus and priorities. Going forward, the Command Center's role will shift away from the capital and personnel intensive value planning, risk management and 4-D modeling for the WTC site projects (*the area on the slide shaded in red*) to focus more on the overall construction coordination of non-WTC site projects in Lower Manhattan (*the areas shaded in blue, turquoise and purple*).

The Command Center recently signed a three year contract with its construction coordination consultant, LiRo. The agency will continue to leverage LiRo's expertise in program coordination and project management to mitigate the impacts of construction on residents and businesses. The agency also signed a multi-year agreement with its environmental consultant, TRC, and I expect that they will continue to provide their services for the duration of the Command Center's existence.

The agency's community outreach efforts will continue through the meetings chaired by its Director of External Relations and through the information it shares with stakeholders on the LowerManhattan.info website. The contract to maintain and host the website for an additional two years was signed a few weeks ago. In the past the Command Center's website was managed by one full-time employee and a consultant. From here forward the current consultant who

*This testimony corresponds with an accompanying slide presentation.*



works part time on the website will now manage the website full-time; the Port Authority's robust IT and media affairs group will provide additional support as needed.

All of the programs I have listed and all of the contracts mentioned will have full-time Command Center employee oversight. In the case of the website and the environmental programs the Port Authority will provide the Command Center with the personnel to preserve and to help manage those programs. These resources will allow the agency to operate more efficiently and cost effectively by modifying the Command Center's current operational structure.

The Command Center will save more than \$400,000 from reduced personnel services and fringe benefits, \$365,000 in rent by occupying free commercial space in the Port Authority's leased building at 115 Broadway and it will save an additional \$500,000 in consultant costs by altering the scope of the construction coordination consultant's contract – as I mentioned earlier. The total savings to the Command Center's state funding partners will be approximately \$1,265,000.

Robin and I would like to thank the Committee Chairs for allowing the Command Center to testify this afternoon. We look forward to answering any questions that you may have for us.

*This testimony corresponds with an accompanying slide presentation.*

# Lower Manhattan Construction Coordination

ROADWAYS • MEGA PROJECTS • PRIVATE DEVELOPMENT

April 23, 2012

Joe Simenic, First Deputy Executive Director  
Lower Manhattan Construction Command Center



# LOWER MANHATTAN CONSTRUCTION PROJECTS

## Projects and Street Impacts on Mon Apr 16, 2012

This information, which is drawn from the LMCCCs Coordination Schedule, is compiled from various sources and intended to be used for coordination purpose only. The base map data is provided by DOITT. This map cannot be redistributed or published without the expressed written consent of the LMCCC.



**LEGEND**

Roadway Impact:

- Restricted Access
- Closed
- Moderate (>40%)
- Minimal (<40%)

Other:

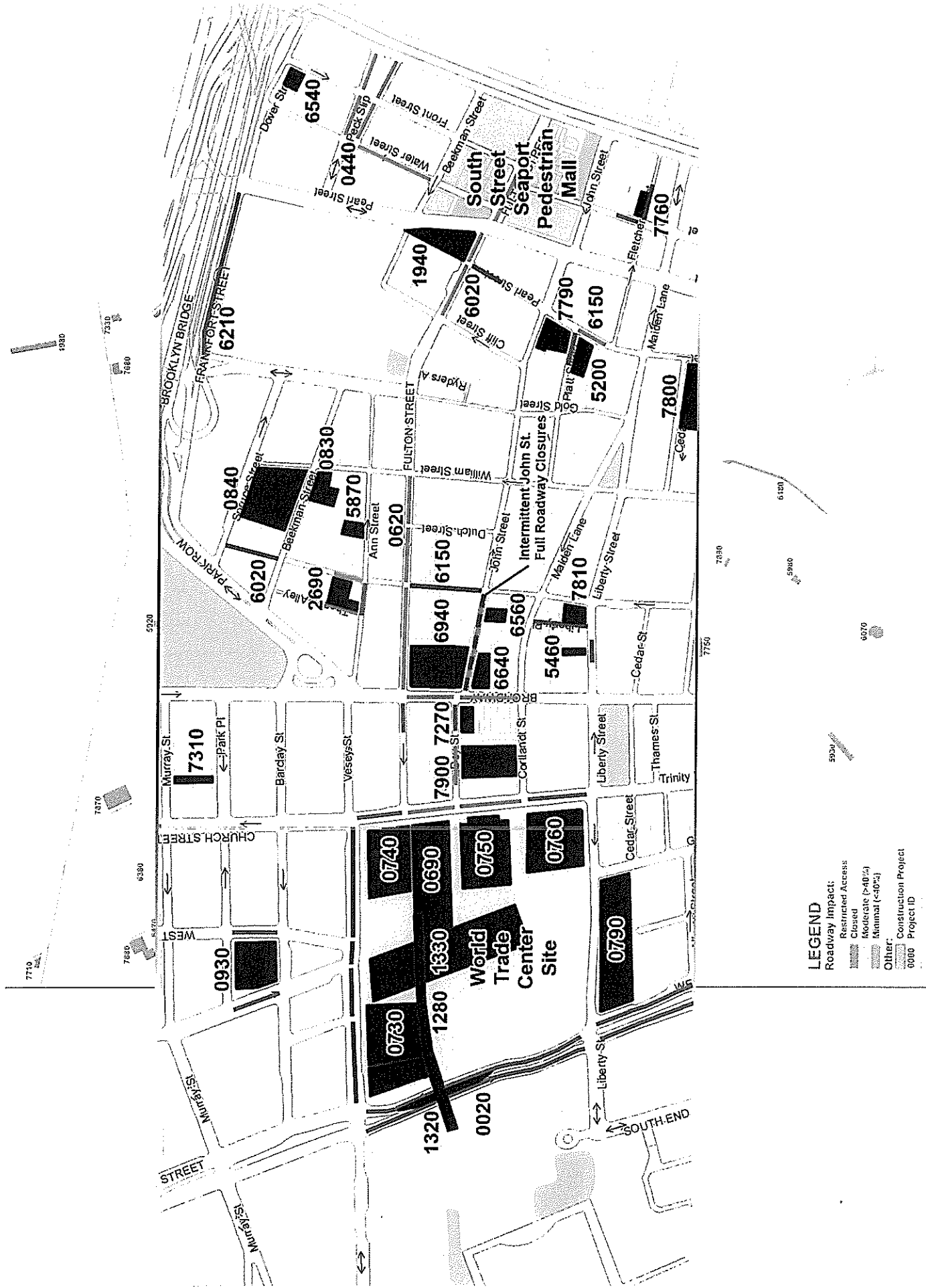
- Construction Project
- 0000 Project ID

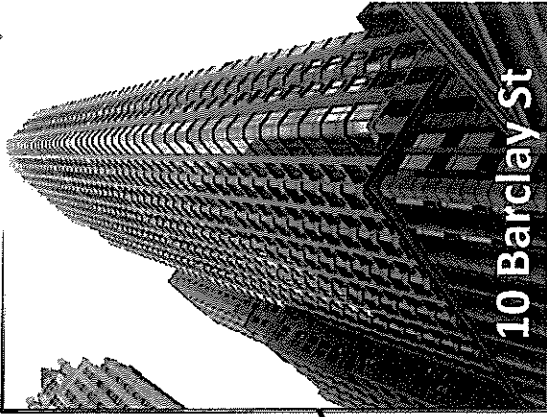


# LOWER MANHATTAN CONSTRUCTION PROJECTS

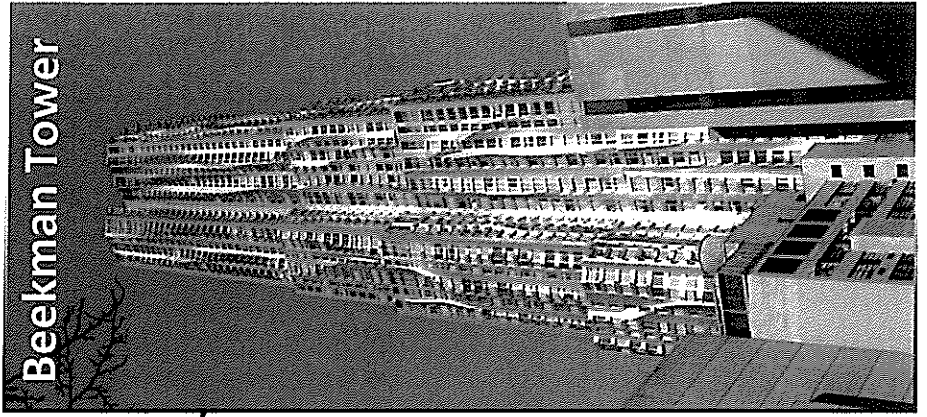
Projects and Street Impacts on Mon Apr 16, 2012

This map shows a list of construction projects in Lower Manhattan, New York City. The map is based on data provided by the City of New York Department of Transportation. The map is not intended to be used for legal purposes. For more information, please contact the City of New York Department of Transportation.





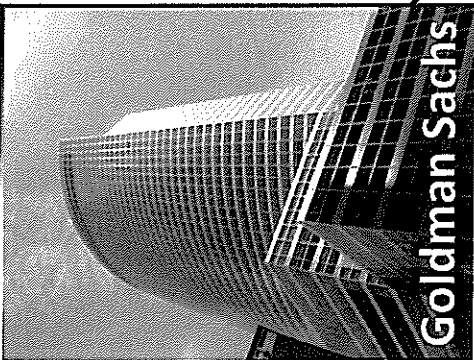
10 Barclay St



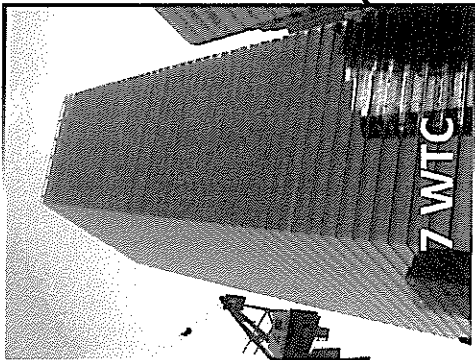
Beekman Tower



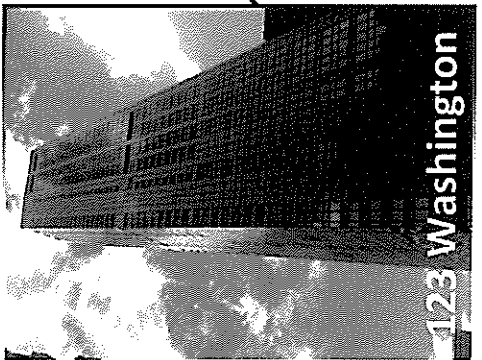
**Major New Construction Completed  
in Lower Manhattan**



Goldman Sachs



7 WTC



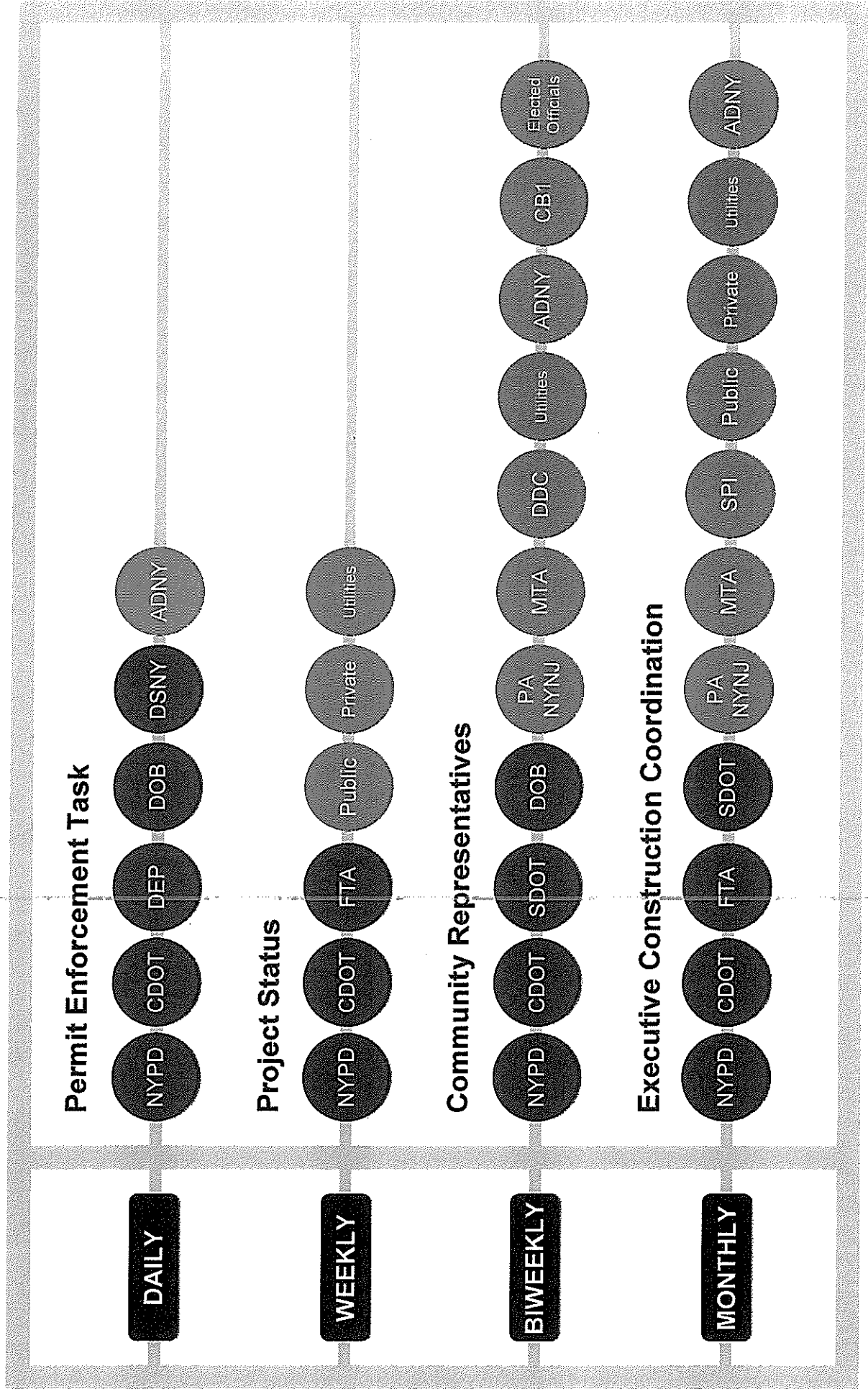
123 Washington

# Lower Manhattan Roadway Reconstruction Status April 2012

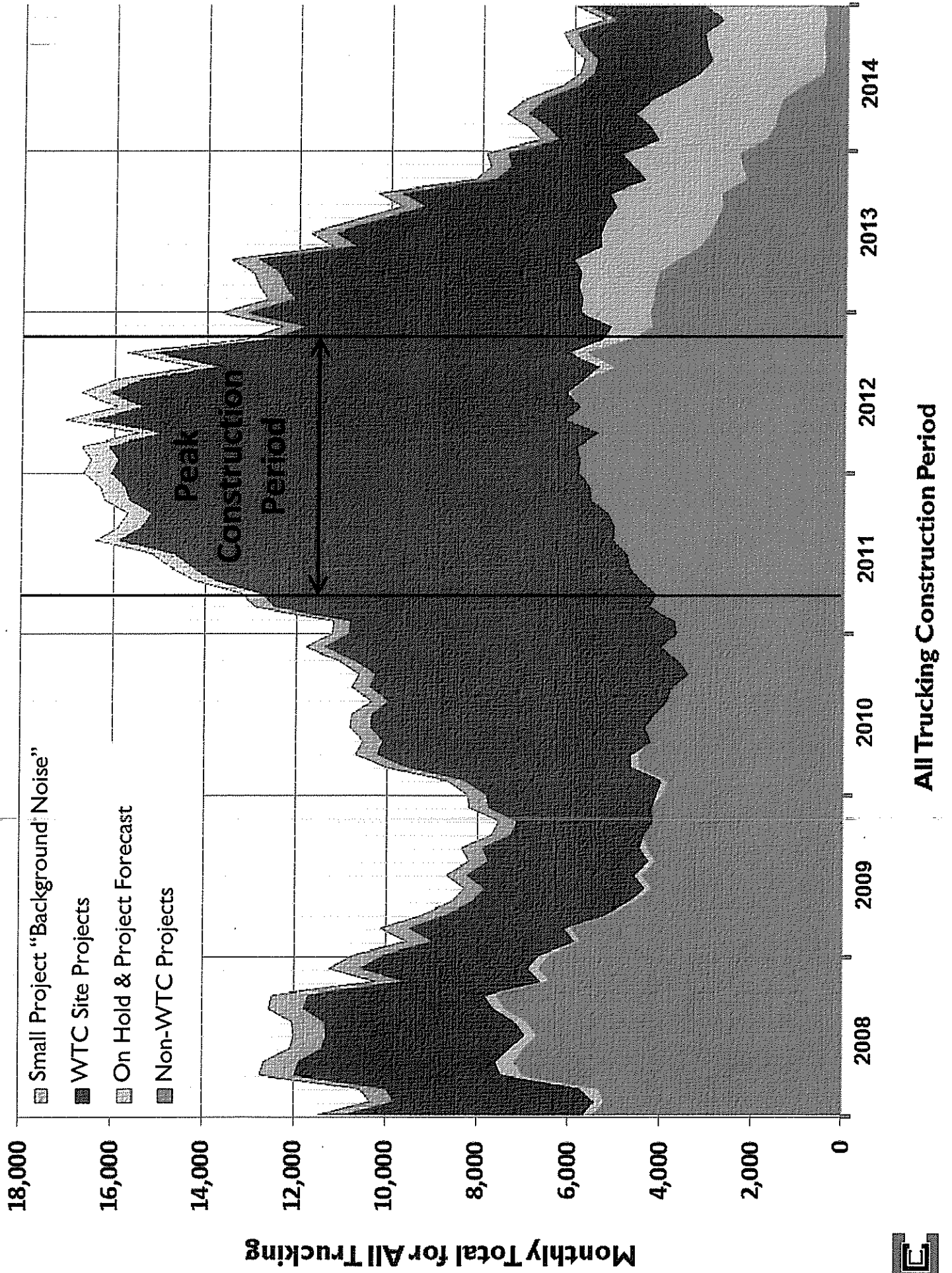
- Completed
- Active
- Planned



# LMCCC Interagency Coordination Meetings



# Trucking Demand by Project Type



All Trucking Construction Period



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

Name: Robin Forst (PLEASE PRINT)

Address: 1 Liberty Plaza

I represent: LUCC

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4/23/12

Name: Joe Simenic (PLEASE PRINT)

Address: LUCC

I represent: \_\_\_\_\_

Address: 1 Liberty Plaza

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4/23/12

Name: Catherine M. Hughes & Julie Menin (PLEASE PRINT)

Address: LUCC

I represent: CBI

Address: 1149-51 Chambers

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4/23/17

(PLEASE PRINT)

Name: Joe Decker

Address: Dept of Buildings

I represent: Borough Commissioner

Address: 1 Liberty Bell

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Luis Sanchez

Address: NYC DOT Lower Manhattan

I represent: Borough Commissioner

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms