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PLANS FOR WORLD TRADE CENTER IN THE NEW YORK-NEW JERSEY PORT MADE PUBLIC BY  
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World Trade Center Occupancy

Government agencies and private firms which play an indispensable part in international marketing and in the administrative processing of world trade will be centered in the great new project.

Governor Rockefeller on January 13 announced that New York State "plans to consolidate most of its principal offices in Manhattan in a building at The World Trade Center development to be constructed soon by The Port of New York Authority. The offices to be brought together are now scattered at numbers of locations throughout Manhattan. The State offices are expected to occupy a major portion, but not all, of one of the units of the Trade Center which will be called the New York State Building." (Please see Governor Rockefeller's full statement attached.)

The United States Bureau of Customs, offices of the Department of Commerce, Port Authority administrative offices, foreign consulates and commercial attaches, foreign government purchasing missions, Custom House brokers, trade associations, exporters, importers, freight forwarders, international banks, marine insurance firms and other agencies and businesses related to foreign trade also will be among the occupants of The World Trade Center.

The centralization of these basic elements in the handling of foreign trade will provide an unparalleled opportunity to streamline and coordinate their activities with resulting dollar and time savings and enormously increased efficiency. These efficiencies and the rapidity of communications within the Center are expected to contribute substantially to the expansion of this country's trade with the world.

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Supplementary services in the Center will include a World Trade Information Service, a World Trade Institute, and extensive exhibit and display facilities. The Center thus will become an international market place for the buying and selling of goods and products of the United States as well as those of other nations.

The World Trade Information service will be a clearing house for international trade information. It will provide, on a scale not now available, accurate and timely assistance on world trade regulations, markets and opportunities to government agencies and American and foreign businessmen. It will fill the urgent need for a "one-stop" world trade information facility.

Government agencies and businesses will be able to communicate with regard to common problems and the implementation of foreign trade programs with a minimum of cost, time and effort. It is expected that their common interests will be served by the World Trade Institute which will be established in the Center to serve as an instrument for world trade education, research and promotion.

United States Customs

The World Trade Center will provide for the consolidation, within the Center, of all international trade operations of the Bureau of Customs in the Port of New York. The intricate Customs functions relating to the movement of commerce into and out of the Port will be brought together so that importers, exporters and the public may transact their business with Customs in one place.

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Secretary of the Treasury Douglas Dillon has indicated that the consolidation of the Customs functions within The World Trade Center would enable Customs to provide improved service to the world trade community and would make possible more efficient and economical operations.

The Custom House, located at Bowling Green in lower Manhattan, now houses many Custom offices including those of the Collector, the Surveyor, the Comptroller and the Solicitor; 201 Varick Street houses the Appraiser, the Supervising Customs Agent, Customs Information Exchange, and the Laboratory. In addition, there are other Customs offices located at 45 Broadway and 346 Broadway.

Greater efficiency will result from the consolidation of these various Customs offices in one modern and specially designed facility. This will permit the handling of the increased volume of business which government officials anticipate over the next 15 years in substantially less space than in the present crowded, inadequate quarters. This saving in space will result from the efficient plans for Customs occupancy in The World Trade Center.

The Port Authority understands that some small areas for incidental use of Customs' legal staff in connection with customs litigation will be located in the new Federal Building at Foley Square. The balance of the Customs' offices, however, are included in the proposal for relocation to The World Trade Center.

Representatives of the Treasury Department and the Bureau of Customs have worked closely with the Port Authority in the design of the

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Access

An important attribute of the location of The World Trade Center is its exceptionally convenient accessibility to transportation facilities.

Directly Accessible on Site

Interstate  
Rapid  
Transit A completely modernized PATH Terminal will be incorporated within The World Trade Center site. This trans-Hudson rapid transit system now provides transportation between New Jersey and New York for more than 100,000 passengers each weekday.

Subways

7th Avenue-IRT -- Cortlandt Street Station  
8th Avenue-IND -- Hudson Terminal Station  
Broadway-BMT -- Cortlandt Street Station

Located Within Close Proximity to the Center

Lexington Avenue-IRT -- Fulton Street Station  
8th Avenue-IND -- Broadway-Nassau Station  
Nassau Street-BMT -- Fulton Street Station

Vehicular Access

The complete separation of vehicular and pedestrian circulation will represent an important feature of The World Trade Center. Large areas below grade including building services, parking and United States Customs examination areas will be served by vehicular tunnels from West, Greenwich and Vesey Streets with West Street serving as the main vehicular entrance and exit area. All trucks

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THE WORLD TRADE CENTER

The design for The World Trade Center assures that the aesthetic and functional requirements of the project will be achieved. The architects have solved major problems in cost, structural design and vertical transportation to produce a self-supporting facility of unparalleled magnitude.

Situated on a 16-acre site in the heart of the Port's world trade community and overlooking the historic New York-New Jersey Harbor, two great towers, each 1,350 feet high, will rise from a spacious Plaza to serve as a symbol of world trade in this, the bi-state gateway to America.

It is expected that 50,000 people will work in the Center in addition to the 80,000 people who will visit the Center every weekday.

The Plaza and Plaza Buildings

The magnificent Plaza surrounded by reflecting pools and covering almost five acres will rank in size and beauty with the historic plazas of the Old World. From this Plaza will be seen the delicate tracery of the Plaza Buildings and the soaring arches of the entrances to the twin towers.

The graceful design of the Plaza Buildings provides a broad opening on Church Street to serve as the grand entrance to the entire development. The Plaza will be but a step from some of the busiest and narrowest thoroughfares in the world. It is anticipated that it will provide an appropriate setting for important public ceremonies.

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At ground level, sheltered archways will form galleries around all four sides of the Plaza. Location along these galleries of essential trade activities such as trade associations and offices of the United States Bureau of Customs, will facilitate the handling of world trade documentation, and speed the administrative processing indispensable to the conduct of this trade. The commercial offices of foreign consulates, the foreign departments of banks and permanent display and sales offices of American and overseas industries will be located in these broad glassed-in, air-conditioned galleries.

In the north wing of the Plaza Buildings, there will be a 250-room hotel which will provide international businessmen with modern quarters in immediate proximity to the extensive trade facilities and services of the Center. Meeting rooms will be used for business seminars and conferences.

On the third level of the Plaza Buildings spacious exhibit areas will be appropriate showcases for industrial and consumer goods and for imports from the free world. These permanent exhibit facilities of the Trade Center will provide a market place, unmatched for convenience and accessibility, for the thousands of overseas buyers and American businessmen who visit New York every year.

United States Customs examination and cargo pick-up areas, both of which generate large numbers of truck movements, will be located below the Plaza level completely off the streets. The essential business and consumer amenities required for a project of this magnitude, including

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tenant storage areas, five parking levels capable of handling 1,600 automobiles, and mechanical and refrigeration equipment, also will be located below the Plaza.

### The Towers

The design of the twin towers is an engineering tour de force--solving the two problems which long have plagued conventional skyscraper design: space-consuming elevator shafts and high structural cost.

In the unique structural framing system proposed for The World Trade Center, the exterior wall of the buildings will carry the vertical loads, resist the lateral wind loads and provide a dividend in the form of column-free interiors, which will permit complete flexibility in space layout. The design also offers maximum efficiency in structural resistance to wind load. Each of the great steel columns which will form the exterior wall and support the structures at 3½-foot intervals will serve as dramatic frames for the floor-to-ceiling windows in each tower. These narrow windows provide magnificent views and reduce heating and cooling loads.

### The Elevators

Commenting on the design proposed for The World Trade Center, the architectural firm of Emery Roth & Sons said:

"High-rise structures are complex not only in construction but also create major problems in sequence of operation, cost control and logistics. We know that the cost of the building structure increases rapidly with height and we know also that the amount of core space--that is the area required for elevators, ventilation shafts and stairs--also increases rapidly

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with height. As the building gets higher, therefore, it becomes more expensive with a progressively lower ratio of the rentable to the gross area. This has been the history of previous ventures. We set out to attack the problem piece by piece and put an end to the rising curve of costs. The final design of The World Trade Center has incorporated innovations in the structural system, the elevator system and core arrangement which successfully change the economics of high-rise construction and make possible the two great towers of The World Trade Center."

The skyscraper cannot exist without the elevator, but all skyscrapers pay a penalty because of the large floor areas consumed by elevator shaftways. This problem was brilliantly solved in The World Trade Center by the introduction of the "skylobby" system--a system similar in concept to horizontal mass transit.

It is the practice in mass transit to provide both express and local service. The express trains, making fewer stops, are able to cover relatively long distances rapidly. Passengers transfer to local trains to take them to stations most convenient for them. Similarly, in the skylobby system, express and local elevators are used.

The building is divided into three zones, the first zone extending from the first to the 40th story; the second zone from the 41st to the 73rd; and the third zone from the 74th to the 110th story. The 41st and 74th floors are the skylobbies. These floors are connected to the main ground floor lobby of the building by large high-speed express elevators.

People entering the building and bound for the upper two zones are moved by express elevators to the skylobbies. Here they transfer to local elevators which serve all floors within the zone.

The lower skylobby is served by 11 and the upper skylobby by 12 high-speed express cars traveling nonstop from the ground floor lobby.

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There are 72 local elevators in each tower. Transportation time to any point in the building, including transfer at the skylobby, will not exceed two minutes. The wait for an elevator, even during rush hours, will never be more than 30 seconds.

Altogether, there will be 230 passenger elevators in the Center, including the Plaza Buildings. Those serving the tower will have a speed of more than 1,700 feet per minute, the fastest elevators in the world.

The skylobbies will provide areas for consumer services such as cafeterias and restaurants. They also may be used for trade displays and exhibits and observation areas overlooking the bi-state harbor and the neighboring Port District communities.

On clear days the view from the top of the towers will encompass a sweeping and breathtaking panorama of 45 miles in every direction -- south to 10 miles beyond Asbury Park, New Jersey; southwest to Princeton and the outskirts of Trenton, New Jersey; west to Kittatinny Mountains almost as far as the Delaware Water Gap; northeast to Kensico Reservoir, Westchester County; northwest to Bear Mountain State Park; east-southeast to Jones Beach State Park; and east-northeast to Oyster Bay, Long Island.

Foundations

The foundations to support this great complex of buildings are of significant proportions. As an example, there are 1,250,000 tons of buildings to support and one million cubic yards of material to remove to depths as great as 75 feet below the existing ground surface.

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adequacy to support the walls until such time as the interior floors have been poured at the various basement levels.

All of the new structures will be supported on the underlying Manhattan Schist rock which is about 70 feet below the surface of the ground. The high towers and the other structures having deep basements will be supported on concrete piers founded on bedrock. Other low rise structures will be supported on piles or caissons, installed down to rock.

Functions of The World Trade Center

The prime objective of The World Trade Center is to simplify and expand international trade by centralizing and consolidating within the Center essential world trade services and activities. Through the Center, members of the world trade community will be able to function more efficiently. Their work will be carried on within a modern development designed for quick interchange of information, prompt processing of trade documents and rapid consummation of exchange and other transactions. The Center's complete range of world trade services and facilities will represent a new headquarters for international trade. It will attract buyers and sellers, both American and foreign, who will be able to engage in world marketing with an ease and convenience not now possible.

Exhibit facilities, a principal marketing tool for international businessmen, have long played an effective role in bringing buyers and sellers together. This has been evidenced by the long history of successful international trade fairs both in the United States and abroad. The availability of year-round exhibit facilities in The World Trade Center

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will assist American businessmen who wish to expand their foreign market operations. It also will encourage those businessmen who do not now participate in international trade but wish to enter the field.

Conversely, foreign businessmen will be provided with a unique opportunity to display their goods for the American market and to view American products which they may be interested in purchasing. Through the Center's exhibit facilities, businessmen will have an unparalleled opportunity to find new products and new sources of supply. Combination office-exhibit space will provide room for display facilities so important to the selling effort for a broad range of products that move in world trade markets.

General exhibit pavilions, located in the Plaza Buildings, will offer a platform for the launching of corporate, industrial or national promotion and advertising in an environment of intensive world trade activity. There will be an opportunity for convenient access to government officials, businessmen, and the general public.

A recent worldwide survey was conducted for the Port Authority by international marketing specialists. The result indicated that such exhibit facilities were a highly valid and viable concept for the development of world trade activities by firms engaged or seeking to be engaged in export-import marketing operations. This is particularly true when they are combined with other extensive service facilities in the Center, including a comprehensive World Trade Information Service.

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The World Trade Information Service will keep businessmen abreast of world trade markets, opportunities and regulations. Designed to be of maximum assistance for both American and foreign businessmen, the Information Service will offer a central location where businessmen may receive assistance on specific problems. The Service will operate in liaison with the numerous trade information agencies in the Port of New York, including Chambers of Commerce, trade associations, commercial attaches and Federal, State and City offices.

Efficiency of world trade operations also will be increased as a result of the concentration within the Center of all service functions related to the movement of international trade. Costly delays today are encountered by businessmen as a result of the need to route essential world trade documents to offices located in various parts of the Port. Such delays will be eliminated by the concentration of all governmental and private services indispensable to the processing and financing of international commerce. These will include the United States Bureau of Customs, other government trade services, steamship, rail, truck and air carriers, Custom House brokers, marine insurance firms, freight forwarders, international banks and foreign government consular and purchasing offices.

Further assistance to the international businessman will be provided by the Center's World Trade Institute which will serve as a focal point for world trade education, promotion and research. One of its principal advantages to the international trade community will be the availability of seminar and conference facilities. Here businessmen will

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be able to meet, discuss and solve common problems relating to aspects of international marketing. Other activities of the Institute, including multi-lingual secretarial services and trade research activities, will provide businessmen with important tools for participating in world markets.

Port Development

Under the Port Compact of 1921, the Port Authority is responsible to the States of New York and New Jersey for the development of commerce in the bi-state Port District. Since the end of World War II, it has moved vigorously to establish trade development centers both at home and abroad. At the present time, the Port Authority has nine regional Trade Development Offices, five in the United States and four overseas. Its New York staff carries on both a regional and universal effort in the fields of port promotion and protection. The importance of The World Trade Center in such a program will ensure the Port's ability not only to compete for more trade through the Port District, but will enhance the opportunities for an exchange of world trade throughout the nation.

The World Trade Center will be developed in close coordination with the programs of trade promotion and expansion of the United States Department of Commerce, the Department of Commerce of the State of New York, the Department of Conservation and Economic Development of the State of New Jersey, and the New York City Department of Commerce and Industrial Development, as well as other Federal, State and municipal agencies concerned with international trade.

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Studies made by the Port Authority in 1956 disclosed that the Port provides the livelihood for some 3,120,000 people in the Metropolitan Area. This means that one out of every four people living in the Port District earns his wages through the movement of waterborne commerce. The World Trade Center not only will assure that this major source of income will be maintained, but that it will be increased through the growth of the Port's business.

In 1962, almost 42 million tons of foreign trade moved through the New York-New Jersey Port, 14.5 per cent of the total foreign trade handled in the United States that year. Of this amount, almost 14 million tons was oceanborne foreign trade general cargo, more than 22 per cent of the nation's total general cargo trade. General cargo provides more employment of labor and use of Port facilities than bulk cargo. In addition, the higher-value general cargo raised the total value of the Port of New York's foreign trade to \$10 billion, more than 38 per cent of the nation's total.

To handle this tremendous volume and variety of cargo, more than 25,000 ocean-going vessels enter and clear the Port every year, one every 20 minutes.

Since the end of World War II, total investments in marine facilities in the Port of New York amount to \$440 million. Of this total, the Port Authority has invested \$250 million in New York and New Jersey; the City of New York has invested \$130 million and private interests \$60 million.

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The Port Authority program for new piers and docks calls for an additional investment of \$185 million, and the City of New York an additional \$60 million. Investments by private industry are expected to increase at the rate of about \$3 million a year.

History of the Project

The original impetus for the establishment of a World Trade Center in the Port of New York came from the Downtown-Lower Manhattan Association in January 1960. At that time, the Association requested Governor Nelson A. Rockefeller, Mayor Robert F. Wagner and the then Governor of New Jersey, Robert B. Meyner, to authorize a Port Authority study of the planning, financing, construction and activation of such a bi-state facility of commerce.

The Port Authority, following a year-long study, reported to the Governors and the Mayor in March 1961. It stated that the development of such a Center, then recommended for an east side location, would be economically feasible. It was clear that it would benefit the people of the entire Port area by maintaining and stimulating the flow of international trade in the Port.

Legislation authorizing the east side development was approved on April 6, 1961 by the New York State Legislature. It was not at that time approved by the New Jersey Legislature.

Subsequently, the Port Authority recommended the consolidation of the Center on the west side of lower Manhattan with the New York terminal facilities of the Hudson and Manhattan Railroad located at 30-50 Church Street.

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Effective March 27, 1962, enabling legislation calling for the acquisition of the H&M and the development of The World Trade Center on the west side was passed by the Legislatures of both States. In September 1962, the first stage of the plan was implemented by Port Authority acquisition of title to the properties of the Hudson and Manhattan system, now known as the Port Authority Trans-Hudson (PATH) system.

Development of The World Trade Center was delayed due to litigation commenced on June 26, 1962 by merchants occupying property in the Hudson Tubes-World Trade Center area. On April 4, 1963, the Court of Appeals of New York State upheld the constitutionality of the enabling legislation, reversing a decision of the Appellate Division.

On November 12, 1963, the United States Supreme Court dismissed the appeal from the New York Court's decision and on December 16, refused a rehearing.

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