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Tower take three

Latest 'Freedom' incarnation touted as safest

BY MICHAEL WEISENSTEIN
Associated Press

Hurriedly redesigned to address concerns about truck bombs, a slimmer and straighter Ground Zero Freedom Tower will look less like the Statue of Liberty and more like one of the twin towers, officials said yesterday.

The redrawn tower will be set farther back from one of Manhattan's main thoroughfares and atop a 200-foot concrete and metal pedestal designed to repel explosions, city and state officials said.

The tower will lose the twisting, asymmetrical design meant to recall the outstretched arm of the Statue of Liberty. Instead, it will resemble a faceted version of one of the twin towers, sitting atop an identical footprint and reaching an identical 1,362 feet into the sky.

"In a subtle but important way, this building recalls ... those buildings that we lost," said its lead architect, David Childs.

An illuminated spire will stretch the building to the symbolic 1,776 feet achieved by the original Freedom Tower design, scrapped last month after the police department said it would not adequately protect against vehicle-borne explosives.

The new spire, meant to evoke the Statue of Liberty's torch, will change color and cast alternating beams of light to the sky and to the horizon.

additional blast protection and to give an impression of movement and light.

The building will be set back an average of 90 feet from West Street, a major north-south thoroughfare along the Hudson River. The original building was to be 25 feet from the six-lane highway.

"The new Freedom Tower design incorporates standards the police department had sought to protect the building against

'This building is as robust and as strong as any I've ever been in'

— ARCHITECT DAVID CHILDS

The new building is designed to meet the security standards for U.S. embassies, making it the world's safest high-rise building, Childs said.

"This building is as robust and as strong as any I've ever been in," he said.

Its base will be constructed of 3-foot-thick concrete clad in a shimmering metal curtain for

bomb blasts, which our counterterrorism experts agree present one of the greatest threats to such iconic structures," Police Commissioner Raymond Kelly said in a written statement.

The changes will require relocating a 20-ton Adirondack granite cornerstone laid by Pataki on July 4, 2004.

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Confusion brewing

Bewildered MTA officials delay vote on subway rules

BY CHUCK BENNETT
amNewYork Staff Writer

A \$25 fine for drinking coffee while riding the subway is still brewing at MTA headquarters.

But the MTA board is as confused as commuters about the proposed rules to outlaw drinking all beverages and walking between cars in the subway system, among other things, so they postponed voting on the list of no-no's.

At the MTA's monthly board meeting yesterday, Chairman Peter Kalikow delayed approval of the rules because he said his fellow board members didn't understand them all.

The board was scheduled to OK the measures that will ban wearing roller or in-line skates, standing on a skateboard, riding or

straddling a scooter or bicycle, resting feet on seats, walking between subway cars and possessing "any liquid in or consume any liquid from an open container."

The confusion lies in the loopholes.

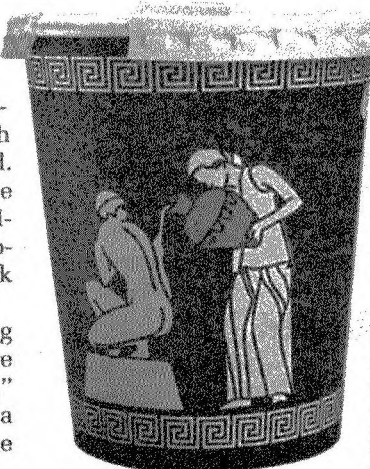
Bottled water is fine, Kalikow said, even though open containers are barred. So a spill-proof reusable coffee cup would be allowed but not a paper "to-go" cup with a peeled back plastic lid.

"Common sense is going to be followed and we are going to look at every rule," Kalikow said, calling for a month-long review of the proposed changes.

A public outcry — especially over the ban on walking between cars and sipping coffee — prompted the board to review the proposed clamp-down.

"The bottom line is we listen," he said. "Hopefully we will pass them, maybe with some changes."

In the press and during



the public comment period at the MTA meetings, many riders said walking between subway cars is necessary to avoid unruly passengers or simply to find a seat.

Catching the bus with

BY JUSTIN ROCKET SILVERMAN
amNewYork Staff Writer

That 20-minute wait for a

"This new system should take the guesswork out of when the next bus is going to arrive," MTA spokesman

