










THE WAGNER PLANNER

Newsletter of the NYU Urban Planning Student Association

October / November 2004

View of Verrazano Narrows Bridge from Brooklyn
Photo by Jordan Anderson

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TEA-21 Still Months From Passage

State and local transportation agencies are living month-to-month on stopgap extensions

By Nicole J. Dooskin
Staff writer

Federal funding for the nation's transportation infrastructure is in limbo. Since expiring at the end of September 2003, the Transportation Equity Act for the 21st Century (TEA-21) has been extended in one-to-two month intervals by Congress five times. The current extension, passed in September 2004, is designed to provide \$24.5 billion in surface transportation programs funding to the states until May 2004. What is holding up this key transportation bill and what does its delay in passage mean to local transportation agencies?

The most significant barrier to passage is the inability of the House, Senate, and White House to agree on transportation funding and allocation levels. The initial Senate bill funded highways and transit at \$318 billion while the House bill came in at \$284 billion. The Bush Administration's threat to veto any final bill over \$256 billion has exacerbated the stalemate.

A central issue revolves around the "donor-recipient" division. A state is considered a donor if its contributions to the Highway Trust Fund (HTF) outweigh its share of federal transportation dollars.

The reverse is true for recipient states. Western and southern states tend to be donors, given their newer infrastructure and milder climates. Northeastern states, including New York and Connecticut, and plains states like Montana and South Dakota, tend to fall into the recipient category. Donor states would like to see their rate of return increase in this funding cycle, while recipient states are fighting to keep their fund allocation from decreasing. Of all the proposed bills, only the Senate version aims to create a more equitable funding situation between the states.

The effect of these stopgap measures can be seen across the country as state and local transportation agencies hesitate to begin costly transportation projects without assurance that federal money will become available.

In New York City, the redevelopment of Fort Totten is one such project. This former Army base, located in the Bayside neighborhood of Queens, is slated to be turned into a 50-acre waterfront park. The fort currently houses the 77th United States Army Reserve command and units from the police and fire departments, but will be the future home to athletic fields, bike paths, and the headquarters of the

(TEA-21 continued on page 10)

Urban Planning Anytime at: <http://www.nyu.edu/wagner/urbanplanning>



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The Wagner Planner is the independent student newsletter of the Urban Planning Student Association (UPSA) of the Robert F. Wagner Graduate School of Public Service at NYU. *The Wagner Planner* is edited and produced by *The Wagner Planner* staff. All currently enrolled MUP students, alumni and faculty are encouraged to submit material to *The Wagner Planner*. Just send an email to wagner_planner@yahoo.com.

This Month's Contributors**Aaron Eckerle**

Aaron has a penchant for long walks on the beach and candle light dinners. Okay, not really, but he is an avid planner and provocateur.

Colin Drake

Colin is a second year urban planning student.

Eric Galipo

Eric gave up his career as a mad scientist bent on world domination for the more benign practice of manipulating our built environment.

Harold Pettigrew

Harold is from Washington, DC focusing on economic development and real estate. He is currently prez of the Urban Planning Student Association.

John Richardson

John's street name is Hershey.

Jolene Saul

Jolene is a second year urban planning student.

Jon Martin

Jon is a second year urban planning student.

Jordan Anderson

Jordan is a friend to all manner of beast.

Liena Zagare

Liena previously worked as an investment analyst for the World Bank's International Finance Corporation in Central and Eastern Europe.

Nick Molinari

Nick is specializing in environmental planning. He is particularly interested in site remediation, waterfront redevelopment, and the design of open space.

Nicole J. Dooskin

Nicole is a second year urban planning student.

Olivia Dawn Stinson

Olivia is originally from Boulder, CO. Her professional interests are sustainable re-use and post-conflict rebuilding in the developing world.

Sarah Kaufman

Sarah focuses on the future of telecommunications in cities—particularly intelligent transportation systems, economic development and public safety.

Susan Willetts

Susan is originally from North Carolina. Witnessing the highs and lows of revitalization in New Jersey sparked her interest in urban planning.

Wouter van Gent

Wouter is an exchange student from the University of Amsterdam, the Netherlands, studying Metropolitan Studies. His thesis is on 'Planning for Tourism'.

Profile: Rae Zimmerman

Dr. Rae Zimmerman, Chair of the Urban Planning program, recently sat down with John M. Richardson to discuss planning, the environment, and homeland security.

By John M. Richardson
Staff writer



JR: Given your position as the head of the Urban Planning Program at Wagner, what do you see as some of the issues now and in the future that you think planning students should be focusing on?

RZ: I think planning students should be focusing on how infrastructure services, often hidden from view, affect our daily lives. We take for granted transportation, picking up the phone, turning on the water and the lights. It takes careful planning to provide these services to people on a regular and reliable basis, and most importantly to avoid negative environmental and social impacts. There are equity issues as well. I think the strength of Urban Planning is that it exposes students to the breadth of issues so that they can look at interrelationships among activities, and how they relate to one another functionally and spatially. I believe that issues relating to the provision of public services should be imbedded in a planning context.

A second area of focus pertains to the environmental field. Adopting a systems view to balance the various environmental problems we face is critical to make sure that fixing one problem does not create another one. Part of the problem set is social equity. Are certain people being treated unfairly, not on purpose necessarily? Many people do not have the resources to fight for kinds of quality factors that other people have.

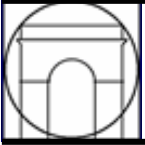
JR: Your research and teaching are focused on environmental issues. What are you currently working on in this area?

RZ: I am a co-principal investigator for the South Bronx Environmental Health and Policy Study, funded by the US Environmental Protection Agency, where we are looking at the air quality impacts of traffic and transportation from waste transfer operations in that area. I have also conducted a large amount of work on global climate change and on Superfund hazardous waste sites over the last few years.

JR: You are also the director of the Institute for Civil Infrastructure Systems (ICIS) which recently received a large grant from the Department of Homeland Security. What are some of the things that you have been able to accomplish since you got that grant from the Department of Homeland Security?

RZ: ICIS was created in 1998 with a \$5 million dollar grant from the National Science Foundation, and since that time we have had various extensions and many additional grants. The grant you asked about was for the establishment of the first Center of Excellence for Homeland Security, called the Center for Risk and Economic Analysis of Terrorism Events, based at the University of Southern California (USC); NYU is one of the university partners. That started in February of 2004. Since then I have also gotten an additional grant from the Catastrophe Center for Preparedness and Response, an NYU center, on infrastructure and emergency management.

Since the USC grant started, we have been working on an electric power case. We are looking at vulnerabilities in the electric power system, and how these vulnerabilities potentially affect other activities, in order to estimate risks and economic impacts. Students have been conducting case analyses of failures of electric power systems as well as other infrastructure, such as water and transportation, and the extent to which it cascades throughout the economy to other kinds of infrastructure. The August 2003 blackout is perhaps one of the biggest examples of that kind of a cascading failure.



Public Debates the City's Hudson Yards Plan

By Aaron Eckerle
Staff writer

Community members shared their opinions about the Hudson Yards redevelopment proposal to the September 23 City Planning Commission Public Hearing. This meeting did not cover the plan or the implementation process, but rather allowed stakeholders to voice their concerns about the redevelopment plan. Department of City Planning Commissioner Amanda Burden stressed that this meeting would give speakers an official voice on each of the proposal's key components.

The Hudson Yards proposal aims to rezone the west side of Manhattan from West 30th Street to West 43rd Street. Plans for the area include the expansion of the Jacob Javits Center, increased building density, additional open space, a new Jets football stadium on top of the rail yards, and the extension of the No. 7 Subway.

Proponents of the city's proposal based their support on the mantra of economic necessity. The opening speaker, representing A Better New York, stated that the plan's implementation was a crucial step in ensuring New York's place in the national economy. The speaker argued that the Javits Center has reached maximum capacity, causing it to slip to fifth in the nation-wide convention center market. By failing to expand the convention center and utilize the surrounding area, the city forgoes job opportunities and tax revenue to other metropolitan hubs. The American Institute of Architects' representative argued that the Hudson Yards redevelopment would help maximize an underutilized area and increase neighborhood connections to the waterfront.

The Real-Estate Board of New York member argued that New York would be better prepared to capture growth during the next two to three business cycles, and the stadium will provide a "greatly needed economic stimulus to existing residents" by increasing tax revenues that would eventually benefit thousands of New Yorkers.

Organized labor agreed with the proponents, stressing the need to moderate seasonal layoffs in the hotel industry. A representative from the New York Trade Council said the plan not only created decent paying service jobs, but also provided new permanent employment opportunities at the Javits Center. Furthermore, the representative expressed the importance of the No. 7 Subway extension, which would open up transportation options for service workers employed in the new development.

The plan's opposition focused on the preservation of specific buildings and businesses. Public Advocate Betsy Gotbaum summed up the opposition's stance by saying, "this is a vision of only a few men." In her speech she explicitly stated "it's not the zoning that's objectionable but rather the details in the zoning text." For example, the 'District Improvement Bonus' would allow developers to build at greater heights than disclosed in the proposed zoning map. The heavy emphasis on Central Business District expansion would outnumber proposed residential development by a 3:1 square foot ratio, resulting in a change the character of the neighborhood.

State Assemblyman Richard Gottfried agreed that "excessive commercial density robs affordable housing an opportunity to expand." He also mentioned that the proposed

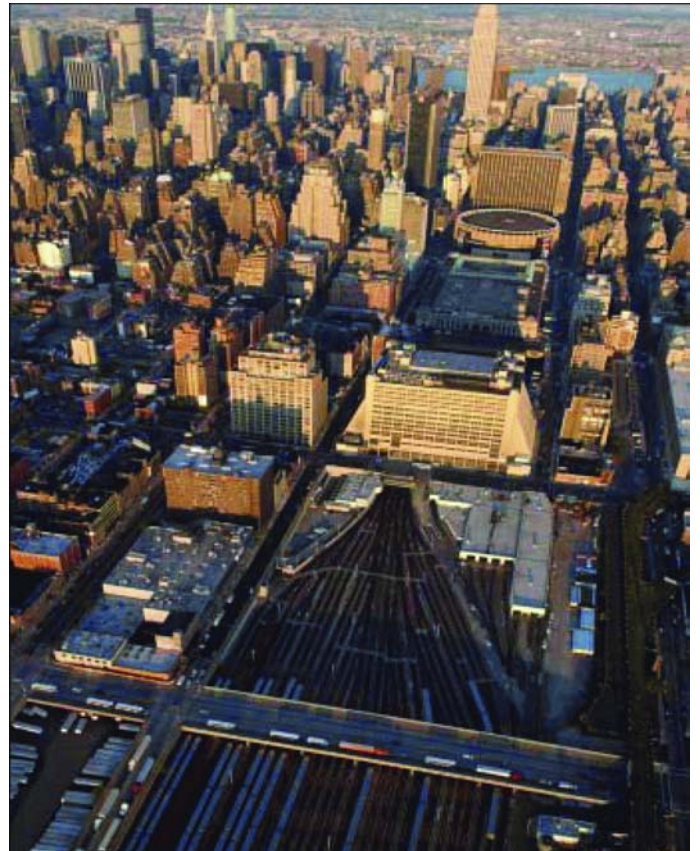


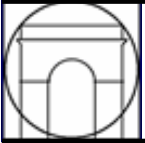
Photo courtesy of the New York Jets

stadium would increase vehicular traffic. The increased traffic would make the neighborhood less desirable to residential development and thus promote continued commercial expansion.

Advocates for affordable housing argued that the proposal does little to alleviate housing inadequacies because it does not provide 'permanent' affordable housing. Advocates implied there might be a sunset window on the affordable housing provision, making it an unacceptable long-term solution. As an alternative, housing advocates want the City to ensure more permanent housing units are tied to private development.

Borough President C. Virginia Fields attacked the proposal for having too few viable transportation options since the No. 7 Subway extension is not sufficient to solve the increase in commuter and traffic volume. She took a firm stand against the stadium, proposing instead to use that space for residential development.

The statements presented by both redevelopment advocates and opponents reflected the strong emotions surrounding the Hudson Yards redevelopment. From elderly residents wearing 'No Stadium' tee shirts to developers touting the need for commercial growth, each side stands firm to its core beliefs.



Preserving the Eastern European City

By Liena Zagare
Staff writer

The last decade has been a period of immense change across much of Central and Eastern Europe. Although this region is famous for change, it is also, in some ways, more resistant to change than the rest of Europe. This article is my attempt at figuring out some of the defining features of the capital cities of the region. I will focus in particular on Riga (where I grew up) and Warsaw (where I worked for a few years).

Today these cities look increasingly like the cities in Western Europe. After the fall of Communism, they took to heart the lesson that first impressions matter. They have been quite successful at cleaning up their historic neighborhoods, renovating facades and generally investing in public space to attract the tourists who do not usually venture beyond the charming old towns and the art-nouveau centers found in Prague, Budapest, and Riga. These cities are trying to sell the part of their histories that they feel proud of, but are reluctant to seriously consider working for the welfare and comfort of their own citizens.

What makes these cities, and the problems that face them, distinct, is the way their shared history defines them. Being about a thousand years old, they have a common European heritage: elements of form and style reflecting centuries of blending of people and the history of building and destroying and then rebuilding again. Warsaw was the royal seat for a sizeable empire. Riga and Tallinn were members of the Hanseatic League, an old trading union of free cities around the Baltic Sea. Vilnius prides itself on having been the center of Jewish learning and culture, the "Jerusalem of Lithuania."

They are also, first and foremost, cities—cities much older than the countries they have come to represent. As recently as the late 1800s, there was no Latvia, Estonia, or Lithuania on any maps. These countries became independent nation-states for the first time just after the World War I. Despite their historically mixed environment, these cities became intensely national-



Map Courtesy of Regional Environmental Center for Central and Eastern Europe

istic places. This nationalism materialized in the construction of monuments to represent the struggles on the road to independence, the renaming of streets and squares, and the ethnically inspired architecture, like Riga's Freedom Monument.

Warsaw

During World War II, the front moved back and forth many times across Central and Eastern Europe, and the cities suffered. Warsaw endured the greatest damage as most of the city was destroyed by the end of the war. Country borders shifted, and many of them disappeared from the Western maps. However, the cities remained. Anthony M. Tung gives an interesting account of the rebuilding of Warsaw in his book, *Preserving the World's Great Cities*. While the Old Town was painstakingly recreated by hand from old paintings and postcards, the rest of the city was not. Much of Warsaw acquired that distinct Le Corbusier look of "towers in the park," which, while better executed than elsewhere in the Soviet Block, was out of scale with the traditionally low rise city. The new Warsaw was to be a showcase for the local communists, while the old town was a statement of moral resistance by the non-communists. No effort was spared to build and reconstruct the city that was to be the administrative center of the largest Eastern European country.

Whether the rebuilding of Warsaw succeeded remains to be seen. Warsaw is a difficult place to be in, full of the most vivid contrasts. It has some of the most beautiful parks, yet some of the ugliest stretches of urban areas. The new sections of the city consist of monumental buildings, interspersed with high-rises. While there are parts of Warsaw that have maintained the intricate urban fabric of small spaces, much has been crudely cut up into huge avenues, allowing many more cars and even worse traffic. Its saving grace is the gorgeous parks, where one can listen to Chopin every Sunday for free.

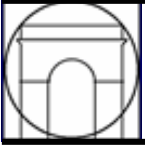
The Baltic Cities

The most extreme administrative changes came in the three Baltic cities—Riga, Vilnius and Tallinn, whose countries were annexed to the Soviet Union itself. Compared to Warsaw, they suffered less destruction during World War II. However, they saw greater control from Moscow over how development should occur. All property was nationalized and housing became a right under the new regime. A shortage of housing caused the large apartments of the old bourgeoisie to be subdivided to accommodate more people. I grew up in such *kommunalka*: six families to ten rooms, one kitchen, one bathroom, and one toilet. The streets were renamed again, and new monuments erected.

This first wave of post-war construction was much in line with the solid monumental style of the 1930s. As the Soviet economy faltered, the size and quality of the average housing unit declined. The Soviet apartment blocks that are now an identifying feature were not erected until the 1960s and 1970s. In addition to the high-rise residential buildings, the Soviet legacy includes many utilitarian buildings for the services provided by the total welfare state: kindergartens, polyclinics, hospitals, factories and schools.

All these layers were in place when the Soviet Union fell apart in the 1990s. The market economy once again ruled. The property that could not be returned to its former owners was privatized. Ten years later, these cities are

(Continued on page 5)



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full of chain stores, chain restaurants, chain hotels and even chain office developers. They are bright and colorful places with an abundance of street cafes and beer gardens. Much of this development has taken place in the absence of urban growth strategies, plans or regulation. Public discussion and participation in determining their urban future is just now beginning.

Time to Look Forward

These Eastern European cities place an overwhelming emphasis on the past, instead of the future—Warsaw possibly being an exception. One instinct, particularly visible in Riga, has been to adopt a fabricated, Disneyland ap-

proach to the past. The old Town Hall, and a historic merchants' club, the Blackheads House, were destroyed in World War II. In the past few years, replicas of these buildings have risen. The Town Hall replica retains the facade and the awkward, diagonal positioning of the old Town Hall, but updates it with a slick, dark, glassed in tunnel and an indoor waterfall. Both of these buildings are supposed to invoke a spirit of a better time—ironic since during this time, most Latvians were serfs under Germans rule.

The fifty years of Communist rule was not a terribly long time in the lifetime of these cities, but it is hard to keep that perspective on daily basis.

The history of the region and of the different cities is complicated, often painful and hardly ever clear cut. However, these cities have to move on, decide what to preserve and what to forget, and allow new development to reshape and adapt their current features. How much of the Communist period will be remembered, its impact, and how the cities will accommodate what physical changes took place during this half century remains to be seen. As they try to imagine a new future, I believe the cities would do well to consult with their current residents.



Warsaw's Palace of Culture (EU).



A surviving old Warsaw street.



Warsaw's restored Old Town



New Warsaw



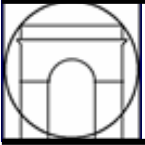
The Occupation Museum and the Blackheads' house, Riga, Latvia



Freedom Monument, Riga



Old Town Riga



Review of the Center for Architecture Exhibit, “Civic Spirit: Changing the Course of Federal Design”

By Jon Martin and Susan Willetts
Staff writers

The Center for Architecture’s “Civic Spirit: Changing the Course of Federal Design” exhibit argues, “if a government can’t build good buildings, it signals that it probably can’t do anything else very well either.” A new generation of federal buildings go beyond mere practicality, using innovative architectural language to express the importance and meaning of each structure’s function. The display examines a number of civic building projects that are part of the General Services Administration’s (GSA) Design Excellence Program. This program, established in 1994, is meant to improve the quality of the agency’s commissions by focusing on design talent. The program streamlined the selection process and lowered costs, which, the GSA says, allows for participation from smaller firms and emerging designers.

The buildings featured in the exhibit range from federal courthouses to the new Census Bureau headquarters. Though there are a diversity of uses, the buildings embody innovative architectural design and often use varied, environmentally conscious materials. The designers also capitalize the buildings’ locations acknowledging regional styles and contexts. The design of the United States Courthouse currently under construction in El Paso, Texas emphasizes the city’s role as a link between the United States and Mexico. The use of copper and Texas limestone articulates two distinct sections that, joined by a glass lobby, seem to straddle an unseen border. Although the two building parts are strikingly different, they meld together to create a pleasing whole.

One important element of the GSA’s Design Excellence Program is the Art in Architecture plan, which recruits American artists to work with architects on art displays for federal facilities. The GSA allocates one-half of one percent of the estimated construction cost of new or substantially renovated federal buildings for works from a variety of artists. While the exhibit displays many projects, demonstrating an earnest federal initiative to advance the quality of design in its buildings, the question must be asked as to whether more should be expected. One of the persistent historical problems which has surfaced regarding federal funding of art and architecture is how to establish a patron-artist relationship, where the intrinsic function of the artist is to question and criticize the patron. Art often provides social commentary on the current condition of social justice. Is it tenable for the federal government to employ such artists and architects to design federal courthouses when they can be expected to at the same time critique the state of social justice in the United States? Anti-war sentiment indicates that many citizens question the integrity of many of the federal government’s recent decisions. What values should a citizen expect to see embodied in the architecture funded and selected by a government which is supposed to be of the people and for the people?

A placard at the exhibit summarizes the mission of the GSA program as one that “seeks for architecture that will, in the words of Daniel Patrick Moynihan, ‘reflect the dignity, enterprise and the stability’ of the American National government.” The John Joseph Moakley United States Courthouse in



John Joseph Moakley United States Courthouse
Photograph courtesy of John Maihos, *Boston.About.com*

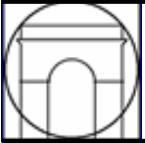
Boston, Massachusetts, designed by Pei, Cobb, Freed & Partners Architects communicates the long held ideals of “equality, openness, and accessibility” with an enormous glazed waterside façade which makes visible the 27 interior courtrooms. A cursory reading of the history of the United States judicial system regarding issues of racial justice betrays these ideals. Would it not be a more eloquent statement to convey the reality of the past with diminishing degrees of opacity in the glass thus showing a country that is honest about its shortcomings and yet has made great strides towards progress?

The best examples of GSA funded designs that communicate this duality are those of the firm Morphosis headed by architectural iconoclast Thom Mayne. Their designs for the San Francisco, California and Eugene, Oregon courthouses display bold new forms and functions. The San Francisco courthouse communicates a sense of judicial balance in the symmetry of its overall massing and yet this statement is seemingly questioned, or at the least made subtle, by the diversity of angles and patterns in the façade.

The courthouse is also a great example of green building practice incorporating an energy-saving natural ventilation system. The exterior and interior walls and structural members of the Eugene courthouse, while retaining a sense of directionality, curve and twist in expressive and asymmetric ways that convey the reality of the long and often circuitous journey through the legal process. For these buildings alone the GSA Excellence in Design Program deserves high marks.

The Center for Architecture’s impressive exhibit aims to demonstrate how many new federal buildings, rather than being the stark, prison-like structures of the past, are exemplifying distinctive, innovative design that is more accessible to the public, reflective of changing priorities and conscious of regional contexts.

The free exhibit runs through January 10 at the Center for Architecture, 536 LaGuardia Place.



Alumni Profile: Perry Chen

By Colin Drake
Staff writer

CD: I hear you're working up in Connecticut. How's the land of two-acre zoning treating you?

PC: It's really quite scenic as I pass by it on the train.

CD: How's the job market? What do you think your employer liked about you?

PC: The job market is certainly picking up. Last year, the outgoing class was largely out of work through the end of summer and it was scary. Our class, however, already has a lot of people in a lot of great positions in and around the city.

My boss picked up on how truly interested I was in the housing development process. Between that and my sparkling personality, there was just no way around it, really.

CD: At any point during your job search did you think to yourself, "This would be going better if only I'd spent more time doing '_____' while at Wagner?"

PC: To answer this in a completely round-



about way—spend a LOT of time meeting people in your field of choice. Don't just go after the top dogs, meet staff people, associates, managers, janitors—basically anyone that you can. Also, information about jobs flows through networks, and if you're not tapped in you won't find out about them.

CD: Is your employer public or private? In which sector would you like to work eventually?

PC: Private. My libertarian side prefers it that way. I would consider going public sector, but only if I could step in as a director or top management type of position, where the bureaucracy and red tape doesn't slow you down quite as much.

CD: Which of your Wagner classes have proven to have the most real-world relevance?

PC: Both of my joint law school-Wagner Housing classes: Housing and Urban Development Law and Policy and Land Use, Housing and Development in NYC.

CD: Where do you want to go from here? How will your current position help you get there?

PC: Eventually I want to start my own firm and do my own development work. My current job will help me learn the processes, financing and background work involved with doing development and pre-development.

Perry Chen graduated in 2004. He works as a Housing Development Associate for the Richman Group Development Corporation

Editorial: NYC 2012 Needs a Beach

By Wouter van Gent
Staff writer

With comedian Jerry Seinfeld endorsing New York City's bid for the 2012 Olympics, it's a shoo-in, right? Not quite. The real question New Yorkers are asking is: what's in it for us?

For one thing, the Olympics are a prestigious global event that would expose New York City to the rest of the world. But, wait. The City of New York doesn't need a bunch of ferries full of athletes to bolster its reputation—not like Atlanta and Salt Lake City, anyway. So what does New York really need?

The answer lies in the story of another city's Olympic bid—Barcelona.

In the 1970s and early 1980s, Barcelona was deadlocked in a power struggle with the federal and state government. By the post-Franco 1980s, its economy began to grow substantially and coalitions formed where there had previously been friction. The process of organizing the Olympics catalyzed this change with the public and private sectors cooperating to meet tight deadlines. The result was a string of unprecedented urban revitalization and infrastructure improvements. Barcelona is now one of the gems of Southern Europe, economically strong and a major

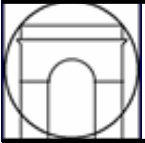
tourist destination.

One of the areas revitalized for the Olympics was *Barceloneta* (little Barcelona). This former fishing village on the coast was turned into a trendy urban beach, frequented by locals and visitors. After a day of sunbathing, what could be better than walking a few yards and chilling at one of the many hip restaurants and bars with an urban groove? It's beach life without the stench of mass tourism.

Barceloneta's success was so renowned that other European cities mimicked the concept. In Paris, the Paris Plage became the ultimate waterfront hang out. Similar beaches have popped up in Amsterdam, where you can take a swim after enjoying some lounge music and cocktails.

If New York City's Olympic proponents want popular support for the Olympics, they might want to consider this recent European planning fad. Imagine an urban beach at East River Park with some hip cabanas in which to cool off and maybe dance a little. It doesn't matter if the water is too polluted or the sea is miles away. Given all the New Yorkers sunbathing on strips of turf in tiny city parks, I am sure this would be a big success.

My advice to the Bloomberg Administration is to give people a Manhattan beach. First, New Yorkers will come around to the administration's point of view on the Olympic bid. Then, the world will flock to New York's doorstep (and its beaches) in 2012.



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Calendar of Upcoming Events

Compiled by Susan Willetts

November 3

Canadian designer Bruce Mau will discuss his book, "Massive Change: A Manifesto for the Future of Global Design."

6:30p.m. at the Fashion Institute of Technology's Haft Auditorium, Building C, W. 27th St. between 7th and 8th Avenues.

www.urbancenterbooks.org/events

Through November 8

"Subway Style: 100 Years of Architecture and Design in New York City." Examines the visual elements of the subway from station architecture and ornamentation to furnishings, subway cars, advertising and map design.

On view daily in Grand Central Terminal's Vanderbilt Hall.

www.mta.info/mta/museum

November 8

"Beneath the Big Apple's Peel." Writer and educator Susan Teltser-Schwartz will reveal creative ways to maneuver around New York City and discover lesser-known activities. \$15.

12-1 p.m., Steinhardt Building, 35 W. 67th St.

www.92y.org

November 8

"Transportation: Civic Talks with Henry Stern." A public forum on transportation in New York City. \$6 for students.

Museum of the City of New York, 1220 5th Ave. at 103rd St.

RSVP: www.mcny.org

November 9

"The Bridges of New York City." Talk by Henry Petroski, professor of civil engineering and history at Duke University. \$5 for students.

6:30 p.m. at the General Society of Mechanics and Tradesmen, 20 W. 44th St. between 5th and 6th avenues.

www.generalsociety.org

November 10

"100 Years of the New York Subway: A Look Back and a Look to the Future." Free.

6:30 p.m. at the Gotham Center for New York City History, 365 5th Ave. between 34th St. and 35th St.

www.gothamcenter.org

November 12-14

"Eco-Metropolis 2004: Toward a Green, Just, Sustainable Greater NYC." Conference with several dozen sponsoring organizations offers expert discussions on the region's natural and human ecosystems. Sliding scale registration peaks at \$75.

CUNY Grad Center, Murray Hill.

Info: continuinged@gc.cuny.edu or www.opencenter.org/eco

November 13

East Coast Greenway Annual Meeting. 9 a.m. at Jersey City Hall, 280 Grove St. Tours of Jersey City available afterward.

Info: Nora Madonick, 845-855-7077

November 16

Conference on the Challenge of Congestion in the New York region, at the Kimmel Center. The conference focuses on traffic congestion as the main issue facing the area's roadway infrastructure in a region where the scale of that infrastructure places huge demands on regional finances to keep the system in a state of good repair. Sponsored by NYMTC and NYU's Rudin Center.

Contact: Gerry Bogacz, 212-383-7260

November 16

"Subway Style: A Centennial Celebration." Architectural historian John Kriskiewicz will discuss the arts that can be found in the subway system. \$5 for students.

6:30 p.m. at the General Society of Mechanics and Tradesmen, 20 W. 44th St. between 5th and 6th avenues.

www.generalsociety.org

November 17

Santiago Calatrava: conversation and book launch. Presented by the Municipal Art Society's Urban Center Books. \$10 for students.

6:30 p.m. at the Fashion Institute of Technology's Haft Auditorium, Building C, W. 27th St. between 7th and 8th avenues.

www.urbancenterbooks.org/events

November 18

"Neighborhood Development in the Digital Age." This conference, sponsored by the Federal Reserve Bank of NY/ NYC's Department of Housing Preservation and Development and the NYU Furman Center for Real Estate and Urban Policy, offers case study panels showing how public agencies and other organizations are using technology to improve planning and policy making.

At the NY Fed, 33 Liberty St.

Info: 212-720-6130 or

general.info@ny.frb.org

Saturdays, November 7 and 13

"How Roosevelt Island Works." The Roosevelt Island Historical Society presents a series of explorations of little-known sites of the island. Topics will include manhole covers and their history and a history of the island's transportation. Attendance is free but limited.

11 a.m.

RSVP: Judith Berdy, 212-688-4836

Through January 9

"Frank Lloyd Wright: The Vertical Dimension." Survey of the architect's high-rise designs, including original drawings and other historic materials that illustrate 18 projects. \$5/\$2.50 for students and seniors.

Wednesdays-Sundays at the Skyscraper Museum, 39 Battery Place and West St., Battery Park City.

www.skyscraper.org

Ongoing

"Global New York: The Lower East Side." This pictorial history features 35 photos and narratives by Hunter College and CUNY students.

Museum of the City of New York, 1220 5th Ave. at 103rd St.

www.mcny.org



October / November 2004

Urban Planning Students at Work and Play

Photographs by Sarah Kaufman, Nick Molinari, and Harold Pettigrew



“Welcome Back Planner”



UPSA Scavenger Hunt



Fulton Fish Market Tour



Boat Trip with Kris Lindberg



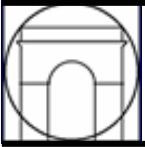
Fulton Fish Market Tour



Multiple Sclerosis Bicycle Tour



Executive Lunch with Joe Chan



Ask the Urban Planner

By John M. Richardson
Staff writer

Q: What are those weird liquid nitrogen tanks on New York City sidewalks?

We had a feeling they had something to do with the growing alligator population. Or maybe those precocious ninja turtles invested in underground ice cream factories? Unfortunately, Con Edison's official explanation is more mundane. According to their customer assistance department, the tanks are kept on the corners when work is being done in the area so that the field crews can keep the electric lines cool when necessary.

Clearly Con Ed has dropped the ball on alligator mitigation.



Photo by Rob Cockerham

(TEA-21 continued from page 1)

Center for the Women of New York, a not-for-profit organization. The New York City Parks Department needs TEA-21 funding to double parking capacity and renovate the Cross Island Parkway overpass at 212th Street in order to prepare the park for the expected influx of recreational crowds.

At minimum, New York State is expected to receive \$13.5 billion over the

six-year life of the bill for projects ranging from preventive bridge maintenance to the development of mass transit facilities. However, according to Katherine Lapp, the executive Director of the Metropolitan Transportation Authority (MTA), the MTA itself needs \$4.5 billion of federal funding over the next five years to maintain and run New York City's transit system. With a new TEA bill delayed by political disagreements, uncertain funding levels, and significant competition for

funding by various projects, the MTA and other transportation agencies across the state and country need to be conservative when estimating their piece of the federal transportation money pie.

For more information on TEA-21's reauthorization, go to:
<http://www.fhwa.dot.gov/reauthorization/index.htm>

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