



THE WAGNER PLANNER

Newsletter of the NYU Urban Planning Student Association



NOVEMBER 2006

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REMEMBERING JANE JACOBS AND THE LOMEX

by Chris Gorman (MUP '07)

From this house, in 1961, a housewife changed the world. This simple sentiment, scrolled on a card and placed outside of 555 Hudson Street on April 25th of this year, pays homage to Jane Jacobs, a pioneer of urban thought who died on that day at the age of 89.

A prolific writer in the fields of architecture, urban planning, and economics, Jacobs once said that writing was her way of thinking. Her first and best-known book, "The Death and Life of Great American Cities," denounced her planning and architectural contemporaries by challenging the conventional notion that for a city to undergo renewal, it had to be razed and rebuilt. Written in 1961, "Death and Life" is one of the seminal works in the urban planning field and a mainstay of the planning curriculum.



A view down Broome Street where the LOMEX was planned to connect the Holland Tunnel to the East River bridges.

Jacobs was as forceful in action as she was in her writing. In the early 1960s, she was one of the leading figures in a revolt against the City's plan to build the Lower Manhattan Expressway (LOMEX) an eight-lane elevated highway stretching above Broome Street from the East River

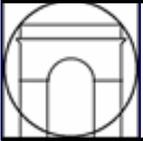
to the Hudson River. Without question, completion of the elevated highway would have dramatically altered the landscape of Lower Manhattan: it is estimated that 14 blocks along Hudson Street in Greenwich Village would have been

cleared, 800 businesses and 10,000 jobs displaced, 2,000 families uprooted and thousands of structures - some of which are landmarked - destroyed. The battle over LOMEX was a legendary showdown between Jacobs and her frequent adversary, master builder Robert Moses.

The methods behind Jacobs' theo-

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



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<http://www.nyu.edu/wagner/>urbanplanning
Volume 3, Issue 1
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Carrie Knudson
Michael KodranskyCONTRIBUTING EDITOR
Susan WillettsCOPY EDITORS
Kate Bender
Sara ClarkPHOTOGRAPHY
Susanne Huerta
Russell LangCONTRIBUTING WRITERS
Mike Gedal
Chris Gorman
Becca Nagorsky
David Rozan
Jordan Smith

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.

All currently enrolled MUP students, alumni and faculty are encouraged to submit material to *The Wagner Planner*. Please email letters to the editors and any other contributions to: wagnerplanner@gmail.com

A LETTER FROM THE EDITORS

On November 2, 1963 President John F. Kennedy was shot and killed in Dallas, Texas. Six years later, Neil Armstrong became the first man to land on the moon. Most recently, the largest attack on American soil occurred in what is now remembered as 9/11. These events have contributed to our collective conscience and the flashbulb memory phenomenon where, years later, people can recount with vivid detail the first moment they learned about a particular incident of national or international significance.

On the 5th year anniversary of 9/11, many of us remember where we were and how we felt upon first hearing that hijacked planes had crashed into the WTC and then the Pentagon. These memories guide us as we try to rebuild our lives and the physical environment that was destroyed in the attacks. Though Ground Zero is a big hole, it is also an opportunity to reimagine our urbanscape. One of the changes to the WTC site is the extension of the previously demapped Greenwich Street, which will cut through an imposing superblock and reconnect the site to the rest of Lower Manhattan.

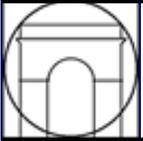
Jane Jacobs, who is credited for saving SoHo from being razed and replaced by an expressway, would likely applaud the additional pedestrian space created by new public streets at the WTC site. SoHo today might not have been the largest cast-iron district in the world if Jacobs, who died this past April, had not taken a proactive stance. Her work reminds us that the public has an important stake in how cities are planned.

Comparisons to other cities serve as opportunities to learn and reflect on the approaches that planners take in New York. The City of London still lives with the memory of 7/7, when bomb blasts killed 52 commuters on the underground and surface transit lines during the morning peak hour. London's recently released growth management plan is a positive step forward for a city looking towards the future.

In this first Fall 2006 issue of the WP, urban planning students explore sustainability, security, comprehensive planning and many other timely topics. We hope that these articles will inspire your own thoughts on planning in today's world.

Carrie Knudson & Michael Kodransky





WAGNER STUDENTS HELP BRING SUSTAINABLE PRACTICES TO NYU

by Carrie Knudson (MUP '07)

How do you get a giant, urban university to adopt sustainable practices and start a new environmental education department?

You could bring interested students, faculty and administrators together, provide the University with proposals for sustainable practices backed by thorough research and develop a list of environmental courses and faculty - which is exactly what a group of NYU students have done over the last year through the Green Arch Initiative.

Led by members of Earth Matters!, the Environmental Law Society and Wagner Environmental Policy and Action (WEPA), student group representatives from across NYU met in February 2005 to discuss ways for the University to take on green initiatives. From that meeting, they formed the Green Arch Initiative, with a mission "to develop NYU as a leader in urban environmental scholarship and practice, furthering our

reputation as a 'private university in the public service.'"

The Green Arch Initiative's work behind the scenes was influential in facilitating the University's recent announcement to begin an ambitious greening initiative called the NYU Green Action Plan (GAP).

Wagner urban planning student Lindsay Robbins co-founded the NYU Green Arch Initiative and is excited about NYU's commitment to greening the university. The initiative "has the potential to make NYU a leader in campus sustainability," said Robbins.

Since its founding, Green Arch has taken on a wide variety of sustainable initiatives. Robbins helped co-author a proposal for the creation of an office of sustainability, providing the University with case studies of other schools' efforts and recommendations for the creation of its

own office. Green Arch also assisted the Student Bar Association with the submittal of its proposal for the Law School to adopt a policy of purchasing renewable energy, and rallied support from deans across the Uni-

versity to push forward a faculty proposal for an undergraduate environmental major.

Green Arch member and Wagner

student Angie Hacker passed a resolution to create an ad-hoc facilities committee within the University Senate Committee on Organization and Governance that would assess sustainability issues associated with NYU's facilities.

The results of these efforts, among others, are reflected in the structure of the administration's Green Action Plan and its recent announcement on the purchase of renewable energy for the entire University.

At the Oct. 5 University Senate meeting, President John Sexton and Executive Vice President Michael Alfano announced the creation of GAP. In the first major action of the initiative, NYU has committed to buy 100% of the power that it purchases (118,000,000 Kilowatt hours annually) from Community Energy, Inc., a leading source of wind power experienced in working with universities and institutions.

NYU-GAP will also involve the development of a University-wide strategic plan to incorporate green building practices, the creation of several new administrative positions to help implement new sustainable policies, and the establishment of a University-wide Task Force on Sustainability

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NYU has committed to buy 100% of the power that it purchases from Community Energy, Inc., a leading source of wind power.

UPCOMING UPSA EVENTS

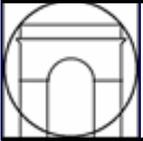
Saturday, 11/ 4: Scenic Brooklyn Bridge walk and Pizza at Grimaldi's

Friday, 11/10: Happy Hour (location TBD)

Saturday, 11/18: City of New York Museum tour

Monday, 11/27: Semester's End UPSA meeting

Friday, 12/15: Mid-finals Holiday Happy Hour



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THE LONDON PLAN: A GUIDE FOR STRATEGIC GROWTH

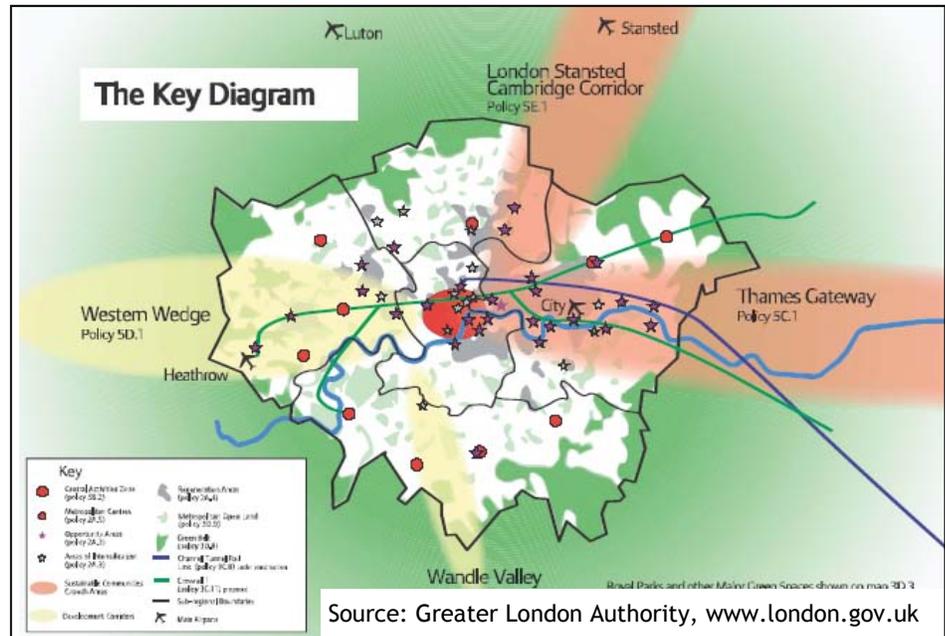
by David Rozan (MUP '07)

Editor's note: Last semester, David Rozan studied urban planning at University College London. In this article, he examines the London Plan, a comprehensive plan for the city that American planners would be wise to emulate.

In 2004, London mayor Ken Livingstone released The London Plan, a comprehensive strategic policy to guide the city's development for the next fifteen to twenty years. This plan is far more ambitious than the American version of comprehensive planning, which in many cities, is limited to regulating land use as a reaction to growth. Instead, the London Plan offers a vision for the city based on principles of social, economic and environmental sustainability.

The London Plan incorporates all of the city's policies that have a spatial component, such as those on affordable housing, energy, pollution and transportation. These issues are depicted extensively in maps, which juxtapose current conditions and trends with appropriate policies and projects to address them. Once examined through the common denominator of space, it becomes clear that these issues are interconnected and can be addressed in a holistic manner. The use of maps, combined with a clear indication of priorities, provides each city agency with a better understanding of its role within the larger framework. This knowledge helps to improve communication and illuminate possible synergies among city agencies.

Last year, London was selected to host the 2012 Olympics. Sites were strategically chosen to further the goals set forth in the London Plan. For example, the 2012 Olympic Vil-



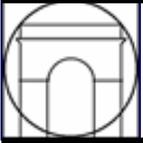
lage will be located in the Lower Lea Valley in London's East End, an area that The London Plan lists as a national priority for regeneration (UK speak for renewal and revitalization). When the Olympics are finished, the Valley will have 9,000 units of affordable housing, parkland, recreational facilities and improved transit access.

The European jargon for this approach is "spatial planning." The term originated with the publication of the *European Spatial Development Perspective* (ESDP) in 1999 by the European Union. The document employed many of the methods later used in the London Plan to determine how the EU could promote more equitable development among its member states. The ESDP also recognized that certain issues were best addressed by regional planning based on shared topography, climate, or other natural cohesive factors rather than arbitrarily drawn national borders.

Such ideas are not entirely new in the United Kingdom. As one professor at the University College London

noted, such notions were in vogue in the 1960s and spatial planning was merely "the same wine, different bottles." The first spatial planning in the UK was enacted in London due to a coincidence in timing. Parliament created the Greater London Authority (GLA), the governing body for the metropolitan area, the same year as the publication of the ESDP. A clause in the Act creating the GLA required the new government to create a spatial plan.

Attempts have been made to create what is essentially a spatial plan for New York City for decades. The Regional Planning Association created one in 1929, though it lacked the authority of law. The Planning Commission created a Plan for New York in 1969 that was never enacted. Most recently, Mayor Bloomberg announced the creation of an Office of Long Term Planning and Sustainability, which will create a new plan for the city. The London Plan will undoubtedly serve as an influence.▪



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PLANNING FOR SECURITY IN NEW YORK CITY AFTER 9/11

by Michael Kodransky (MUP '08)

Terrorist sabotage on prominent institutions and critical infrastructure has led to new challenges for urban planners in cities like Washington D.C. and New York. After the attack on the World Trade Center and the Pentagon in 2001, communities across the country have gotten more vocal about siting potential terrorist targets near their homes. Environmental impact statements—used as part of a review process to address the costs, benefits and alternatives of projects—are beginning to include sections on security and terrorism. Iconic buildings, sports arenas, biomedical facilities, hazardous waste storage centers and nuclear power plants are some of the structures which have generated uproar in the New York City metro area and beyond.

Columbia University, for example, has proposed to build a seven story underground biomedical research facility in the Manhattanville section of West Harlem as part of a campus expansion project. The facility will house at least one lab with a biosafety level of 3 out of a maximum 4, allowing studies on deadly substances such as anthrax. Members of the community criticize the plan as an obvious terrorist target and put into question the wisdom of locating such a high risk facility within the city limits. No environmental review has been initiated at this time.

In the Prospect Heights section of Brooklyn, a 19,000 seat glass sports arena is planned at the Atlantic Yards site. The community has voiced concern about the arena's proposed placement atop a major transportation hub with ten subway

lines and an LIRR terminal. Though the location would make it easily accessible to sports fans coming by public transit, the hub was the subject of a thwarted terrorist plot in 1997. Despite community pleas, terrorism was not addressed in the environmental impact statement for the Atlantic Yards project.

There has also been clamor about the Indian Point Energy Center, a nuclear power plant located 35 miles from NYC on the Hudson River in Buchanan, NY and 26 miles from the Hillview reservoir in Yonkers. In addition to land and air contamina-

tion should also undergo NEPA review rather than being grandfathered in and assumed as safe.

One reason that the World Trade Center redevelopment has been delayed is due to the NYPD's concern that the Freedom Tower was placed too close to route 9A. The first terrorist attack on the WTC occurred in 1993 with a truck bomb killing six people. Setting the Freedom Tower further away from the street traffic would presumably hinder a repeat of the 1993 incident.

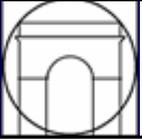
The American Planning Association (APA) published a report in February 2005, "Planning for the Unexpected: Land-Use Development and Risk," to address the evolving role of urban planners as risk managers. Decentralizing critical facilities to avoid another 9/11-like impact on infrastructure is worth consideration. The World Trade Center had many critical facilities on site or nearby that were damaged: 2 water lines, 2 electrical substations, 3 subway lines, a major media antenna and the Office of Emergency Management. Water, power, communication, transportation and emergency response systems were crippled in lower Manhattan and throughout the rest of the city after the attack.

The APA report suggests that urban planners have a moral obligation in making sure risk is minimized when siting new development projects. Whether the threat on megaprojects and critical infrastructure in American cities is perceived or de facto, planners should expect to take on a greater role in risk based planning. ■



View toward the Hudson River in Manhattanville near the site where Columbia plans to locate a high-risk biomedical research facility.

tion from nuclear fallout, if any particles from the nuclear facility reach the Hillview, 90% of NYC water could be affected. In a post-9/11 world, such a potentially disastrous threat should merit rethinking about the proximity of these two critical facilities. The Ninth Circuit Judicial Council concluded in June, 2006 (*San Luis Obispo Mothers for Peace v. Nuclear Regulatory Commission*) that all proposed nuclear facilities must be reviewed under the National Environmental Policy Act (NEPA) for risk of terrorist sabotage. Future environmental impact statements for nuclear facilities will include a section on terrorism as a result. Existing facilities



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AN INTERVIEW WITH ADJUNCT PLANNING PROFESSOR AUDREY SLADE

by Jordan Smith (MUP '07) and
Carrie Knudson (MUP '07)

Audrey Slade is an Adjunct Assistant Professor of Planning. She joined the Wagner team this year to co-teach the Urban Planning capstone. Professor Slade is an Executive Vice President at the New York City Economic Development Corporation (EDC), where she heads the Client Services Division. In her position, she oversees the City's business development initiatives and EDC's marketing group.

CK: You've worked in both the public and private sectors, in New York and elsewhere. Tell us a little bit about your background.

AS: I graduated undergrad from Barnard and went to work at HPD under the Koch Administration. I was there for three years and then went to Yale School of Management to earn my MBA. Then I went to work in banking in Boston, but about a year and a half after I started, I had a once in a lifetime opportunity to work in Poland where I helped manage a small start-up bank in Krakow. I then returned to Boston to do energy lending and Latin American corporate finance. When I returned to New York, I spent a few years at an internet company, and then following 9/11 went to work at the Downtown Alliance. I've been at EDC for about three years.

JS: Shortly after 9/11, you developed a loan/grant program for businesses in lower Manhattan impacted by the events. Would you say the city is back on track in terms of its economic priorities?

AS: I think so. Lower Manhattan is roaring back, and an increase in residential development is driving interest in the area as a great place to work and live. Rates for office space



in the Financial District are on the rise and although the city has not yet regained all the jobs it had before 9/11, the signs are pointing in the right direction. Overall, New York city's financial services industry pushes the rest of the economy with it, and with this sector performing well, the city will remain strong.

JS: This is your first time as a Capstone co-instructor. How did the circumstance come about?

AS: Earlier this year I had a conversation with [Wagner Dean] Ellen Schall and [Associate Dean for Student Affairs and Administration] Tyra Liebmann about Wagner's involvement in social entrepreneurship. Sometime thereafter, I received a call from Tyra asking me to co-teach the Urban Planning Capstone. I was delighted to become involved and have been enjoying the experience so far.

JS: You spent a considerable amount of time in corporate finance prior to your current role at EDC. Explain your shift from private to public sector.

AS: Overall I think public sector

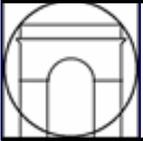
problems are much more interesting. What I've tried to do at EDC and elsewhere is bring an analytical framework developed in the private sector and apply it as appropriate in the public sector. I don't think that its difficult to switch between private and public sectors, especially under the current Bloomberg administration, which has pushed for a more systematic approach to city government.

CK: For which economic development issues do you find New York City to be a leader?

AS: This administration has really focused on looking at what works, and what doesn't. Developing districts outside Manhattan has been a priority, and using land in a more economically diverse and efficient way. We've done a lot of rezoning to rationalize what doesn't make sense and to leverage underutilized land assets, such as the waterfront. At the same time, we've added IBZ's to protect industry.

JS: Some people believe EDC does not focus enough on issues of community development and economic justice. Do you think this is a fair criticism?

AS: Not really. The work that EDC does certainly has an impact on community development, and even though we do not always partner directly with community groups, we work with them when planning our projects. For example, our recent work on East River Science Park reflects broad community input. Additionally, we team up with SBS (the Department of Small Business Services) on many projects; we're natural allies and have a complementary relationship and I think this is reflected in the work we do together.



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SEEING INVISIBLE CITIES IN FRANCE

by Michael Gedal (MPA '07)

When planners and policy-makers in France talk about bidonville slums, the conversation usually starts with the early 1950s. This is when slums began to appear on the peripheries of large French cities, most notably Paris, Lyon, and Marseille.

The discussion generally ends in the early 1970s, when the last of the bidonvilles were allegedly "eradicated," and the residents relocated to better housing. With bidonvilles gone - the story goes - French policymakers now had the opportunity to move on to a "higher" set of housing challenges.

Unfortunately, this rendition of the bidonville story is not complete. As I discovered on a recent visit to a slum encampment just outside of Lyon, bidonvilles have reappeared in France. Although their number and size pale in comparison to the massive slum developments that lined French cities in the 1950s, improvised slums are a reality in France today.

Nicolas Molle is openly frustrated with the current situation. A hous-

ing advocate in Lyon, Nicolas works with an organization called ALPIL (Association Lyonnaise Pour l'Insertion par le Logement), which has a mission to support members of the Lyon community unable to secure adequate housing.

Most non-profit organizations in France dedicated to improving housing conditions focus their work on the traditional "visible" population - legal residents of France who have full access to social services. ALPIL's "visible" population includes residents of private rental units, public housing, homeless shelters, and halfway houses.

But ALPIL opens its doors wider than most organizations. Unlike others, it equally offers services to the "invisible" populations of Lyon that live in bidonville slums and abandoned buildings that have been converted into squat settlements.

This "invisible" population in Lyon and elsewhere in France is predominantly comprised of immigrants, who hail largely from Northern Africa, sub-Saharan Africa, and Eastern Europe. Many of these immi-

grants are undocumented, which complicates the task of finding adequate housing in France, as French residency is generally required to qualify for publicly-funded housing assistance.

Nicolas explains the policy context: "No one wants these people. It's like a hot potato. The national government says it's the state's problem. The state passes it on to the city. Then when the city evacuates a bidonville, the residents look for a place to settle in the next city over."

He relates the situation in terms an American planner understands well: "No one wants these people living anywhere near them. I think in English you have a word for this. What do you say - NIMBY? I wish we had a word for this in French. It's certainly something that exists here too."

Since 2001, Nicolas has been working closely with the largest bidonville community in Lyon, advocating for its members' physical well-being, legal protection and access
(Continued on page 9)

Scenes From the Urban Waterfront Class

Text and photos by Susan Willets (MUP '07)

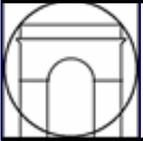


The Staten Island ferry docks at the newly refurbished terminal in Lower Manhattan. Governor's Island, from which this photo was taken, offers panoramic views of the New York harbor.

Adjunct Professor Holly Haff, who teaches a workshop on the planning and management of urban waterfronts, showed her summer session class that getting close to New York City's waterfront is easier than one might think.



View looking east from underneath the Brooklyn Bridge.



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Jane Jacobs

Continued from p. 1

ries still resonate with us today. With little formal education in the field, her ideas were rooted in her daily interactions with the world: her excursions to the supermarket, to work, or to the Whitehorse Tavern on Hudson Street. And so it was walking the streets of Lower Manhattan, like Jane Jacobs before them, that Wagner MUP students took part in *Remembering Jane Jacobs*, a walking tour along the proposed route of the Lower Manhattan Expressway, which she so furiously opposed.

The tour, facilitated by Matt Postal of the Municipal Art Society, commenced at the northeast corner of Grand and Chrystie Streets. As a soft rain began to fall, a group of soccer players started an early afternoon game on the green, synthetic turf of Sarah Roosevelt Park, a field that on the weekends is overflowing with spectators and those waiting to play winners. The tour continued north on Chrystie Street, and then west on Broome Street towards Little Italy. Mr. Postal, our insightful guide on everything Jacobs, paused to discuss the potential impact of the eight-lane mammoth and how it would have transformed this stretch of neighborhood from a cohesive community to the underbelly of a highway. As we stood listening, we took in our surroundings: the crowds of pedestrians on the street, the shoppers carrying bags from various SoHo boutiques, the sweet aroma of sausage and peppers permeating Little Italy as the feast of San Gennaro gets underway, and the impressive E.V. Haughwout Building, at the corner of Broadway and Broome, along with scores of other cast-iron buildings in SoHo. The vibrancy of the neighborhood makes one realize what a dull and dreary walk this would have been had the

LOMEX been built. The experiences, traditions, and camaraderie that make walking the neighborhoods of Lower Manhattan so majestic were almost lost; we have Jane Jacobs to thank that they were not. ■

For more information on MAS tours:

www.mas.org/Events/tours.cfm



The E.V. Haughwout Building is one of many cast-iron buildings in SoHo that would have been lost to the LOMEX.

Happy Hour Poll:

How relevant is Jane Jacobs to urban planners today?

Compiled by Susanne Huerta (MUP '07)



"Jane Jacobs was the anti-planner. In her view, urban planners prevent the sort of organic growth that makes a city interesting and livable."

-Jordan Mathew Smith (MUP '07)



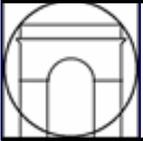
"As long as Moses is relevant- through the massive infrastructure imprint he left in NYC- Jane Jacobs will be relevant as a way to understand the detrimental impacts of Moses' later planning."

-Emre Edev (MUP '08)



"Jane Jacobs is constantly referred to by planners today as they strive to bring the physical structure of our cities down to a human scale."

-Liz Oakley (MPA-Policy '07)



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Invisible Cities

Continued from p. 7

to social services.

This community of almost 400 residents is made up entirely of Romanian Gypsies, or Roma. Most have been traveling throughout Western Europe for years, primarily across Germany, Italy and France. All are Romanian citizens, including the younger children born in France. These children are denied French citizenship because their parents have not established official residency outside of Romania.

For Nicolas, one of the biggest challenges of working with residents is the language barrier. Although a handful speak French, most speak only Romanian and Romani, the Gypsy language that linguists trace back to Punjabi. The Roma are thought to have fled their original homeland in northwest India around 1000 years ago.

Over the course of five years, Nicolas has followed this community through countless evacuations and resettlements around Lyon. Three months ago, the community was living in Saint-Priest, a town on the southeastern outskirts of Lyon, bordering the airport. About a month ago, they were forcibly evacuated from Saint-Priest by local authorities.

Residents picked up the belongings they could and trekked north to Villeurbanne, a large working-class town just east of Lyon. Upon arrival in Villeurbanne, the residents chose to settle on the site of a defunct production plant for Yoplait, the yogurt company. Part of the attraction of this site was its accessibility by public transportation - it is a short five-minute walk to the Laurent Bonneville metro station. The site also has access to running water via a sidewalk fire hydrant.

Improvised houses here are constructed from a variety of scavenged materials: metal poles, plywood, wooden doors, tarps, corrugated metal. Most homes have a door and include small pieces of furniture, floor rugs and sometimes wall decorations. The average footprint is about 7' x 7', with a height of just over 6' tall. Each structure houses between 2 and 6 people.

Nicolas laments that the most discouraging part of his work is seeing the frustratingly predictable evacuations of the squat and bidonville populations he works with. He points out that for many of these families, their only point of contact with mainstream French society is with the police during these routine evacuations.

"I'm hoping to change that," Nicolas says. "These people know me as a friend, not as a threat. Unfortunately, in the end it will require a lot more friends than just me."

Ode to the Subway

by Becca Nagorsky (MUP '07)



When we first met,
I saw you not as you are
But as I wanted you to be.
Not as a genuine friend and companion,
But a means to my own ends.

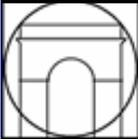
I failed to take the time
To meet you where you are at.
Our misunderstandings
Left me disappointed, dejected, in tears.

When you told me that the F
Would be running on the G track,
I said, "F the G Train!"
When you revealed that the R
Would finish at Canal
(And I missed the rest of the announcement
Because I was listening to my iPod)
I thought I would have to sleep
At the foot of your shuttered snack kiosk
And wait for weekend operation to end,
5am Monday morning.

And then our relationship transformed.

I opened myself up
To your communication style.
When you ask me to take a different
(Inevitably slower and less direct) line
I am happy to oblige.
I see your schedule changes and maintenance needs
Not as symptoms of caprice or malice,
But as the space I need to afford you
So you can self-actualize.

In turn, you have opened new doors to me.
And I mean figuratively not literally,
Because this is a poem.
You are like an old friend
Upon whose doorstep I can show up
Unannounced, at any time of night.
And when I am in a rush,
I know that you make an extra effort
Because it's me, and we understand each other.



Have You Seen Me?



This sculpture by J. Massey Rhind sits above the Broadway Street entrance to the Cable Building. Designed by McKim, Mead and White and completed in 1894, the building (at the corner of Broadway and Houston) originally served as a power plant for the Broadway cable car line run by the Metropolitan Street Railway Co.

Source: www.lostnewyorkcity.com

Green Arch

Continued from p. 3

ity composed of students, faculty and administrators.

The Green Arch Initiative plans to be actively involved in NYU-GAP, and Robbins and co-founder Jeremy Friedman will participate as members of the task force.

With NYU adopting sustainability as a University-wide principle, Green Arch fulfilled its mission in less than 18 months. So what will the organization do next?

"I was uncertain at first," Robbins said, but at their initial meeting following the GAP announcement, Green Arch developed a plan to continue its research and advocacy to provide the administration with information about particular green practices.

"The Green Arch Initiative will continue to be involved and will work to help the University develop a strategy that will ensure that NYU achieves the ambitious goals that it has set for itself," Robbins said. "I believe that we will grow and be able to become more influential." ■

WHERE ARE THEY NOW? DISPATCHES FROM MAY 2006 GRADUATES

Compiled by Susan Willets (MUP '07) and Carrie Knudson (MUP '07)

Davidson Hepburn is working as a Bank Examiner at the Federal Reserve Bank of New York in the Professional Development (PD) program. His main responsibilities focus on examining banking organizations to ensure stable and sound practices in the banking system. Davidson is exposed to a wide range of bank assignments from large, complex financial institutions to smaller local community banks, while employing risk management skills through a wide variety of banking functions.

Julia Chan is working as a transportation planner with URS Corp. in San Francisco. Since returning to her native California, she has discovered that there is a very strong Wagner urban planning presence on the West Coast.

Judita Eisenberger is working at AKRF, a planning consulting firm with offices in Manhattan, White Plains, New Jersey and Maryland. Most of her work deals with environmental review, and she is excited about her upcoming work on the EIS for Fresh Kills Park on Staten Island. This project involves turning the country's largest landfill into a 2,200-acre park by the year 2036. Judita misses UPSA happy hours and may have to crash one soon.

Matthew Berk is working as a land use planner at The City of New York Department of Citywide Administrative Services/Division of Real Estate Services, which oversees the City-owned real estate portfolio. His duties include conducting site analyses and property searches for City agencies, selecting properties for public auction and other disposition programs, managing a division-wide GIS program, and preparing and reviewing disposition ULURP applications. Matt apologizes profusely for abandoning his Friday the 13th party in order to attend the Mets playoff game, but it was worth it.

Meredith Hermann is working as a Planning Analyst for Community Attributes, a small urban planning/community development consulting firm located in Seattle, WA. Community Attributes performs development feasibility studies, market analyses and strategic planning for public sector clients in the Northwest Region.

Uma Deshmukh is working as Director of Development for the Women's Housing and Economic Development Corp. (WHEDCo), a community-based organization that develops affordable housing and offers supportive services for low-income women and families in the South Bronx.