Greetings CIUS Board Members and friends! This is our seventh edition of the CIUS E-newsletter. As we go to press, discussion about mass transit and long term rail capacity is very much in the news in New York City. Of most immediate concern are the reconstruction and extension of destroyed subway lines in Lower Manhattan and the current Amtrak crisis. But there are many other components to having a vital transit network and vibrant economic growth as well. Transportation changes, and needs continue to make the daily press. Driven by the events of 9.11 and responding to an opportunity that is being watched by the world, land uses and transportation connections dominate the discussions of almost all groups involved in planning, urban design, architecture and infrastructure engineering. The need to plan carefully but quickly for lower Manhattan has also reinforced the need to continue to plan and think of what is next for all of the five boroughs outside lower Manhattan. Complicating manufacturing capability within the five boroughs. Every sector has its own labor force and inputs and land use requirements. Look for more discussion in later CIUS publications.

On Saturday, July 20th, over 5000 people gathered at the Jacob Javits Center to examine six proposals for the redevelopment of downtown Manhattan and the creation of a September 11 memorial. The event, titled Listening to the City a 21st Century Town Hall Meeting http://www.listeningtothecity was organized by the Civic Alliance to Rebuild Downtown New York http://www.civic-alliance.org/, which CIUS helped found in response to the tragedy of September 11/01. The proposals were drafted by The Lower Manhattan Redevelopment Corporation http://66.109.33=10/index.shtml in conjunction with the Port Authority of New York and New Jersey http://www.panynj.gov/ These plans were derived from an initial blueprint for rebuilding both the crumbled transit network beneath Lower Manhattan and the areas above. To view the = blueprint: http://www.renewnyc.com/Content/principlesfinal.pdf

Basic principles include uniting the tangle of unlinked Lower Manhattan train lines with a huge underground pedestrian concourse, moving sidewalks, and a terminal that could potentially form linkages from World Financial Center on the west side through Fulton Street on the east side. In addition, the outline's proposals include the creation of a park encompassing a memorial to the victims of the World Trade Center attack as well as a museum dedicated to “freedom, tolerance and the values that the World Trade Center represented.” The proposed park would be linked thematically to the Statue of Liberty, Ellis Island, the New York Stock Exchange and other downtown institutions and museums. The plan also proposes reconstructing streets that were removed from the downtown grid when the trade center complex was built, and making significant additions of retail space (CONT On P.8)

CIUS VISITING SCHOLAR AND THE ECONOMIC IMPACTS ON NY OF THE NEW PENN STATION AND AMTRAK

If New York is to keep its central place in the globalized economy of the 21rst century, it must build on the linkages between Penn Station and the Northeast Corridor, and Long Island, it must build on the commuting power of Grand Central and its proximity to the airports. Central to discussions of New York’s accessibility and linkages is Penn Station. Home to Amtrak, the LIRR and NJT, Penn Station is crucial to the New York economy and quality of life. One of the responsibilities of Penn Station is serving as a home to AMTRAK. This year, Dr. Anthony Perl, Associate Professor of Political Science at the University of Calgary has served as a Visiting Scholar at CIUS. Dr. Perl, a noted transportation expert and Political Scientist : (CONT On P.4)
Me, Myself and Infrastructure: Private Lives and Public Works in America.

On View May 21 - September 15, 2002 at the New York Historical Soc. 2 West 77th Street (and Central Park West) New York, NY 10024

The New-York Historical Society presents an exhibit commemorating the 150th anniversary of the American Society of Civil Engineers. (http://www.asce.org/)

The collapse of the World Trade Center and its effect on life in the city has awakened new interest among New Yorkers concerning the infrastructure on which their survival depends.

This exhibition highlights the role of the various elements that combine to make up our infrastructure, consisting of roads, bridges, buildings and water systems, as well as the civil engineers who build them.

The exhibit brings the seemingly complex subject of civil engineering close to home with a series of innovative installations resembling everyday locations (e.g., a coffee shop) designed by the creative team of Chicken & Egg Public Projects, Inc. and Boym Partners, Inc. To learn more please go to: (http://www.chickenandegg.org/home.html)

Central to the project are a series of innovative public programs. CIUS was pleased to partake in a special panel on the evening of Wednesday, July 10 titled "Up in the Air: The Future of New York City's Airports" The panel was moderated by Doreen Frasca, President of Frasca & Associates and featuring Bill Decota, Director of Aviation for the Port Authority of New York and New Jersey; and David Barger, President and CEO of Jet Blue Airways and CIUS director Robert Paaswell. If you wish to learn more about what happened at the panel you are in luck: The New York Daily News did a special feature article on the panel: Roads cloud airports' fate By Warren Woodberry Jr. Sunday, July 21st, 2002 http://www.nydailynews.com/07-22-2002/boroughs/story/4833p-4476c.html

Revealing the Edges: Communities and Infrastructure Along the Waterfront


The exhibition presents an investigation of infrastructure and community design along the East River. The exhibit focuses on three different edges: Hunts Point on the Bronx and East River, Greenpoint on the East River, and the east shore of Staten Island on the Kill Van Kull. In each place four major issues are considered:

- the negotiation of local places and regional needs
- the processes by which decisions get made-
- the possibilities for an environmentally sustainable waterfront-
- the ways to move from an industrial to a post-industrial waterfront.

Content developed by the Metropolitan Waterfront Alliance Design Team (http://www.mas.org/Projects/Specialprojects.cfm?URL GOTO=http://www.Waterwire.net) and produced and designed by The Sam Schwartz Company.
New York New Visions

New York New Visions is a coalition of 20 architecture, planning, and design organizations that came together immediately following the September 11 terrorist attacks on the World Trade Center. This group, representing over 30,000 individuals, has pooled the collective resources and technical expertise of over 350 professionals and civic group leaders in a pro-bono effort to address the issues surrounding the rebuilding of Lower Manhattan.

The coalition members, have released a preliminary report containing recommendations for infrastructure, planning, and design that can help make Lower Manhattan more comfortable and appealing for workers, residents, and tourists. This report will be presented to Governor George Pataki, Mayor Michael Bloomberg, the Lower Manhattan Redevelopment Corporation, New York's Congressional delegation, city and state agencies, and a wide array of civic, business, and community groups. To download the report in PDF format please go to: (http://nynv.aiga.org/) The group has released many other interesting reports which can be found at: (http://nynv.aiga.org/resources.shtml)

Imagine New York: An Exhibition of Ideas

In April, CIUS and the City College Architectural Center were honored to organize the City College of New York’s hosting of Imagine New York, one in a series of neighborhood based workshops convened by the Municipal Art Society (MAS) throughout the metropolitan area, to facilitate reflection on the future of the WTC site and the city at large in light of the terrible tragedy of 9/11/01.

How did more than 3,500 people imagine the future of New York? Find out at Imagine New York: An Exhibition of Ideas. The exhibit includes a collection of the public’s thoughts and images chosen from among more than 18,000 ideas gathered through the workshops. Exhibit is On view at the Urban Center 457 Madison Avenue New NY 10022 (Tel: 212-935 3960) 7/17/02 through 10/10/02.

To download the Imagine New York Summary Report please go to: (http://www.mas.org/ContentLibrary/Imagine NY%20Report1.pdf) This report was presented on June 10 to decision-makers including the Lower Manhattan Development Corporation, Mayor Bloomberg, Governor Pataki and the Port Authority and others government organizations.

Although the official exhibit that chronicled the spontaneous memorials that sprang up throughout New York City after September 11th in a magnitude never before seen is now closed, you can still view a “virtual” version of the exhibit by going to: (http://www.nyhistory.org/missing/gallery.html) City Lore. The Municipal Art Society’s City As Place project and the New York Historical Society all made this wonderful tribute possible.

Project September 11

The Museum of the City of New York, offers a special post 9/11 website entitled “Project September 11” (http://www.mcny.org/) The site includes:

- a brief history of the World Trade Center,
- Virtual Union Square, inspired by the spontaneous memorials created at Union Square Park
- After September 11: Images from Ground Zero, photographs by Joel Meyerowitz

The Museum has several physical exhibitions relating to September 11, 2001, including:
- Brotherhood: In Strength and Sorrow - Images of FDNY,
- Manhattan Skylines which explores the island's ever changing silhouette.
- A Community of Many Worlds: Arab Americans in New York City

1220 Fifth Avenue @ 103rd St. New York, NY 10029
Dr. Perl believes that we can meet these challenges. “The Northeast Corridor’s Acela Express provides a glimmer of what is possible when resources are devoted to upgrading infrastructure and deploying modern trains to run over it. And this relatively modest modernization, compared to European and Japanese efforts, to create a ‘new model railroad,’ offers just a fraction of the potential success that modern supported by effective policy could bring to America,” he told the Congressional hearing. But first, we must declare a cease-fire in the political conflict over Amtrak, which may mean recognizing that neither those who want cut the subsidies, nor those who want to save the trains, will be able to get all they wish. But, we have the opportunity to lay the groundwork for a real improvement in passenger rail policy. For the full text of Dr. Perl’s Congressional testimony please go to: http://www.ccny.cuny.edu/cius/

New linkages and local stations for commuter rail within city boundaries that eventually connect to Penn station and Grand Central Terminal will play a crucial role in the city’s future as well. Metro-North Railroad is currently examining proposals that would expand commuter rail stations and usage within city boundaries. Metro-North trains currently run to Grand Central Terminal. One proposal would route some New Haven line trains through three new stations in the Bronx: Co-op City, Parkchester and Hunts Point, over Amtrak’s Hell Gate line. Another option would route some Hudson line trains down the West Side of Manhattan stopping at new stations at W 125th Street and W 59th Street and finally to Penn Station. Proposals for a stop at Yankee Stadium are under consideration as well. These different plans are not mutually exclusive.

The importance of the New Penn Station and Amtrak led to the first in a series of special breakfast conferences devoted to the importance of new developments in infrastructure co-sponsored by Baruch College’s Stephen L. Newman Real Estate Institute and CIUS. On Thursday, May 23, leaders of the planning and transportation communities joined at Steven L. Newman Hall/Baruch College, to consider how the new Penn Station and potential upgrades of Amtrak will impact the entire transportation systems of regional New York, have implications for all city planning throughout the region and impact the regions economy. The conference featured talks by CIUS Visiting Scholar, Anthony Perl, PhD, (The Importance of Amtrak to New York’s Future), Michael Royce, acting president of the Pennsylvania Station Redevelopment Corporation, a subset of the Empire State Development Corp (The Status of the New Penn Station,) followed by a report of the planning and design of the New Penn Station by Ross Wimer, Senior Designer, Skidmore Owings & Merrill. This was the first in an intended series of such conferences to be co-sponsored by the Stephen L. Newman Real Estate Institute and CIUS. For a complete schedule of the next six conferences please go to Page 6 of this newsletter.
New York City’s Water Supply

In 1842, more than 150 years ago, clean water flowed for the first time from upstate reservoirs into New York City.

Today, three major watersheds, the Croton, the Catskill and the Delaware feed New York’s amazing water supply system. An elaborate system of reservoirs, lakes, aqueducts, tunnels and water mains that distributes about 1.3 billion gallons of water daily to nearly 9 million people. Throughout its history, New York City’s ability to provide a reliable source of water for its citizens has allowed it to grow and develop into a great urban center.

Below are some web links for helpful information re: New York City Watersheds and their conditions. CIUS does not necessarily support nor condemn the variety of views offered forthwith:

http://www.cfe.cornell.edu/WRI/projects/nycwshed/
http://www.nysefc.org/tas/NYCwatershed.htm
http://www.nysefc.org/TAS/UpgradeProgramFactSheet.htm
http://www.nrddc.org/water/drinking/attack/recom.asp

New York Underground

Much of the city's infrastructure starts just below street level, but it doesn't stop there. National Geographic offers a wonderful free website (http://www.nationalgeographic.com/features/97/ny_underground/) that guides viewers through all aspects of New York's subterranean infrastructure; Power; Cable; Water Steam; Gas; Transportation are all highlighted. "Forgotten elements" are also given their due; The site points out that Cast-iron pipes laid in the last century still carry steam, and the 1917 City Tunnel No. 1 still brings many New Yorkers their water.

The Department of Design and Construction/DDC (http://www.ci.nyc.ny.us/html/ddc/home.html) was created in October 1995 to assume responsibility for certain public construction projects. For selected road, sewer and water main projects DDC prepares descriptive project pages that provide specific information - where the construction will occur, what the schedule is, and who should be called if there is a problem or a question. To find out about projects in your neighborhood please go to: http://www.ci.nyc.ny.us/html/ddc/html/brochure.html To see the DDC’s “high performance guidelines” on creating more environmentally responsible buildings...
CIUS is proud to be collaborating with the City College Architectural Center/CCAC (WWW.CCNY.CUNY/CCAC) on a number of projects.

1) Having worked together to assist City College (CCNY) co-host one of the Municipal Art Societies’ Imagine New York workshops for Northern Manhattan, CCAC and CIUS are building on ties formed with community organizations to collaborate on neighborhood based physical improvement and economic revitalization efforts.

2) CCAC and CIUS are currently working on design and planning efforts as part of an economic revitalization initiative for the East 138th Street commercial corridor in the Bronx. This work is being facilitated by South Bronx Overall Economic Development corporation (SOBRO) community revitalization division. For information on SOBRO please go to: http://www.sobro.org/

3) CCAC and CIUS have joined with the SUNY network to support an initiative of New York State’s Quality Communities Task Force (http://www.state.ny.us/ltgovdoc/cover.html), assisting cities and towns with visioning and planning for the revitalization of their downtown centers. This objective follows from recommendations of the “Quality Communities Task Force, “a collective effort of several state agencies to “find smart innovative solutions to strengthen our economy, enhance the livability of our communities and improve the quality of our environment.” While many of the other participating institutions will be focusing on reviving upstate communities, CUNY’s involvement will focus on revitalization efforts within the New York City Metropolitan Region.

CUNY Institute for Urban Systems/Steven L. Newman Real Estate Institute Breakasts

Infrastructure and Real Estate: Partners in New York’s Future

This collaboration between CIUS and Baruch College’s Steven L. Newman Real Estate Institute (http://www.baruch.cuny.edu/realestate/) is a new annual series of public events and applied planning and research on the relationships between real estate industry concerns, government land use policy and planning, and a broad array of infrastructure issues. Events are scheduled to be held at the William & Anita Newman Conference Center, 151 East 25th Street, 7th floor (between Lexington and Third Avenues.) However, as interest often exceeds capacity, please contact the Newman Institute at (212) 802-5940 for location updates.

Breakfast Programs for 2002-2003

1 Downtown Infrastructure: Reinforcing or Conflicting With the Needs of NYC
Friday, October 18, 2002

2 New York’s Hidden Infrastructure and Their Impact on Real Estate Development, I: Energy: What will it cost, how will it be managed?
Friday, Friday, December 13, 2002

3 New York’s Hidden Infrastructure and Their Impact on Real Estate Development, II: Water: An aging system, what will it cost to renew, how sure is our supply, what is our vocational advantage?
Friday, January 24, 2003 (will be held at Steven L. Newman Institute, 137 E 22nd Street)

4 Moving West: Do We Really Need New Rail? Extending the Number 7 Line: Options, Costs and Benefits
Friday, February 21, 2003

5 Moving East: Why Second Avenue First? Building the Second Avenue Subway Line: Options, Costs and Benefits
Friday, April 25, 2003

6 NY/NJ Transportation Linkages: Is the New West Side Really New Jersey’s East Coast?
Date to be announced.
As mentioned before on page 4 of this newsletter Dr. Anthony Perl, a CIUS affiliate, has released *New Departures: Rethinking Rail Passenger Policy in the 21st Century* (University Press of Kentucky, 2002)

*Book Description: from Amazon.com*

Perl studies how other railway systems are working toward building a “new model railroad.” These passenger services are more organizationally flexible, more market-oriented, and more-customer driven than their predecessors ever were. New Departures links the lessons behind rail passenger revitalization abroad with the opportunity to recast the policies that constrain Amtrak and VIA Rail—policies that must be changed in order to provide safe, efficient, and effective intercity passenger transportation.

From the Publisher

"New Departures is not only the most comprehensive look at rail passenger service in North America, it is the most timely. With air travel suddenly becoming a mature industry after September 11th, the nation is realizing that it is missing a vital balance in passenger transportation, a balance that could be provided by high speed passenger rail service. Perl’s book lays out the best policy framework I have ever seen for making rail passenger investments. Anyone engaged in debating the role of high speed rail in North America should read this book." —Thomas Downs, Executive Director, Center for Smart Growth
This new institute focuses on issues and problems related to "infrastructure." Its themes include; integration of new technologies, the roles of institutions and the growing problems of revenue and finance.

CUNY is a natural home for the Institute. The Institute’s Board of Directors is composed of distinguished faculty from a number of CUNY campuses.

With strong links to schools of engineering and architecture, and noted programs in urban planning, law management, and the social sciences, CIUS is linking academe and business to provide guidance for the next generation of infrastructure investment.

Many questions and comments were raised at this gathering. The public strongly noted that a more energetic, visionary and responsive set of designs were necessary for lower Manhattan. In response, the LMDC has reopened the process and is soliciting new planning and design teams to draw up master plans that address the many issues raised in the critiquing process. On Sunday, Nov 8, the New York Times devoted the bulk of its Sunday Magazine to a dialogue amongst many of the most innovative designers and planners of our day on the future of both the World Trade Center site and Lower Manhattan in general. In accord with this special edition, The Times has set up a special multimedia and interactive features where these ideas and issues can be explored further. (To view all the articles and explore the multimedia/interactive options, please go to: http://www.nytimes.com/ref/nationchallenged/text-index.html. We strongly encourage the public to read the special edition and take advantage of the special multimedia/interactive features as a means stimulating as broad a range of discussion as possible. CIUS welcomes the continuing and strong input from the amazingly diverse perspectives, not only from New York, but from around the world. One of the major themes of CIUS is institutional change; it is clear that the traditional ways of approaching infrastructure and land use - familiar from the post WW2 era - will change to meet the new culture and ways of life of the early 21st Century.