

# PLANNERS NETWORK

May/June 2001

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No. 146

## THE SEVENTH GENERATION

*In our every deliberation, we must consider the impact of our decisions on the next seven generations.*

From the Great Law of the Iroquois Confederacy

### The Sad State of Planning in New York City

By Tom Angotti

**T**his year the majority of the City Council and all city-wide offices including the mayor are up for election. It's about time the candidates took notice that New York City's urban planning officials aren't planning.

The planners have retreated into the safe role of caretaker of the zoning code. They manage the official land use review process but don't care much about doing land use planning.

The burning planning issues in this city of 8 million are in its hundreds of neighborhoods. But the Planning Department's meager staff doesn't plan with the neighborhoods. As a result, communities who urgently want planning have to scrape to get their

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## PLANNING THE BIG APPLE

### PROGRESSIVE PROPOSALS FOR PLANNING IN NEW YORK CITY



### Community-based Planning Moving Beyond the Rhetoric

By Jocelyne Chait

**T**he growth in community-based planning across the United States over the past decade reflects increasing recognition of the value of citizen participation in rebuilding neighborhoods and promoting sustainable community development.

New York City, one of the largest and most diverse cities in the country, has a highly centralized planning bureaucracy that does not support community-based planning. The city's 59 community planning boards, established in 1963, and provisions in the New York City Charter (Section 197-a) for the development of local plans, provide an ideal framework for community-based planning.

Yet the city has not moved forward in committing to an effective community

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## Planners Networker *UPDATES*

**Let your fellow members know what you are up to — send in your update today!**

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### MEMBER PROFILE/UPDATE: JAC SMIT

In 1965, Walter Thabit issued an invitation for interested planners to meet him off-site at the APA annual conference in St Louis. I signed up and then went back to Chicago to work with the Urban Ministry Training Center, the Urban League, and the ethics committee of the local APA chapter.

At the time I was project director for the NIPC (Northeastern Illinois Planning Commission) Chicago Regional Plan (adopted in 1967 and in effect until 2000), which included progressive principles such as integrating African Americans into the suburbs. A couple of my early activities with PEO were to participate in running counter conferences at APA conferences, with workshops and press releases. I was also the chair of the "ad hoc committee to reinstate Chester Hartman" (PN founder) at Harvard — a successful effort.

Today I am an active member of the Chesapeake and Potomac Regional Alliance, a professional organization promoting regional development in the Baltimore-Washington DC region, and I am on the Board of Community Harvest, which is building a locally based equitable food system. I am also president and executive director of the Urban Agriculture Network, a global clearing-house for urban/metropolitan agriculture. In the next few months, the Network is

participating in conferences in London, Lima, Cairo, Durban, and Washington, which focus in whole or in part on integrating agriculture into city planning and design. My day-to-day activities include editing the second edition of the seminal book on this topic "Urban Agriculture: Food, Jobs and Sustainable Cities" to be published later this year. Check it out at <http://www.CityFarmer.org>.

Today PN keeps me in touch with what is going on at the leading edge and what needs to be done.

### MIKE ABELOFF

Mike Abeloff, the first treasurer of Planners for Equal Opportunity, died on April 27, 2000. He is survived by his wife, Susanne, and two daughters, Michelle and Shana, at 33 Scarlett Lane, Hurleyville, New York 12747.

### LETTER TO THE EDITOR

Mr Angotti:

I attended the last PN forum [in New York City] with Ms. Lopez [Councilwoman Margarita Lopez] and was very encouraged by her inspiring words. She is a true radical who still attempts to bring change through conventional politics — what a fighter!

Regarding your article about US "economic development policies" in the West Bank, I thought it was brilliant and provocative. Its time that we reveal the one-sided pro-Israel American intervention in the Middle East. I thought that interpreting the Israeli occupation in terms of discriminatory economic/ social and urban policies was revealing. We tend to look at the conflict in terms of national and religious aspects but the real problem is economic deprivation.

I happen to be an Israeli who has lived here for 12 years and I oppose the Israeli government's handling of the historic conflict. In light of the horrifying recent

development, I encourage any dissenting views (such as yours) about the conflict from the American status quo.

Moshe Kayam (Mookie)  
 PN member

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The Planners Network is an association of professionals, activists, academics, and students involved in physical, social, economic, and environmental planning in urban and rural areas, who promote fundamental change in our political and economic systems. We believe that planning should be a tool for allocating resources and developing the environment to eliminate the great inequalities of wealth and power in our society, rather than to maintain and justify the status quo. This includes opposition to racial, economic, and environmental injustice, and discrimination by gender and sexual orientation. We believe that planning should be used to assure adequate food, clothing, shelter, medical care, jobs, safe working conditions, and a healthful environment. We advocate public responsibility for meeting these needs, because the private market has proven incapable of doing so.

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PROGRESSIVE PROPOSALS****Features**

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**GUIDELINES FOR AUTHORS**

Planners Network seeks articles that describe and analyze progressive physical, social, economic and environmental planning in urban and rural areas. Articles may be up to 1,500 words. They should be addressed to PN's broad audience of professionals, activists, students and academics, and be straightforward and jargon-free. Following a journalistic style, the first paragraph should summarize the main ideas in the article. A few suggested readings may be mentioned in the text, but do not submit footnotes or a bibliography. The editors may make minor style changes, but any substantial rewriting or changes will be checked with the author. A photograph or illustration may be included. Submissions on disk or by email are greatly appreciated. Send to the Editor at [pn@pratt.edu](mailto:pn@pratt.edu) or Planners Network, 379 DeKalb Avenue, Brooklyn, NY 11205. Fax: 718-636-3709. The deadlines are the first day of the first month of the issue (e.g., May 1 for the May/June issue; July 1 for the July/August issue).

**UPCOMING SPECIAL ISSUES [Articles welcome]:**

- PN 2001 Conference Issue (July/August)
- Economic Cooperatives (September/October)
- Youth and Community
- Just and Sustainable Transportation
- A Critical View of Community/University Partnerships
- Is There an Energy Crisis and Why?

# Solving the Housing Crisis

## What is Really Needed?

By Peter Marcuse

**T**here has been a shortage of housing in New York City from the time it was founded, but it was not until the 1930s that a serious public effort to deal with it was mounted. We have now been at it for more than half a century, and are in the midst of an unprecedented period of fiscal prosperity. How are we doing?

Not well. The number of families facing serious housing problems is in the hundreds of thousands, and there has been little improvement in recent years. The Census Bureau does a careful sampling of New York City households and housing units every three years. This Housing and Vacancy Survey (the HVS) is required because if the Vacancy Rate – the proportion of all units that are vacant and available for rent at any given time – goes over 5%, rent regulation is no longer permitted. Anything below 5% vacancy is, by state law, a housing emergency that justifies rent regulation. The results of the 1999 HVS are out.

### What's the Problem?

The vacancy rate is 3.19%. That's the lowest in this decade. It is the sharpest decline in vacancies since 1968. And it is worst for low rent units. All those renting under \$700 went down by almost 14% in the last three years. Those renting under \$400 went down by 66%.

Approximately 20,000 more units would be needed just to bring the vacancy rate up to 5%, so that people could have a choice of where to live in what is considered a "normal" market.

The only rent level where there is an adequate vacancy rate (over 5%) is for units renting over \$1,750 a month. It would take an income of \$70,000 to afford that at the minimum.

Some 825,000 households pay over 30% of their incomes for rent, more than what most agree can be paid without impairing the ability to provide for other needs (we used to consider 25% too much, before Reagan); almost all of them (780,000) have incomes under \$40,000; almost 350,000 are below the poverty level. Almost 450,000 households pay more than 50% of their incomes for rent. That's almost the highest figure it has been in New York City since 1960.

If rents for stabilized units are increased by 4%, 428,000 households already paying over 30% of their incomes for rent would be pushed even further into unaffordability. They would be paying a total of some \$213,000,000 more in rent; more than half of that amount would come from households earning \$25,000 a year or less.

215,000 renter households (we round off) were overcrowded, at more than one person per room. It is the highest number of overcrowded households since 1970. More than 75,000 of them were severely overcrowded (more than 1.5 persons per room). That is the highest number since the HVS began the count, in 1960.

Median incomes (below which half of all households fall) rose only 1.7% in the last three years, despite general prosperity, but median rents went up 3.1% (inflation-adjusted). And medians tell only part of the story: the number of renters earning less than \$20,000 a year went up from 36% of all renters to almost 40%.

Over 270,000 households have more than three serious maintenance deficiencies in the units they occupy. 19,000 households still live in units so defective the Census Bureau calls them dilapidated.

### What about the Future?

The memo the Mayor issued on the new HVS numbers on February 16, 2000 puts a different spin on some of these figures, and does not provide most. Much is made of the improvement in housing conditions. They revealed a decline in the number of rental units with maintenance deficiencies from 57.9% of all units in 1996 to 54.5% in 1999. It is an improvement – at the cost of rising rents, of course. But shouldn't our goal, in a truly livable city, be to eliminate that problem altogether?

And conditions will not remain the same. Not only is the financial boom fragile, but the city's population is changing, and its needs are changing. The need for housing at reasonable rents is going to increase, not decline. Figures on income distribution already show that; the benefits of the boom are unequally divided, with the gap between the rich and the poor growing. So rents will continue to increase faster than poor people's incomes in the tight housing market that the figures demonstrate we have.

Beyond that, the population is changing. The growth was

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# Getting Transportation Priorities Straight

By Lisa Schreibman

**A**s New York City grew in the 1990's so did the demand for transportation. Population grew by 9%, jobs by 10% and personal wealth by 5%. The average number of weekday bus riders grew by 47% between 1996 and 2001 and truck trips over the Hudson River increased 18% in the past decade.

But service and infrastructure failed to keep pace with the growth and elected officials failed to plan for mobility in the 21st century. When every project now under construction is completed, only Queens will be able to boast new rail services – the V line, which will add 20% capacity to the Queens Boulevard line to Manhattan, and AIR Train, which will serve 7,000 people headed to Kennedy Airport daily. There will be no additional lane-miles placed on our highways, no new bridges built and only a few minor improvements in the freight rail system.

## More Congestion, More Pollution

As a result, New Yorkers face chronically clogged transportation arteries. Overcrowded transit, congestion on the roads and the concomitant pollution are so ubiquitous that the heavy financial and health toll they take is hardly mentioned by officials. According to an estimate by Community Consulting Services, road congestion costs \$8 billion/year in lost time.

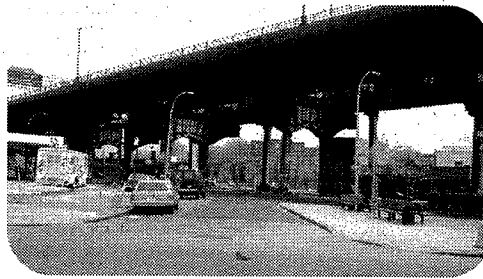
Half of the air pollution in the city comes from mobile sources – cars, trucks and buses. In February, the Journal of the American Medical Association published findings that linked traffic to asthma. They found that regulations to prevent congestion in Atlanta during the 1996 Olympic Games decreased traffic by 22% and acute care asthma events – emergency room visits and hospitalization – by 41%. In New York City there are 46.26 asthma-related hospitalizations for every 10,000 people. In the worst pockets, the rates of hospitalization for children is as high as 200 per 10,000,

according to a report by the Mt. Sinai School of Medicine.

The incoming politicians must do better. Although many transportation decisions are in the hands of state-led regional authorities like the Metropolitan Transportation Authority (MTA) and Port Authority of NY & NJ, city elected officials should not use that as an excuse. They must make the City's transportation priorities known, get the funds from new city sources, or get them funded in Albany.

## Expand Rail Freight

New York City receives only 4% of its freight by rail, while the figure nationwide is 39%. As a consequence, we rely more heavily on trucks than most metropolitan areas. And since, according to the EPA, trains use one-third the amount of fuel as trucks to move the same amount of cargo, we are using natural resources and polluting our city needlessly.



Gowanus Expressway in Brooklyn

Little freight comes into the region by rail because there are no rail connections across the Hudson River south of Albany. The Hudson River separates most of New York City from New Jersey and the nation's rail system. To partially remedy this problem, the Port Authority needs to connect the Staten Island lift bridge to the Chemical Coast line in New Jersey. That connection to Staten Island would decrease truck traffic over the Goethals Bridge – a bridge to New Jersey that the Port Authority erroneously wants to twin in order to handle more truck traffic.

Secondly, the numbers of rail cars that float on barges across the harbor need to increase. The biggest obstacle here is lack of terminals on the west side of the harbor. If the rail line on Staten Island were activated, the NYC Economic Development Corporation (EDC) could develop terminals for the float bridges on Staten Island that would connect to existing and planned terminals in Brooklyn. If not, the Port Authority could build float bridge terminals at either Bayonne or Port Newark in New Jersey.

Once freight has made it to New York City, on the east side of the Hudson, it must be unloaded at rail yards. At the moment, there are not enough yards to support a substantial increase in train traffic. Instead of the old fashioned mega-

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planning process. Despite the fact that "197-a plans" must go through exhaustive public review and scrutiny prior to their adoption by the City Council, they are not legally binding. At best, they serve as references for decision making in a particular area. Furthermore, since Section 197-a was written into the Charter in 1977 the city has not allocated any funds for the development or implementation of community-sponsored local plans. Inadequate funding for 197-a planning contributes to inefficiencies and delays, strains the energy and resources of community residents, and ultimately leads to burnout and disillusionment. Only a handful of plans have made it through the city's approvals process.

**Why Community Planning?**

Despite widespread government support for the rhetoric of community-based planning, the reality in New York is vastly different. Community participation is often relegated to responding to development proposals and initiatives at public hearings. Participation at this late stage is reactive and confrontational and is often based on personal agendas and narrow self-interest. Most community-based planning that occurs happens outside the realm of government. It is heavily dependent on foundation support, pro-bono technical assistance, and the time, energy and — in many cases — the financial resources of community volunteers. Lack of political will and government support can sideline even the most thorough and well-made community plans. This places an enormous burden on local citizens to actively promote their plan and to remain vigilant in monitoring public and private development activity. It also has serious implications in terms of funding, since funders will be reluctant to sponsor plans that they feel may not be implemented.

**For Effective Community Planning**

What has to happen for community-based planning to be both meaningful and effective?

There must be a high level of political will, and financial and technical support from government. It is not enough to profess a commitment to community-based planning. There must be follow-through in terms of dedicated funding, access to information and ongoing technical assistance.

Adequate funding must be allocated to ensure effective community outreach and participation, access to information, and a timely and efficient planning process.

The planning process must include a high level of commu-

nity ownership, with citizens playing a meaningful role in implementation and budgeting decisions. A central tenet of community-based planning is building and strengthening communities and developing local leadership. The sense of empowerment and community identity generated through active involvement and self-determination will help to sustain community development efforts and strengthen civil society in general.

Adequate time must be allocated to conduct outreach, enhance understanding, establish a meaningful dialogue among stakeholders, and build consensus on issues, goals and recommendations.

Community-based planning must occur within a broader citywide or regional context. What may start off as self-interest in many communities should become much broader as local issues are related to citywide or regional plans and policies and as people discover that other communities face similar problems.

There must be a commitment to implementation of approved and adopted community plans on the part of local government, with a high level of coordination among city agencies and through a transparent and interactive budget process.

Finally, we have to be better prepared to participate. We live in a society that promotes competition and self-interest; local government is largely characterized by "top-down" or centralized decision-making. Community residents don't have the knowledge of planning terminology and process. And planners often lack the essential skills needed to facilitate an effective community planning effort, including listening, organizing, teaching, mediation and negotiation skills. Community-based planning is centered on dialogue, collaboration and consensus building. Participation in such a process requires training and a major adjustment on many levels.

**Experiences in Other Cities**

Some cities in the U.S. have gone beyond simply responding to neighborhood plans and initiatives, and have institutionalized community-based planning in their local laws and practices. Seattle, Minneapolis and Baltimore have clearly taken the lead in ensuring a high level of community participation in planning and development. Seattle's Neighborhood Planning Office was created by a resolution of the City Council, following adoption of the city's

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Comprehensive Plan in 1994. Its primary purpose was to provide technical assistance and planning funds to eligible neighborhoods as they undertook a two-phase comprehensive planning process. Baltimore's Neighborhood Planning Program, a key recommendation of PlanBaltimore, the city's new comprehensive master plan, was launched in March 2000 with \$300,000 from the city's capital budget in start-up funds. Minneapolis' Neighborhood Revitalization Program was established in 1990 by the Minnesota Legislature and the City Council with a funding level of \$20 million per year for 20 years generated from Tax Increment Financing.

Other examples of community-based or neighborhood planning include:

- Asset-based comprehensive community initiatives, largely sponsored by private foundations, such as the Ford Foundation's Neighborhood and Family Initiative, launched in 1990, and the Annie E. Casey Foundation's Rebuilding Communities Initiative, launched in 1993;
- Federally funded university/community partnerships such as the East St. Louis Action Research Project, a collaboration between the University of Illinois at Urbana-Champaign and the Winstanley/Industry Park Neighborhood Organization in East St. Louis; and
- Community-driven planning efforts such as the Dudley Street Neighborhood Initiative in Boston.

While these initiatives differ greatly in scope and origin, they share a commitment to collaborative problem solving and grassroots decisionmaking. Their success is largely dependent on the strength of local leadership and advocacy. However, it is also dependent on the degree of responsiveness of local government, particularly with regard to land use development, which is closely tied to the municipal budget process and regulatory framework.

While these cities serve as models for government-sponsored community-based planning and development, there are many instances in local government where community-based planning goes no further than the rhetoric. This is no wonder. Democratic planning and decisionmaking not only requires a great deal more time and effort than centralized, "top down" planning and development. It also poses a direct threat to established power structures.

*Jocelyne Chait is a planning consultant in New York City.*

## PLATFORM FOR COMMUNITY-BASED PLANNING

- 1) Planning should be "bottom up" rather than "top down."
- 2) The city must view communities as partners, not adversaries.
- 3) Community-based planning activities must be inclusive.
- 4) The city should commit to the implementation of completed and/or adopted plans.
- 5) Reflecting the common goals of existing community-based plans, the city should adopt the following principles:
  - In meeting citywide needs burdens must be distributed equitably.
  - Benefits must also be equitably distributed.
  - New developments should reflect the existing community context.
  - Traffic impacts on local communities must be minimized.
  - A commitment must be made to improve quality of life in communities.
  - The status of public health in a community must be incorporated into planning and environmental assessment.
  - The city must make it possible for communities to have both jobs and a clean environment.
  - In meeting its infrastructure needs, the city must be guided by principles of sustainability.

-- Excerpt from *Planning for All New Yorkers*, a platform prepared by the Municipal Art Society with a task force of community organizations, community boards, planning professionals and civic groups. For the complete platform contact Eva Hanhardt at [hanhardt@mas.org](mailto:hanhardt@mas.org) or go to [www.mas.org](http://www.mas.org).

*Schreibman/Continued from Page Five*

yards that make neighborhoods into massive train-to-truck depots, new yards should be small enough that a community can absorb the truck impacts. Potential sites that could be developed or redeveloped include Phelps Dodge in Queens, the Harlem River Railyard in the Bronx, Port Ivory in Staten Island and Pilgrim State on Long Island.

Trucks will take the freight from the yards to its final destination. At the moment, these trucks are fueled by diesel. One of the biggest obstacles to switching fleets to compressed natural gas, a cleaner fuel, is that the fueling stations do not exist. But if the range of the trucks is short, under 100 miles, then the city could build or provide incentives to build clean fueling stations and thereby encourage truck companies to convert their fleets to cleaner fuels.

Finally, a freight rail tunnel must be built across the harbor. The NYC EDC will kick off the environmental impact study for this proposal this summer. However, the EIS is not fully funded. Elected officials will need to come up with the \$15 million in the next year to move this project forward.

**Transit to Unserved and Underserved Areas**

Several areas of New York City lack subways, including Staten Island and the southeastern sections of Queens and Brooklyn. Population density in these neighborhoods is half that of the citywide average, making it hard for transportation officials to justify spending money for new rail systems.

Other cities in the same predicament, including Pittsburgh, Ottawa and Los Angeles have developed busways as an alternative. A busway is a dedicated lane for buses that differs from the tried-and-failed bus lanes of New York City by physically restricting cars and trucks from the lane. Depending on their design, buses can travel as fast as subways, and busways are much cheaper to build. A new busway in Pittsburgh cost \$65 million/mile to build, whereas the Hudson Bergen Light Rail is costing \$91 million/mile. The first year of construction of the proposed Second Avenue subway line will cost \$250 million/mile.

Throughout the city transit demands have outstripped supply. Since the start of free transfers from buses to subways in 1997, there has been a 47% increase in bus ridership. Chronically clogged lines need increased service. Similarly, on the east side of Manhattan, subway service

has maxed out the tunnel capacity. The long-awaited Second Avenue subway now has a timeline that puts the first shovel in the ground in 2004. However, there is no funding to build the line after that year.

**Roadway Redesign**

Highways have a useful life of 40 to 50 years, after which they must be rebuilt. At present, the State Department of Transportation is reconstructing or planning to reconstruct nearly every expressway and parkway in the city. This provides a golden opportunity to completely redesign highways.

The Gowanus tunnel proposal is probably the best example. The Gowanus Expressway is a six-lane elevated structure in Brooklyn. In response to the State DOT's proposal to rebuild the highway as-is, community groups including the Gowanus Expressway Community Coalition counter-proposed putting it in a tunnel. After suing the DOT successfully, the Brooklyn groups have gotten the tunnel option into the EIS process. Over the next few years, this process must be nurtured and money leveraged to pay for the tunnel.

The State DOT is also looking to rebuild the Cross Bronx Expressway, a highway notorious for its destruction of Bronx neighborhoods. Community groups around the highway have requested that part of the reconstruction include decking the sunken sections of the highway and placing a greenway/transitway on top.

Finally, in response to a proposal to rebuild the northern and southern interchanges of the Sheridan Expressway, community groups have asked the State DOT to completely remove the little-used section of highway. A report released last year indicated that Bronx-wide pollution would not increase from the removal of the highway.

**Poor Vision**

Of course, not every transportation plan — rail, road or bus — is good for the environment. Infrastructure that destroys more of the Northeast's farmlands, wetlands and forests either directly or by encouraging sprawl is not merely ecologically damaging but also unsustainable. When a highway or rail system is expanded, the expansion temporarily lowers the cost — in this case commuting time — of living in far-flung places. As a result, more people are attracted to these places. Population increases in the suburbs create

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more demand for transportation. Soon the highways fill up and the cycle begins again. Witness Los Angeles.

Although the concept of induced demand is now common in planning and engineering literature, not many transportation departments are using it. In New York City, the Port Authority's plan to build a second Goethals Bridge and the State Department of Transportation's goal to widen the Staten Island Expressway are the worst examples in the city of encouraging sprawl. Our new officials must stop these projects.

### **Paying for It**

There will be no major transportation improvements without social costs. For instance, if the MTA extends the subway to LaGuardia Airport, one or more Queens communities will suffer noise and dust from construction and, depending on the design chosen, the long term cost of having an elevated railway near their home. Although these costs are outweighed citywide by the decrease in congestion and pollution on highways, it is doubtful that the people near the link will see the tradeoff as beneficial.

Vision must also be backed by dollars. Most of the city's transportation money will pay for pavement – not transit or rail. Of the \$6.2 billion in capital spending over the next five years, 95% will go to the city's streets and bridges through the City DOT and only 5% to the MTA's budget, according to the city's Independent Budget Office. Repairs and maintenance of the Brooklyn, Manhattan, Williamsburg and Queensborough Bridges will suck up 58% of the budget, or \$680 million/year. Ironically, the richest untapped sources of money are these four free East River bridges that link Brooklyn Queens and Long Island to the city. If cars and trucks were charged the same amount on the free crossings as they are on the tolled ones, New York City would generate \$650 million dollars/year. Thus, money needed for other capital projects (transportation, schools, etc.) would be freed up.

Beyond paying for the capital costs of maintaining the bridges, tolling will also have congestion and pollution benefits. At the moment, three of the seven East River car crossings are tolled and four are free. Those trying to avoid tolls often drive miles out of their way, creating more pollution. So putting tolls on the bridges is one way to reduce the amount of driving and pollution in the City.

New York City's growth must be matched with transporta-

tion projects that reduce pollution and the disproportionate impact on neighborhoods. That means freight needs to move by rail, people by transit, and roadways need to become benefits not hardships for communities. Elected officials must create support for the good projects and strike down the bad ones. They must also make hard decisions about controversial projects, giving real benefits to communities that host transportation projects that have massive public benefits.

*Lisa Schreibman, AICP, is the New York City Coordinator for the Tri-State Transportation Campaign. She is also an Adjunct Professor at the Urban Affairs and Planning Department of Hunter College.*

## **PLANNERS NETWORK PLATFORM** **For Bottom-up Planning in New York City**

The City Planning Department and City Planning Commission need a bold leadership committed to an expanded role for community and regional planning.

- Every community board should help neighborhoods to plan and a *professional planner should be assigned to every community board.*
- Community based organizations and community boards should be *trained in planning methods*, in cooperation with professional planning schools and local colleges.
- Every neighborhood should have a *plan for the disposition of city-owned property* that is prepared in cooperation with community organizations and community boards.
- Transportation planning should focus on *traffic reduction, mass transit, traffic calming, bicycle and pedestrian safety* and the promotion of safe neighborhoods.
- *Zoning and fair share* principles should prevent the concentration of waste facilities and noxious and environmentally damaging uses in any neighborhood.
- All neighborhoods and the city should have *open space plans* to promote the preservation and expansion of public open space.
- There should be more *extensive budget consultations* involving civic and community organizations throughout the year.
- The city should *allocate funds* to implement community plans.

Excerpts. For complete document contact pn@pratt.edu.

# Privatizing Public Space

## Saving NYC's Parks

By Dave Lutz

In New York City little planning is done to meet the needs for public space. City government has no idea of what the public needs are, or what it would cost to meet them. There are no studies of how our increasing reliance on the private sector to finance our public space system influences civic choices, or how private sector influence forces public space needs onto the back burner of governmental priorities. Privatization of parks is an increasing responsibility of park administrators.

### Paying for Parks

In January, NY's City Council subpoenaed Parks Commissioner Henry Stern to a hearing to discuss one of his innovations, the fee-for-use event in city parks. City Council Speaker Peter Vallone has spoken out against the seat-of-the-pants inconsistency of Parks fees, the capture of the money by private non-profits instead of the city treasury, and the department's refusal to comply with requests for information on how the money is spent. The funds collected for the temporary rental of parklands go into a variety of boxes, including mayoral charities, Business Improvement Districts (BIDs), individual parks conservancies, the City Parks Foundation (which operates like a city-wide parks conservancy), and the city treasury.

The Mayor, on the eve of the Council hearings, released his tightening-up plan, which would set a wide fee range (\$10,000 - \$500,000) but still allow agency discretion in fees for individual events. While a number of Council members set an angry tone for the hearing, Councilman Phillip Reed noted that the whole fees program brings in only \$1 million a year. He asked, "If Council were to raise the Parks operating budget to 1% of city expenditures (it is now 0.4%), would Parks be able not to charge fees, and assign staff to other needs?" Stern answered in the affirmative but noted that another process for limiting the number of events in the most popular parks would be required.

A significant amount of agency effort goes in to meeting the needs of the commercial and non-profit "contributors," in the form of clean-up, pedestrian management, policing, and site preparation. The personnel costs direct scarce agency staff to the center city parks, which attract the most and biggest events, and stress outer borough facilities. It can be argued however, that since these events bring large numbers of peo-

ple into the city's parks, staff power is precisely where it is needed — where the people are.

### Parks Closed to the Public

Bryant Park, in midtown Manhattan, was recently recaptured from drug dealers with a wonderful redesign that opened the once hidden-by-hedges park to public view from the street. It has again been increasingly "privatized" for trade shows, and now fee-driven programs.

While New Yorkers have gotten used to Bryant Park being closed for the tents of the fashion industry's trade shows, last December, the "fashions on parade" included lots of pink frills as the overdressed elephants, brightly colored clowns and scantily clad acrobats of the Ringling Brothers Circus took over Bryant Park for a holiday tent show. The Big Apple Circus was also doing its traditional Christmas run under the big top in Damrosch Park in Lincoln Center. While the specter of two competing circus tents in two Manhattan Parks may be a new one for this city, and using park land in the cooler months for revenue generating events may be sound public policy, revenue from these events does not go to the Parks Department for the improvement of the system. The \$140,000 dollar invoice for repairing the parks sprinkler system and lawn will be borne by the local BID and not by either "fashions on parade" producer.

The Damrosch Park band shell at Lincoln Center in Manhattan was deliberately not designed as an admission-charging facility, so its use for a paying event reflects a reversal in Parks planning. Damrosch was intended to be a democratic place where the cultural riches of the city would be offered free of charge to everybody regardless of ability to pay. The park was built partially to justify a huge public investment in Lincoln Center, a facility that would largely be used by the City's affluent population.

### Olympics in Flushing Meadows Park

In the city's proposal for the 2012 Olympics, two lakes in Queens, Meadow Lake and Willow Lake, would be combined to create a regatta course. The local Jewel Avenue would be in the way of the one-big-lake, so it would be elevated, adding another strap to the circle of highways that girdle and dissect the park. A massive high-powered water roller coaster would be built elsewhere in Flushing Meadows Park to accommodate white water kayaking and canoe events. It would become permanent after the Olympics, presumably for a hefty fee.

*Continued on Page Fourteen*

# Sanitation Planning Out of Sight/Out of Mind

By Jen Roth

**T**o most New Yorkers, garbage is something that is best kept *out of sight, out of mind*. It gets placed at the curb or thrown down the chute and becomes someone else's problem. The problem lies in the fact that the New York City Department of Sanitation (DOS), whose responsibility it is to pick up that garbage, has the same attitude.

By passing the most recent modification to the Comprehensive Solid Waste Management Plan (Plan), which calls for contracting with private corporations for the out-of-state export of its residential and institutional garbage, DOS has reduced its responsibilities considerably. DOS failed to recognize the closure of the city's sole remaining landfill, Fresh Kills, which officially stopped accepting materials this April, as an opportunity to progressively expand its mission to include more intensive recycling and waste prevention. They thus ignored the inherent value of the waste stream. The final Plan, while a significant improvement over the initial draft form, is at best an example of the city's resistance to thoughtful, long-term planning.

For a city whose sanitation services have long been complicated by issues of organized crime and political bargaining, the option for sending the garbage to landfills and incinerators in New Jersey, Ohio, Pennsylvania and Virginia may have seemed the easiest choice. But an *out of sight, out of mind* approach has never equated to a sustainable solution, and applying it to New York City's garbage crisis will prove no different.

## Closing the Fresh Kills Landfill

In May 1996, New York Governor George Pataki and NYC Mayor Rudolph Giuliani announced that Fresh Kills would close by 2002. The decision would shut down a landfill that was environmentally questionable, but the statement's underlying derivation was in exchange for strong Republican support that both officials received from Staten Island in the previous election. Earlier, tipping fees for commercial waste at the landfill were raised, giving rise to multiple waste transfer stations offering a lower price for private haulers to drop off their loads. These were built primarily around the waterfronts of Brooklyn and the Bronx.

The closure may have ended the disproportionate impact of garbage on Staten Island residents, but it was replaced by the unequal burden placed on low-income, minority neighborhoods in other boroughs. *Out of sight, out of mind* evidently applies only for a portion of the city's population. For the rest, its part of everyday life.

## No Long-term Vision

Where was the Department of City Planning? Here was a time when the fate of one of the most important infrastructure systems was being decided upon, a determination that would affect all New Yorkers for decades to come. Yet there was no word from those whose job it is to think these types of ramifications through. In fact, it was the work of City Planning that exacerbated the environmental justice issue to the height it is at today. The areas where the waste transfer stations are located are in heavy manufacturing zones, which permit them as-of-right. There has never been an environmental impact statement issued for one facility and the department has ignored the fact that most of them abut residential areas. This type of shortsighted decision making has characterized the planning (if it can really be considered planning) process since the closure decision five years ago.

At the time of the announcement, there was no replacement for Fresh Kills in mind. An arbitrary date was set that appeased the politicians, which would be adhered to whether or not an alternative had been decided upon. It is now May 2001, the landfill closed early and despite the fact a "Plan" was approved by the City Council there is still no procedure for handling the astonishing 11,800 tons of residential and institutional garbage the city generates each day. The Plan states that fifty percent will go to a facility in New Jersey that has yet to be permitted, let alone built. The Interim Plan, which is almost entirely truck-based, is arguably one of the most grossly negligent arrangements the city has implemented, and the garbage will be handled this way until facilities like the New Jersey one are constructed. Conservative estimates place that five years from now. In the meantime, diesel trucks will continue to spew exhaust in communities where asthma has become epidemic and nearby households are endangered by speeding vehicles, odors, and noise and air pollution. The final plan relies more heavily on rail and barge than truck, but until it is in place these communities will only be slightly less impacted. The difference is hardly something to be celebrated.

*Continued on Page Twelve*

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### The High Cost of Export

The question then is why would the DOS propose a plan that continues to imperil its residents? The plan does not even stand up to the usual defense of cost efficiency. The Department of Sanitation's budget has almost doubled since 1997, primarily due to the increased costs in waste disposal. It is expected to exceed \$1 billion by 2005, a 17% increase from 2001, according to a report from the Independent Budget Office.

But more important than poor financial planning is the opportunities the City failed to maximize. The closing of Fresh Kills forced DOS to reconfigure how the city's solid waste would be managed. It could have revolutionized their approach, increasing the targeted recyclables and implementing a comprehensive waste prevention program aimed at every sector of the waste stream. The landfill's closure highlighted the scarcity of waste disposal space and the ubiquitous consumption all Americans have come to believe is their natural right. The first thought should have been, "why do we have so much garbage in the first place?" What can be done to reduce it and thus minimize the need to export this waste to other communities at such a high price?" Instead DOS chose to stubbornly stand behind their nominal 20% recycling rate and, only after a citywide coalition caught the Council's ear, included some token waste prevention measures in the Plan.

In a city where even the Director of City Planning has been known to say that the best thing about New York is that there is no planning, these types of actions should come as no surprise. But simply because it is expected, shortsighted planning should not be accepted. New York City agencies are lately rushing to delegate their responsibilities to the private sector, but they cannot be allowed to yield their protection of public health and prosperity. The events surrounding the closing of Fresh Kills over the past five years exemplify the diminished presence of planning in the city as a whole. Residents can only hope that the new crop of city officials that will be elected as a result of term limits will shed light on this issue because the flaws in the Plan will certainly become their problem in the years to come.

Out of sight, possibly, but only temporarily out of mind.

*Jen Roth is a student at Pratt Institute's Graduate Center for Planning and the Environment.*

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the result of 600,000 immigrants coming to the city, and 500,000 earlier residents leaving. That changes the economics, for immigrants are worse housed and have lower incomes than the population as a whole. Thus the future will see increased demand for lower rents, going in exactly the opposite direction that the market is going.

The city's Consolidated Plan, known as the ConPlan, which is as close to a plan for housing as the city has, does not suggest any way to solve the problems these figures describe. We badly need a ProPlan that would address them.

### What would it Cost?

A ProPlan could estimate what it would cost to solve the housing problem (is that such an outrageous goal for a plan?) In a project at Columbia University, we have tried to put dollar figures on pieces of the problem, and it looks as follows:

- To get an adequate number of vacancies: 38,700 units, \$4.56 billion total, or \$360 million a year
- To eliminate severe overcrowding: 81,120 units, \$9.57 billion total
- To house the homeless permanently: 26,000 units, \$3 billion total, or \$245 million a year
- To gut rehab dilapidated units: 28,800 units, \$2.02 billion total, or \$160 million a year
- To do moderate rehab on deteriorated units: 169,000 units, \$2.5 billion total
- To eliminate excessive maintenance deficiencies: 100,700 units, \$845 million
- To make rent/income ratios affordable for those under poverty: 348,000 households, \$1 billion a year

That amounts to a grand total of 22.5 billion dollars in construction costs. If that is amortized at 7% interest over 30 years (the city should be able to do better), it comes to \$1.8 billion a year for new construction and rehab. If you add the \$1.072 billion needed annually to deal with the affordability crisis just for those under the poverty level, the total cost is \$2.88 billion a year – just under three billion dollars a year.

And that's not taking into account the needs of population growth and immigration. Nor investment needed to upgrade neighborhood conditions. Nor the services needed adequately to house the homeless.

There are of course a lot of assumptions involved in such a broad estimate. The annual cost could conceivably be reduced to \$1 billion a year. But that represents the ball park we should be talking about.

The scale of resources already being devoted to the housing problem is already large, but is probably less than one-third of what is really needed; and there is no real plan to rationalize, coordinate, or plan for what is already being spent or what ought to be spent to meet New York City's housing needs.

The ConPlan in its summary tables, lists expected expenditures over five years, from city, state, and Federal funds, of \$1,313,000,000. (vol. 2, p. II-6); elsewhere it states that \$1,616,759,000 will be used by City agencies, the Housing Authority, and not-for-profits to meet housing needs in the city. (vol. 3, p. III-A-4). But the City's capital budget expenditures on housing in 1999 were \$161,000,000 (down from \$222,000,000 in 1993). Total expenditures on housing by and through the city were \$387,000,000.

The city's budget surplus this year is estimated in the Mayor's Executive Budget to be \$2.88 billion and may be more. That by itself, coupled with existing expenditures, would be enough. Ideas abound for expanding revenues, and creating a dedicated stream of money for housing (e.g., using revenues from Battery Park City, an excess profits tax in housing, or a land speculation tax). And the Federal government, which ought to vastly expand its involvement instead of cutting it back, can afford to do so too. New York State has a substantial amount of unspent TANF money (federal welfare dollars) that could be used for housing too.

### What Should be Done?

There's certainly no lack of ideas on what's to be done, if the money were there. A number of groups, including the Association for Neighborhood and Housing Development, the Coalition for the Homeless, the Supportive Housing Network, Community Service Society, Parodneck Foundation, Citizens Housing and Planning Council, are all thinking the possibilities through. Among the ideas involved:

- Expand the existing Section 8 type programs, make them a matter of right, help people find units
- Restore public housing to its original role of publicly building and managing housing for people, not for profit. Both the city and the state built excellent housing with their own money after World War II, and the most recent

(and some of the oldest) public housing is very good housing indeed.

- Invest in rehabilitation, with tenants playing a major role in managing the process
- Strengthen rent regulation and enforce good maintenance so the private sector can make a real contribution
- Bring the housing allowance in welfare programs up to where it meets real housing costs, and expand, not contract, eligibility to those who need it
- Plan the location of housing and community facilities so they promote integration and choice, rather than reinforcing ghettoization
- Provide enough building inspectors so that existing codes are really enforced
- Support non-profit and community-based organizations on a sustained and substantial basis to do the work they can best do, in building, rehabbing, and managing housing
- A coordinated attack on homelessness, centering around permanent housing (and supportive services where needed), and a decent way to handle individual emergencies
- Let communities and tenants, with other supplier interests, work with the City in both planning and executing a coordinated, thought-through, goal-oriented plan to do these things efficiently and quickly: a ProPlan.
- Central to implementing these ideas in a way that would actually solve the housing problem in New York City is the budget allocation: \$1 billion dollars a year for 30 years.

If the City is serious about solving its housing problem, this is what's really needed.

*Peter Marcuse is a Professor of Planning at Columbia University. This article is based on calculations undertaken by Rebecca Hersch, Ryan Southard, Devan Reiff, Yoshiyuki Shiraishi, and Jankun Kim, together with Danielle Harris, Rebecca Montero, and Tara Sullivan, students in a Columbia Planning Program studio jointly directed with Professor Lance Freeman. Current budget figures were provided by Glenn Passanen, of the City Project.*

### ORGANIZER/FUNDRAISER

**Planners Network**, an international organization of progressive planners, activists and academics based in New York City, is seeking an organizer/fundraiser to build membership, coordinate outreach, seek grants, organize a Speakers Bureau, and supervise student assistants. Salary commensurate with experience. Full-time or part-time. Send resume to Planners Network Steering Committee, c/o Pratt Institute GCPE, 279 DeKalb Ave., Brooklyn, NY 11205, or pn@pratt.edu.



*Lutz/Continued from Page Ten*

In a recent report in *The Village Voice*, Neil deMause debunks the myth that Olympic games make money. "The Atlanta and Sydney Olympic committees balanced their books by transferring costs — land, Olympic housing, police and fire department overtime — to the public sector. The Atlanta games, according to Georgia Tech planning professor Larry Keating, cost the public \$1 billion in housing and infrastructure, while an audit by New South Wales came up with a loss for the Sydney games of about \$1.5 billion." The *Voice* reports that projected tourism growth does not pan out.

### **The Destruction of Community Gardens**

After kind words about the value of community gardening, the City Council land use committee voted to allow the destruction of ten more community gardens in one south Bronx neighborhood. With Bronx gardeners watching at a December 14 meeting in City Hall, Council Members promised to attempt to find alternate spaces for new gardens, even as they processed the application that would hand the cherished spaces over to developers. Some Council members hoped out loud that next year the Council would act on pending legislation that would provide a process for determining the future of the small parks.

As the vote was being taken, a report was released that showed the south Bronx is not lacking in blighted vacant lots to use for housing sites. The report, "Achieving Balance," was sponsored by the Design Trust for Public Space, Bronx Community Board 3 and The Trust for Public Land.

According to Council Member Adolfo Carrión who, with two other committee members, voted against the destruction of gardens, "It is past time to challenge HPD to do better than package the gardens with other development sites." Perhaps the full Council should see this report before their final vote on snuffing out the gardens. Meanwhile, the gardeners continue to rely on legal restraints won by State Attorney General Spitzer to support their efforts. Until the present judicial hold is lifted, bulldozers cannot destroy a single green oasis.

### **Luxury Highrise Displaces Harlem Ballfield**

A Harlem field of dreams built by a group that uses baseball to reach city kids is again in danger of being replaced by a high-rise. The city's Department of Housing Preservation and Development (HPD) is reviewing proposals to use half the site for market-price apartments. The 3.5-acre park with

two baseball diamonds at 100th Street and First Avenue was a garbage-strewn lot and hangout for drug peddlers until the NY chapter of Reviving Baseball in Inner Cities (RBI) took it over in 1991.

"The situation is similar to that of [building on] the community gardens except it's two-thirds of a city block and it's used by about 500 kids," said Rich Berlin, executive director of Harlem RBI. RBI offers year-round educational programs, mentoring, college preparation and internships — using baseball to connect with local youngsters.

### **While Parks Crumble, They Play Golf**

A recent dispute between the Parks Commissioner and Mayor Giuliani points to the increasing role of private interests in the funding priorities of the Parks Department. Apparently unhappy about the slow pace of a \$19 million pet project to install irrigation systems under city golf courses, the mayor appointed pro-shop manager Richard McDonough to a \$60,000 a year Parks job after meeting him while playing at the Randall's Island Park Driving Range. Now, the Mayor seeks to move the management of the city's links from the Parks Department to the City's Sports Commission, knocking the Parks Commissioner out of the decision making loop entirely.

There is no public discussion of the efficacy of spending millions on golf course irrigation for the private concessionaires who run the City's courses, or the environmental consequences of additional runoff into our waterways caused by watering the heavily fertilized golf lawns. Also not discussed is the legality of alienating park land to another agency. Golf is among the least intensive uses of City parkland and the courses are only available to people who can afford the approximately \$30 a game in fees.

In NYC, many other parks lie abandoned, fenced off, or undeveloped. Park structures and infrastructure are in desperate need of repair. Natural areas suffer from lack of care. Parks programming is virtually non-existent and community gardeners are at risk of losing their recreational spaces to private developers. While the mayor has the right to set city priorities, one would hope it gets done after due consideration of all needs of citizens.

### **A Two-tiered Park System**

Walking tours and field trips sponsored by the Neighborhood Open Space Coalition reveal that while Manhattan's Central Park is now polished almost to perfection, other parkland around the city is shut off from the public. A recent bike ride

through Highland Park on the Brooklyn-Queens border found new fences and graffiti sprayed buildings in the reservoir area. On the Coalition's recent uptown walking tour, we found that Highbridge Park's playgrounds and ball fields are open or under reconstruction, but the forested cliff-side trails are uncleaned, uncared for, overgrown, and fenced off. And Highbridge itself — the magnificent landmark aqueduct/walkway across the Harlem River — continues to be off limits to strollers and cyclists. On another walk we weed-whacked our way through undeveloped parkland on the Bronx River, until we were dead-ended and "rescued" by waiting rowboats. Many park areas, almost always in low-income areas of our city, are closed off and abandoned.

There is no doubt that the Central Park Conservancy has succeeded in showing that it can maintain a city park. But there is no evidence that private money can care for all of New York's parks and, as the Parks Council's Elizabeth Cook repeatedly points out, the polishing of Central Park has required public match money that was diverted from diminishing total Parks resources for the whole city.

### Are Parks the Lowest Priority?

The city's parks are for sale and high quality parks are available for those neighborhoods that can "contribute" to their upkeep. Less affluent communities tend to have less park land and parks that are less well maintained. Poor maintenance leads to the sense that the spaces are out of control and in communities that have a multiplicity of needs, sometimes partially caused by overcrowding, park land is sometimes feared rather than welcomed.

The city doesn't even know what it would cost to bring the all our parks up to a state of repair, or what facilities are desired. We methodically count the acres of parkland in our inventory, including underwater acres in our harbor, and brag about how much park land we have. But we haven't a clue as to what it would cost to develop the inadequate land acres that we hold as accessible and usable park space. When park activists call for spending 1% of the City's budget, the assumption is that things have to get better if more money is spent. My guess is it will be marginally better, but far more will need to be done.

*Dave Lutz is Executive Director of the Neighborhood Open Space Coalition. For more information subscribe to Urban Outdoors, NOSC's free monthly e-letter, from which most of the information in this article is drawn. To subscribe visit [www.treebranch.com](http://www.treebranch.com).*

*Angotti/Continued from Page One*

own resources to do planning, and then tolerate the arrogance and passivity of the Department's planners as they go through the arduous approvals process. It's no wonder conflicts over new development, community gardens, and community facilities invariably end up being settled in harsh political conflicts or in the courts.

I'm not at all surprised, therefore, that my criticism of the city's planning establishment that appeared in the March 2000 *Planning* magazine was met by an angry retort from one of the agency's executives. Deputy Executive Director for Strategic Planning Sandy Hornick defended his agency by extolling the virtues of market-led economic development, an argument I would have expected from the head of the city's economic development arm. I wonder how someone who so obviously doesn't believe in planning can ethically justify cashing his paycheck every two weeks for ostensibly leading a planning operation.

The sad state of planning can't be entirely pinned on the outgoing mayor, Rudolph Giuliani, but he certainly has done more than his share. The City Planning Department began its slide into oblivion with the budget cutbacks of the 1970s, when the city's finances were managed by bean counters and bond holders. Giuliani's mania for political control, promotion of privatization and singular focus on the welfare of the downtown certainly have contributed to an environment of disdain for democratic and civic life out in the neighborhoods. With an authoritarian at the wheel for eight years, government has hardly been known for fostering creativity on the part of its employees. Opposition to the mayor has mostly focused on his violations of civil liberties and civility, and his neglect of city planning has gone unnoticed.

The articles in this issue of *Planners Network* are filled with knowledgeable analyses of planning issues in New York City and many exciting new proposals. They come from grassroots activists, civic groups and professionals outside government, the principal advocates of planning in the city today. It's timely that the mayoral candidates pledge to get rid of the cynics and bureaucrats and name planning commissioners who genuinely believe in planning. In particular, agency staff should be committed to working as partners with neighborhoods. They should reflect the diversity of the city's population and seek to use planning as a means of preserving and developing neighborhoods to achieve equity and environmental justice.

## Plan to End Environmental Injustice

**L**ow-income people of color in New York City live in neighborhoods that are saturated with pollution from factories, power plants, sewage treatment and waste processing facilities, diesel buses and trucks. We live near garbage-strewn vacant lots and contaminated industrial land abandoned by the private owners and neglected by the City. We breathe the stench from garbage in the waste transfer stations that are clustered in our communities, as well as soot and fumes from thousands of diesel trucks hauling garbage through our streets.

Our children are exposed to a host of toxic pollutants that impair their learning ability, weaken their immune systems, and render them susceptible to asthma attacks and chronic respiratory disease. Asthma has reached epidemic proportions in our communities and lead poisoning, although preventable, remains a major health threat to our children in their homes, schools and playgrounds. Our neighborhoods have fewer street trees to cleanse the air and fewer acres of green, open space than more affluent, white communities. The parks that we do have are heavily used and not well maintained. Lacking better places to play, our children often resort to the only available open spaces – vacant lots and “brownfield” sites that are contaminated from past uses.

Our communities receive inferior transit service and bear a disproportionate share of the transit system’s burdens: 80% of the MTA’s bus depots are located in communities where the majority of residents are people of color. While the MTA has adopted a “no new deisels” policy for its Long Island bus fleet, it has refused to follow the same standard for New York City. A 1999 report by Public Advocate Mark Green found that suburban commuters receive better service, maintenance, and lower fares on both MTA-operated rail lines (Metro-North and the LIRR) than do City residents who use these rail lines.

Our neighborhoods are viewed by City agencies as dumping grounds for unwanted public and private facilities. We watch as waterfront manufacturing land in white communities is

converted to upscale residential use or set aside for “park-compatible uses only.” As a result, more and more noxious facilities get sited on our waterfronts. Somehow, the environmental review laws never apply to us. Over 80 waste transfer stations have been sited in our communities and, until last year, the City never required a full environmental impact study before granting or renewing their permits. Facilities that cannot meet the performance standards for light manufacturing zones are routinely allowed to operate in our mixed-use areas – next to schools and homes and parks. When we call for enforcement by the regulatory agencies, we are told that they are under staffed and it will take two weeks to respond to our complaints.



The New York City Charter is supposed to guarantee that City facilities are equitably sited and that all communities bear a “fair share” of the benefits and burdens of the municipal infrastructure. Our communities, however, have more than their share of the burdens and hardly any of the benefits. The City circumvents the Charter mandate by “contracting out” with private companies for municipal services — like waste transport — so that these contract facilities don’t count in the “fair share” analysis.

The State’s environmental law, SEQRA, says that government is supposed to look at the cumulative impacts of actions it reviews. Yet, no cumulative impact analysis has been done for the siting of all the waste transfer stations or the nine “temporary” electric turbines in low-income neighborhoods, to name two major examples.

Only when the advance guard of gentrification moves in to our neighborhoods does the City start paying attention to problems we have lived with for years. We’ve held on, trying to improve our communities despite government’s treatment of our neighborhoods as sacrifice zones. We know gentrification isn’t the solution because when our community revitalization work begins to pay off we will be the first ones to lose our homes to “market forces.”

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## PLANNERS NETWORK NEWS

### PN Steering Committee Marks Organization's Growth

The newly elected PN Steering Committee met March 16-17 in San Francisco to discuss the organization's growth and plan for the coming year. Attending were Tom Angotti, Fernando Marti, Xavier Morales, Barbara Rahder, Ken Reardon and Gwen Urey. There is now a clear division of labor within the SC, and each member has responsibility for at least one PN activity.

The discussion covered PN's growing role as a voice for progressive planning and its influence in the planning profession. There is a need to increase PN's visibility nationwide, especially at campuses and with professional organizations. In particular, sessions will be regularly organized at the APA and ACSP conferences.

As a result of fundraising and thrift, PN has a sufficient financial surplus to consider hiring an organizer/fundraiser. The new staff person would help coordinate outreach, establish a PN Speakers Bureau, which would serve as a fundraiser, organize faculty and student liaisons on campuses, support local chapters, and expand outreach. Fernando Marti is working on a new PN brochure and is re-designing PN's bi-monthly publication.

Ken Reardon reported on the progress in planning the PN 2001 conference in Rochester, and highlighted his extensive outreach in Rochester and to campuses.

#### A Note from Walter Thabit On receiving the APA/AICP Award to Planners for Equal Opportunity (PEO) at the APA National Conference in New Orleans

Our representatives, including myself, Bob Bogen, Leo Lillard (complete with dashiki) and Ken Reardon (representing Planners Network, our successor organization) were in place in the vast banquet hall in the New Orleans Moriel Convention Center. We were seated close to the stage as were all the other award winners. We were told which set of steps to use to come up on the stage to receive the award, where to stand to receive it, and which set of steps to go down again. This was the second day of such awards. The day before about a dozen or more awards were given out. Another 15 awards were given out at this banquet.

The banquet hall was as big as a football stadium. There were almost 4,000 persons in attendance, and they were visually aided by four giant TV screens about 12 feet square each. I was told that the APA had registered 5,000 persons for the conference. At \$540 each, we're talking about a +\$2.5 million take.

Lunch was very good, a nice salad, tender filet mignon entree, a nice piece of pie and coffee. After lunch came the awards. First, the emcee read off the list of names of the winners from the day before. He then showed videos of the first group of award recipients for this day. Our video was very spare, with a voice over and little visual stuff, and what there was was taken from the application put together by Ken Reardon and Pierre Clavel. Some videos were quite long, had interviews with award winners, and shots of their achievements. When the videos were finished (all of which were shown on those giant screens) our group was called up onto the stage to get our award. I accepted the award for PEO, we all shook hands with the presenter, stood for a camera shot, and then left the stage.

Four or five awards were given in this way, followed by another string of videos, followed by more awards, then the last group of videos, and the last presentations. The inscription on our plaque (handsome plastic on wood, 12" x 15") reads as follows: The American Institute of Certified Planners Designates Planners for Equal Opportunity (1964-74)(Planning Practice) a Planning Pioneer. Challenged the Planning profession to consider the unintended consequences of development programs on the poor and on people of color and educated the profession to the need for an ethical commitment to social justice. March 13, 2001

Note the word "unintended" in the above-listed citation. We would never have put it that way. We can readily acknowledge that the awards are a self-serving mechanism for the APA, designed not only to reward special merit, but to bolster the public image of the planning profession. But here I must make another observation: a surprising number of the awards were given to blacks; it seemed as if more blacks were given awards than there were in the APA membership. Even blacks outside the profession were given awards.

It felt as though we were witnessing the Republican convention all over again, where blacks were thrust in front of the cameras while their needs go unnoticed.

That's my take on it all. Despite that, we all enjoyed the event immensely. It was exciting and getting the award was indeed sweet.

## Robert Heifetz, 1932-2001

The Planners Network lost a devoted supporter on April 7, 2001 when Bob Heifetz died in San Francisco after a brave fight against cancer.

Before getting his doctorate in urban planning from Columbia University, Bob attended William and Mary and Antioch colleges. His passion for social justice had led Bob to seek an advanced degree in the then relatively new university discipline of urban planning. He taught urban studies at the Hampton Institute, the University of Illinois, and joined the then newly formed Third College at the University of California at San Diego (Thurgood Marshall College), teaching in the Department of Urban and Rural Studies that has since become Urban Studies and Planning. Ultimately disappointed in the essentially conservative trends in the field and dismayed by the destruction and devastation on communities of poor people by urban renewal projects, Bob helped shape a counter wing within urban planning known as advocacy planning. In his work and friendships, it is not surprising that he remained in touch with many PN members. Bob's dissertation drew on his pioneering work in New York City's Cooper Square neighborhood.

Working as a senior planner with Walter Thabit and Associates, in collaboration with organized residents and community-based organizations, Bob helped prepare the first alternate plan, one that came from the ground up and was based on solid technical analysis. This document played a role in defeating the Robert Moses proposal for a lower Manhattan Expressway which would have displaced a vibrant community of economically and racially mixed people. Similarly, he fought an equally misconceived urban renewal scheme on Manhattan's Upper West Side where he and his family then lived.

As a member of The National Committee for Full Employment, Bob helped launch an untried idea with the New Jersey-based Newark Community Union Project, working one summer with Linda Davidoff, and the following summer recruiting me to live as a resident alongside poor and working class, primarily African-American, residents. As my "supervisor," Bob was instrumental in demonstrating the relationship between research, community organizing, urban planning, and social movements, though reluctant to provide me with an asked-for list of "progressive" books.

Bob also found a way to combine his love for sailing and his activism, teaching sailing and working with the Bay Area Peace Navy protesting militarization in San Francisco Bay. In 1985, representing the Peace Navy, he participated with a group of 29 peace activists from the United States in a trip up the San Juan River was to draw attention to U.S. military intervention in Central America. At the Nicaraguan border, anti-Sandinista rebels held them captive several days.

The legacy of Bob's practice and theories lives on within urban planning, tied on the one hand to the resurgence of interest in the advocacy organizations of the 1960s and, on the other, to his recent efforts in making visible the organizing of architects, urban planners, and engineers in the 1930s. His article, "The Role of Professional and Technical Workers in Progressive Social Transformation" (Monthly Review, December 2000) and his contributions to other literature help advance ways of thinking about white collar professionals and how we can use our knowledge in behalf of social justice for the larger working class. Bob's two children, Natasha and Daniel, carry on his legacy as well, Tasha as an environmental planner for Santa Barbara County and Danny through his music as a percussionist with several Bay area bands. Several weeks after Bob's death, his second grandchild was born. Rosie Heifetz Campbell and her brother Foster remind us about life's sweetness amid struggles.

Jackie Leavitt  
May 1, 2001

## PN LISTSERVE

The "take-over" of our listserve last month was a sobering reminder of how vulnerable our "virtual" community is, particularly a community with diverse interests and views. To prevent future problems, PNER Xavier Morales has provided the following guidelines:

- 1) The subscription configuration for the list has been closed. Only the list manager can subscribe people to the list. Those interested should send a message to [majordomo@list.pratt.edu](mailto:majordomo@list.pratt.edu) with the words "subscribe pn-net" in the body of the message.
- 2) Message posting is restricted to only those who are members of the list.
- 3) The Reply-to configuration has been changed from "pn-net" to "sender". Now when people respond to a message received from pn-net, it will go to the original sender rather than the whole list.
- 4) A footer has been added to every message that is distributed for those who need instruction on how to get off of the list.

For further information, contact Xavier Morales at [xmoraes@asu.edu](mailto:xmoraes@asu.edu).



# Voices of Change

## Lessons from Citizen Planners

Planners Network 2001 National Conference  
Rochester, New York

June 21-24, 2001

University of Rochester, River Campus  
Rochester, New York

### Sponsors:

City of Rochester  
Cornell University  
Enterprise Foundation  
Fannie Mae Foundation  
Monroe Community College  
Nazareth College  
Neighborhood Reinvestment Corp.  
Pratt Institute (Brooklyn, NY)  
Rochester Institute of Technology  
State University of New York at Albany  
State University of New York at Buffalo  
University of Rochester

### Preliminary Schedule

[For detailed and updated schedule see  
[www.plannersnetwork.org](http://www.plannersnetwork.org)]

*Thursday, June 21, 2001*

8 pm Welcoming Reception, City Hall Atrium

*Friday, June 22, 2001*

8:30 am Plenary: The Impact of Globalization on  
Local Communities: Challenges and Opportunities for  
Citizen Planners and Their Allies, William W.  
Goldsmith, Cornell University  
Local Perspectives: North and South  
Hank Herrera, NENA Rochester  
Peter Clavel, City of Burlington  
Alejandro Rofman, Planning Director, Buenos Aires  
Carlos Vainer, Workers Party, Sao Paulo  
10:45 am Plenary: Why Rochester Took the Path less  
Traveled: Participatory Planning and Development?

Honorable William Johnson, Mayor, City of Rochester  
12:45 pm Preparation for Field Work  
The Context for Citizen Planning in Rochester, NY: The  
Renaissance Plan and Neighbors Building  
Neighborhoods Program (N.B.N.), Honorable Thomas  
Argust, Commissioner, Dept. of Community  
Development, City of Rochester  
2:30 pm Community-Building Case Study Visits  
5:30 pm Preparation of Case Study Reports  
6:30 pm Community Dinner, A.M.E. Zion Church at  
Frederick Douglass Village  
7:30 pm Case Study Reports  
9:00 pm Rochester At Night Tour (Cultural Activities)

*Saturday, June 23, 2001*

9 am Opening Plenary: Promoting Regional Economic  
Development Through Workforce Development and  
Industry Specific Subsidies, Susan M. Christopherson,  
Cornell University  
10:45 am Concurrent Workshop Session #1  
12:00 noon Lunch Program  
Progressive Planning in an Age of Reaction  
Norman Krumholz, AICP, Cleveland State University  
1:30 pm Concurrent Workshops #2  
3:15 pm Concurrent Workshop #3  
7:00 pm Dinner Program. Organizing for Real Change:  
The Los Angeles Bus Riders' Unions

Music and Dancing

*Sunday, June 24, 2001*

9 am Planners Network Organizing Meeting  
12 noon Adjournment, Secret Handshake, and Camp  
Song

To register and for detailed information:

Kenneth M. Reardon  
Chairperson, Conference Planning Committee  
Department of City and Regional Planning  
106 W. Sibley Hall, Cornell University  
Ithaca, NY 14853

607-254-5378 (Phone)  
607-255-1971 (Fax)  
[kmr22@cornell.edu](mailto:kmr22@cornell.edu)

Also see the following web sites:  
[www.rrap.cornell.edu](http://www.rrap.cornell.edu)  
[www.plannersnetwork.org](http://www.plannersnetwork.org)

# RESOURCES

Resources Editor: Eve Baron

## Jobs

### NEW YORK

The Fifth Avenue Committee seeks a **Director of Staff Development and Community Learning** to lead staff development and related human resources work and to enhance community learning efforts. Requires strong background in human resources, training, supervision, adult education, and community organizing. Spanish helpful. Salary \$45,000 to \$50,000 plus benefits. Send letter and resume to Executive Director, Fifth Avenue Committee, 141 Fifth Avenue, Brooklyn NY 11217.

The Neighborhood Preservation Coalition of NYS seeks a **Downstate Coordinator** for the New York City office to provide technical assistance, advocacy, fundraising, building local relationships, and managing the office. Requires three years experience in housing or community development. Send cover letter and resume to NPC of NYS, 303 Hamilton Street, Albany, NY 12210.

### NEW MEXICO

The Surface Transportation Policy Project seeks a **Campaign Coordinator** for its New Mexico office. For a full job description, visit [www.transact.org](http://www.transact.org).

### OHIO

The Neighborhood Reinvestment Corporation seeks a **Management Consultant** for its Cincinnati, Ohio office to provide support services and guidance to community based programs and organizations. Requires frequent fieldwork and travel; expertise in financial management, information systems, and leadership. To

apply, send resume to District Director, Neighborhood Reinvestment Corporation, 2368 Victory Parkway, Suite 210, Cincinnati, Ohio 45206, Attn. MCMS.

### PENNSYLVANIA

The Coalition of Community Development Financial Institutions seeks an **Executive Director** to provide overall management and direction for the organization. Visit [www.cdfi.org/jobs.html](http://www.cdfi.org/jobs.html) for a complete job description.

The Pennsylvania Low Income Housing Coalition seeks an **Executive Director** to lead the organization. Requires at least five years experience with housing/community development issues, executive management, and grant writing. To apply, send cover letter and resume to Andrew Frishkoff, PALIHC, 2 South Easton Road, Glenside PA 19038 or fax 215/887-8638.

### WASHINGTON, D.C.

The Housing Assistance Council seeks a **Loan Fund Director** to manage loan funds and direct all lending and portfolio management functions. Skills, knowledge, and experience with loan underwriting and portfolio management for community development financial institutions; affordable housing experience; and strong communications skills. Send cover letter and resume to Moises Loza, Executive Director, Housing Assistance Council, 1025 Vermont Avenue #606 NW, Washington DC 20005.

The Surface Transportation Policy Project seeks a **Grassroots Coordinator** for their Washington DC office. Requires experience in strategic planning and design of advocacy campaigns, college degree and at least three years experience in advocacy, and good writing and computer skills. Send resume and cover letter to Barbara McCann, STPP, 1100 17th Street NW, 10th Floor, Washington DC 20036.

The Urban Institute's International Activities Center seeks a **Research Assistant** to provide a range of support to its staff. Requires a strong interest in international development, excellent communications skills, excellent computer skills, and ability to work with a multidisciplinary staff. To apply, send cover letter, resume, and copy of transcripts to The Urban Institute, HR Office—Job #01045-IAC, 2100 M Street NW, Washington DC 20037.

The Center for Community Change seeks candidates for a number of positions: **Deputy Director of Field Services** to help manage and oversee technical assistance efforts to low-income communities and community based organizations.

**Deputy Director of Public Policy** to supervise policy staff, conduct meetings, develop budgets, and coordinate fundraising.

**Director of Communications** to support and sustain program activities, develop story ideas, work with reporters, provide information to the media, and represent CCC as a spokesperson.

**Organizational Development/Community Organizing Specialist** to assist low-income community-based organizations to become organizationally stronger and more effective in carrying out their respective missions.

**Community Development Specialist** to provide technical assistance to community-based organizations in low-income urban Indian communities.

**Evaluator/Senior Evaluation Specialist** to design, develop, and implement an expanded in-house evaluation capacity within CCC.

**Publications Coordinator** to be responsible for CCC's publications program, including development, graphic design, production, and distribution of newsletters, reports, technical assistance manuals and guides, and marketing materials.

For information, contact Cristina Lopez,

Center for Community Change, at 202/342-0567.

## Papers/Grants/Awards

### Association for Biodiversity Information

<<http://www.abi.org/>>  
\$2,200,000 over 3 years to develop, test and market new software tools that help local communities to readily integrate information about biological diversity into land use planning. ABI will work closely with ecologists, local land use planners, and information technology experts to develop a set of Web-based decision-support tools, including mapping and visualization software, that integrate biological information with existing physical and socioeconomic data. Media Contact: Rob Riordan, 703-908-1831.

### Center for Resource Economics/Island Press

<<http://www.islandpress.org/>>  
(Washington, D.C.) \$1,104,821 over 3 years to research and disseminate information about the connection between biodiversity protection and land use planning. Island will conduct market research, establish an advisory committee and convene experts to identify, research and distribute a series of books, case studies, reports and other materials to planners, conservation leaders and informed citizens. Island will coordinate with the Environmental Law Institute and Defenders of Wildlife. Media Contact: Chuck Savitt, 202-232-7933.

### Environmental Law Institute

<<http://www.eli.org/>> \$515,000 over 3 years to identify and develop innovative strategies and model planning laws and programs to integrate biodiversity into land use planning and decision making at the state and local level. Working with Defenders of Wildlife and Island Press, ELI will participate in developing joint research products for broader distribution by Island Press. Media Contact: Jessica Wilkinson, 609-818-0518.

Available from The U.S. Department of Housing and Urban Development: **HUD Continuum of Care Homeless Assistance Programs; Housing Opportunities for Persons with AIDS; Supportive Housing**

### for Persons with Disabilities; Section 202 Supportive Housing for the Elderly.

To obtain a copy of HUD's application packages and statement of regulations, contact HUD at 800/HUD-8929 or visit <http://www.hud.gov>.

The California Department of Housing and Community Development has issued a Request for Proposals for the **Federal Emergency Shelter Grant Program**. Approximately \$5.7 million is available for eligible projects in cities and counties not receiving direct, formula grants from HUD. To obtain an application, call 916/445-0845.

**The Peter F. Drucker Award for Nonprofit Innovation** is given to a non-profit organization in recognition of an innovative program that has made a difference in the lives of the people it serves. The award is accompanied by a \$25,000 prize and a video documentary. Applications must be postmarked by June 8 and can be found at [www.drucker.org](http://www.drucker.org).

The Fiscal Year 2001 Grant Round has opened for the **Technology Opportunities Program**. An application kit is available at [www.ntia.doc.gov/otiahome/top/](http://www.ntia.doc.gov/otiahome/top/). For information call 202/482-2048.

The **USDA** has made available grants for public entities, nonprofits, and tribal governments to develop essential community facilities in rural places with extremely high unemployment and severe economic depression. Applications are being accepted until funds are exhausted. Contact a state or local USDA Rural Development Office.

**The Candle Foundation** announces grants of \$1000 to \$10,000 available in five categories: community investment; education and information dissemination; hunger and homelessness; medical research; and preventive health services. Visit [www.candle.com/about\\_candle/candle\\_foundation/index.html](http://www.candle.com/about_candle/candle_foundation/index.html).

12th Annual Conference, "Leading the Revolution in Workforce Development," in Philadelphia, PA. Contact 202/887-6120.

**May 27-30:** Corporate Campaign Working Group, "Empowering Democracy: Challenging Corporate Power and Demanding Accountability," in Dallas TX. Contact the conference organizer at 214/369-6667 or visit [www.empoweringdemocracy.org](http://www.empoweringdemocracy.org).

**May 31-June 2:** "Co-ops Mean Business," jointly sponsored conference at University of Victoria, Victoria BC Canada. Contact the logistics coordinator at 250/370-5167, or email [eparks@saltspring.com](mailto:eparks@saltspring.com).

**May 30-June 2:** Annual Meeting and Conference of the National Community Building Network, "Building Community on the Strengths of Difference," in Boca Raton FL. Contact 510/663-6226 or visit [ncbn.org](http://ncbn.org).

**June 9-14:** Environmental Justice Summer Training Academy, "Tired of Politicians Ignoring Your Community?" at Catholic University in Washington DC. Visit [www.ejnow.org](http://www.ejnow.org).

**June 11-29:** Third Annual Microenterprise Development Institute at Southern New Hampshire University. Visit <http://merlin.nhc.edu>.

June 21-24: Planners Network Conference in Rochester, New York. See page 19 for details. Visit [www.plannersnetwork.org](http://www.plannersnetwork.org).

**June 27-July 1:** National Organizing Alliance Gathering, "2001: An Organizing Odyssey," at Sonoma State University, CA. Contact [www.noacentral.org](http://www.noacentral.org).

**July:** Lincoln Institute of Land Policy's three-day international seminar on urban spatial segregation. For complete information, visit [www.lincolninst.edu](http://www.lincolninst.edu).

**October 10-15:** Popular Economics Education Institute, in Loveland OH. Contact Steve Schnapp at 617/423-2148, x15 or email [sschnapp@ufenet.org](mailto:sschnapp@ufenet.org).

## Events

**May 20-23:** National Association of Workforce Development Professionals

## Resources

### Continued

### Websites

The Grantsmanship Center, a national training organization specializing in grant information, has compiled a database of more than 650 proposals, all of which were selected by major government funders from among their highest-rated grant applications. Visit [www.TGCIgrantproposals.com](http://www.TGCIgrantproposals.com).

Experts Online is an interactive forum for professional discussion among community development practitioners. Live events led by experienced practitioners are presented by Local Initiatives Support Coalition. For more information or to enroll, visit [www.liscnet.org/resources/experts/](http://www.liscnet.org/resources/experts/).

Housing America provides twice monthly updates gathered from sources nationwide to help activists advocate more successfully for a federal response to the housing crisis. Visit [www.housingamerica.net](http://www.housingamerica.net).

The National Campaign for Jobs and Income Support provides free online publications on poverty and federal funds. Visit [www.nationalcampaign.org](http://www.nationalcampaign.org).

The Housing Assistance Council helps nonprofit rural housing groups increase capacity and raise funds more successfully. Visit [www.ruralhome.org](http://www.ruralhome.org).

"Socially Engaged Internet Users: Prospects for Online Philanthropy and Activism" is a study on the prospects for using new technologies to mobilize people for social change. Visit <http://www.craveronline.com>.

Centre on Housing Rights and Evictions's new website includes legal documents, published articles, fact-find-

ing mission reports, and links to other human rights websites. Visit [www.cohre.org](http://www.cohre.org).

The Global Fund for Women's new website contains general information on women's human rights. Visit [www.igc.apc.org/gfw](http://www.igc.apc.org/gfw).

The International Centre for Human Rights and Democratic Development provides information about women's rights in Asia, Africa, and the Americas. Visit [www.ichrdd.ca](http://www.ichrdd.ca).

### Publications

The Third Edition of "Community Action Digest: A Journal Dedicated to Fighting Poverty in America" was recently published by the National Association of Community action Agencies. This journal contains article written by experts in the poverty field. Contact NACAA via email at [info@nacaa.org](mailto:info@nacaa.org) or call 202/265-7546.

"How to Turn a Place Around: A Handbook for Creating Successful Public Places" is a new publication from the Project for Public Places. For ordering information, call 212/620-5660.

"Meeting the Housing Needs of Families" is a technical assistance resource guide from the Annie E. Casey Foundation which presents an overview of the critical issues and most promising approaches for meeting housing needs. To order, call 410/223-2952 or email [cheryl@aecf.org](mailto:cheryl@aecf.org).

"Homes and Hands—Community Land Trusts in Action," is a new documentary film portrait of three low-income communities in which residents have identified ways of making housing affordable for everyone. To order, email [orders@newday.com](mailto:orders@newday.com), or visit [www.newday.com](http://www.newday.com).

Robert Bothwell, founding Director and Senior Fellow for the National Committee for Responsive Philanthropy, has a new publication, "Foundation Funding of Grassroots Organizations." The paper is based on interviews with 26 grassroots groups and 22 foundations. Available at [comm-org.utoledo.edu/](http://comm-org.utoledo.edu/).

"Standing Our Ground: A Stronger Voice, A Better Boston: Urban Renewal and Community Control of Development in Boston 1948-1974," an inspirational 24-minute slide show (originally produced in 1990) on video featuring early land use struggles in Boston and the activists who helped forge a grassroots vision of community development. Donation: \$30/individual, \$40/institutional. Contact [branfman@ucla.edu](mailto:branfman@ucla.edu) or 310/392-2076.

"Fair Lending Examination Procedures" is a publication from the Office of the Comptroller of the Currency that incorporates the "Interagency Fair Lending Procedures" issued by the Federal Financial Institutions Examination Council in 1999. Online at [www.occ.treas.gov/handbook/fairlep.pdf](http://www.occ.treas.gov/handbook/fairlep.pdf).

The "2001 Practitioner's Guide to Federal Resources for Community Economic Development" is a reference guide for CED practitioners, published by the National Congress for Community Economic Development. The guide provides descriptions, contact information, current program status, and additional research resources for over 50 federal programs that support low-income and moderate-income communities. Call 202/289-9020 or email [cmnunnally@ncced.org](mailto:cmnunnally@ncced.org).

"A Guide to Careers in Community Development" describes community development jobs and offers advice on getting into the field along with guidance for career advancement. Call 202/289-9020 or email [cmnunnally@ncced.org](mailto:cmnunnally@ncced.org).

"Redeveloping Brownfields with Federal Transportation Funds" is a new report released by the USEPA. To order, call 202/260-7154.

## JOIN PLANNERS NETWORK

For over 25 years, Planners Network has been a voice for progressive professionals and activists concerned with urban planning and social justice. PN members in 38 states of the U.S. and 16 other countries receive this bimonthly publication, network online with PN-NET, and take part in the annual conference. PN also gives progressive ideas a voice in the mainstream planning profession by organizing sessions at annual conferences of the American Planning Association and American Collegiate Schools of Planning.

The PN Conference has been held annually each spring since 1994. These gatherings combine speakers and workshops with exchanges involving local communities. PN conferences engage in discussions that help inform political strategies at the local, national, and international levels. Recent conferences have been held in Washington DC, East St. Louis IL, Brooklyn NY, Pomona CA., Lowell, MA, and Toronto, Canada.

Join Planners Network and make a difference while sharing your ideas and enthusiasm with others!

All members must make an annual financial contribution. The Steering Committee recommends the following amounts as minimums for Network members:

- \$15 for those with incomes under \$25,000, students and unemployed
- \$25 for those earning between \$25,000 and \$50,000
- \$45 for those earning over \$50,000
- \$50 for organizations and libraries
- \$100 Sustaining Members -- if you earn over \$50,000, won't you consider helping at this level?

**Canadian members: See column to right.**  
Contributions are tax deductible.

## PN MEMBERS IN CANADA

Membership fees by Canadian members may be paid in Canadian funds:

- \$25 for students, unemployed, and those with incomes <\$40,000
- \$40 for those with incomes between \$40,000 and 80,000
- \$70 for those with incomes over \$80,000
- \$150 for sustaining members

Make cheques in Canadian funds payable to: "Planners Network" and send with membership form to:

Barbara Rahder, Faculty of Environmental Studies  
York University  
Toronto, Ontario M3J 1P3

If interested in joining the PN Toronto listserv, include your email address or send a message to Barbara Rahder at <rahder@yorku.ca>.

## PLANNERS NETWORK ON LINE

The PN WEB SITE is at:

**[www.plannersnetwork.org](http://www.plannersnetwork.org)**

The PN LISTSERV:

PN maintains an on-line mailing list for members to post and respond to queries, list job postings, conference announcements, etc. To join, send an email message to majordomo@list.pratt.edu with "subscribe pn-net" (without the quotes) in the body of the message (not the subject line). You'll be sent instructions on how to

### PN ADVERTISING RATES:

Full page	\$250
Half page	\$175
1/4 page	\$75
1/8 page	\$40

Send file via email to <pn@pratt.edu>, or mail camera-ready copy, by first day of the first month of the issue (e.g., March 1 for the March/April issue)

☐

**Yes!**

I want to join progressive planners and work towards fundamental change.

☐

I'm a renewing member — Keep the faith!

My contribution is \$ \_\_\_\_\_. Make checks payable to **PLANNERS NETWORK**.

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**Mail This Form To:**  
**Planners Network**  
**379 DeKalb Ave.**  
**Brooklyn, NY 11205**

INTERNATIONAL MEMBERS: Please send U.S. funds as we are unable to accept payment in another currency. Thanks.

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# In This Issue

## PLANNING THE BIG APPLE

Progressive Proposals for Planning in New  
York City

**PLANNERS NETWORK**

379 DeKalb Avenue  
Brooklyn, NY 11205

Address Correction Requested



*First Class – Do Not Delay*

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## Your Last Issue?

Please check the date on your mailing label. If it is **MARCH 1, 2000** or earlier this will be your last issue unless we hear from you **RIGHT AWAY!** See page 23 for contribution suggestions.

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