

**Ricky Burdett (ed.)**

## New York: is almost alright?

### Report

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# NEW YORK IS ALMOST ALRIGHT?

The first in a series of  
world-wide investigations on cities

URBAN AGE

# UNDER- STANDING THE CITY

The Urban Age is an investigation into the nature of the modern city in six parts  
*Deyan Sudjic*

**N**ew York is perhaps the most populous and certainly the most urban of America's cities. Such qualities are not universally seen as representing positive attributes in a country in which the traditional city is regarded with a certain degree of political and popular suspicion and which is continually elaborating new forms of exurbia.

Understanding New York's very particular nature, and its prospects is an essential part of coming to terms with the evolving nature of the contemporary city, as it faces up to the reality of the extraordinary size jump of the later years of the 20th century. Scores of cities now have populations far larger than entire European nations. A city with an effective population of 18 million people – now the size of both New York and London – is an entity with no historic precedent. If such a metropolitan area is to achieve the cohesion and the sense of identity that until now has been regarded as the fundamental essence of any successful city, then it must either learn from and build upon New York's experiences, or else find an alternative workable model.

As the first stage in a cumulative sequence of conferences organised by the Cities programme of the London School of Economics, and the Alfred Herrhausen Society for International Dialogue, to be held in six cities across four continents, Urban Age is exploring the deliberately provocative proposition that New York is almost all right. Through a mix of muddle and dynamism, New York is succeeding as a city. It continually attracts new people, and creates new jobs for them.

Despite everything else, it has proved itself as an urban machine with an impressive capacity to turn poor migrants into citizens with at least a foothold on the ladder to prosperity. By the standards of a Houston or a Los Angeles, it has done so with relative restraint in its use of land and natural resources. New York, at least in comparison with Houston or Phoenix is a city that has the possibility of bringing its consumption of fossil fuels used for transport under some kind of limit. It still has significant numbers of people who regularly walk to work.

It is a city that has begun to address years of under investment in its infrastructure, and to reclaim its marginalised neighbourhoods, even as it has had to face fiscal problems, a lack of affordable housing, and a middle class under increasing stress. A contrary view would be to see New York as relying on federal and state tax subsidies, overly dependent on an excessively narrow employment base, and facing the prospect of serious difficulties meeting the financial obligations of the bond issues made to fund a huge investment in transport infrastructure. Despite the much publicised turn around in its fortune of the last decade, it still lacks such basic urban infrastructure as a rapid transit link to its primary airport. New York may have more pedestrians than Dallas, but it is also more polluted, faces a famine of affordable housing, dead rats in its gutters, and may be in the midst of what is inevitably no more than a temporary lull between crime waves.

The conference will test both views of the proposition to explore the model of the relatively high density city embodied by New York, as the first step in a series of such investigations that will move to Shanghai and London in 2005, and then to Mexico City, Johannesburg and Berlin in 2006. Urban Age is based in the belief not just that these cities have things to learn from each other, but also from understanding themselves in the context of a wider appreciation of similar challenges and opportunities. Above all it is a response to

the belief that this is a moment for a reappraisal of the armoury, intellectual and practical, that we have for understanding and developing the future of all cities. Despite the complexities and nuances facing the city, the fundamental models for it are still encompassed by two paradigms; the high density versus the low density model.

New York's experiences offer lessons both for rapidly growing cities such as Shanghai, Mexico City and Johannesburg, some positive, others cautionary, as well as for cities with more similar characteristics such as London and Berlin.

Urban Age is a kind of comparative clinical testing process, exploring new techniques for diagnosis and treatment, across six cities, assessing their wider applicability. In New York, as in the other five cities the conference is undertaking a comparative analysis of key policy areas, from the legal and political underpinnings of city government, to the economics underlying employment issues, and the physical form of the city and the degree to which urbanism and architecture impact on it. By bringing together academic specialists with individuals concerned with the day-to-day shaping of urban policy, and the key actors in the field: political, financial, and professional, the Urban Age moves beyond research, to build an agenda for the emerging city.

London and New York are cities with striking parallels. When their metropolitan areas are taken into account, they have comparable populations, size, and economic base. Both are attracting newcomers drawn from an extraordinarily widespread range of countries. Both have in the past suffered from the loss of traditional industries associated with their roles as port cities. They have evolved analogous structures, at least as far as their business districts are concerned: London's West End office area parallels Midtown, the City is Wall Street, and Lower Manhattan is reflected in Canary Wharf.

The two cities have considered similar remedies for their difficulties, from new financial instruments for funding public transport, to various forms of tax incentives for housing and job creation, to road pricing and policing methods. It's an interplay that has produced a significant flow of key individuals between the two cities to take up senior roles in their implementation. And at the same time, New York and London have as many discontinuities. Their political systems are in fact very different. And in their ethos, there is the paradox of a New York supposedly governed by market forces, actually shaped by rent control to an extent that London with its supposedly more socialised system has never contemplated.

But a comparison of New York and London offers a rich potential source for the understanding of the impact of urban change, and policy and design upon it.

Urban Age is using four distinct themes as the focus for its explorations of the forces that drive the urban process to arrive at some sense of synthesis around the key issues facing the city. The aim is to relate policy and economic issues to the physical form of the city, equally critical concerns that are too often isolated from each other. This underpins the series of questions that Urban Age asks. They are posed in the context of New York, but of concern to all major cities, and by interrogating the fundamental issues of what it means to make a city, the hope is to bring fresh clarity in helping us make choices. Cities are the economic mechanisms that create the wealth that sustains their people. But do jobs build cities or is it cities that build jobs? In other words is it those urban qualities of a city that are within our power to change that are responsible

for attracting fresh investment that brings jobs. Or is it simply the creation of jobs that brings with it, all those other desirable urban qualities.

The public realm is the key aspect of contemporary life that is unique to the modern city where strangers can come together to share the experience of city life. But at a time of public fear of terror, how is it still possible to feel safe in the crowd?

The city may be a powerful machine for the transformation of the migrant poor into more affluent city dwellers. But to judge by the stress the middle class find themselves under, priced out of affordable housing, concerned by public education and health systems, the city must address the squeezed middle, especially in the field of housing. Then there is the issue of movement within the city. Commuting distances driven by the cost of housing, and an imbalance between mass transit systems and the private car are escalating. Finding ways of reducing journey times is a vital part of improving the quality of life in a city.

Each of these issues sparks off a whole group of contingent questions. And the issues that they raise are interrelated. They form the starting point for a dialogue that will move to Shanghai, and London, Mexico City, Johannesburg and Berlin to contribute to the production of a major statement about the nature of the contemporary city. This cannot be a prescriptive blueprint, advocating the low density garden city, or the high density alternative of the past. It must go beyond the tidy minded attempts of the past to zone cities by functions. Its form will depend on clarity about the definition of the city, and a pooled experience of its nature.

*Deyan Sudjic is architectural editor of The Observer and co-chair of the Advisory Board of the Urban Age.*



# DO JOBS BUILD CITIES OR DO CITIES BUILD JOBS?

The role of work and the modern workplace

It is almost 20 years since William H Whyte in *City*, his study of the exodus of corporate headquarters from New York's downtown, suggested that a corporation that is tired of Manhattan is tired of life. Whyte plotted the movement of executive jobs from the city streets to isolated corporate campuses, in the 1960s and 1970s and he explored the worrying tendency of such companies to implode shortly afterwards.

He pointed to Union Carbide and American Can in particular as organisations that built themselves new corporate palaces that won architectural awards, but marked the last stage of their existence as independent entities. The exurban location, he suggested, had the effect of isolating corporations from the face-to-face economy of the city, and thus further weakened companies that were already vulnerable. And he made a comparison with those companies that stayed behind and flourished, or even those who did make the move, but left behind a vestigial front office in the city that grew more and more crowded as those executives who could, made the decision to stay. He could equally well have been talking about London, or Paris which experienced precisely the same movements as corporations attempted to capitalise on the land value of their buildings.

Whyte was describing an economy, and a city landscape that has changed beyond recognition in many significant aspects. But he posed a critical question about the relationship between the city, in its role as an accumulator of wealth, and its physical form. The Greenwich - Stanford corridor where so many of those corporations which resisted the tax incentives offered by a rattled New York City to encourage them to stay ended up, must be

understood as just as much a part of the wider urban region of New York as Lower Manhattan. But in its physical form it is entirely different: low density, and with little physical infrastructure to permit the casual interaction which is the traditional quality of the city. In Whyte's view then, the exurban form is not one that can be said to sustain job creation in the sense that the dense urban model can. The developers who built the business parks were building for jobs not cities. If they had built genuine cities, as is arguably the case in Canary Wharf in London, then they might have built more jobs in the long term.

Of course there are celebrated examples in other urban regions in which exurban agglomerations have turned into the kind of innovative clusters that have indeed generated jobs. Silicon Valley was the classic example. The reality is that a city as large and as complex as New York experiences both phenomena simultaneously.

New York has areas of exurban growth where companies go in search of space that costs less than the prime business areas of downtown. And even these areas could well learn from Whyte by exploring ways in which the physical structure might be modified in ways that could begin to replicate at least some of the traditional qualities of urbanism that encourage those face-to-face transactions that the traditional city does so well. But it also has areas in the inner core, such as the garment district, and silicon alley which have proved important incubators for the growth of new jobs. However this process has itself put at risk some of the traditional employment generators in these areas, especially those which have traditionally offered jobs in the reach of the newcomers to the city who make up 65 % of the population of New York.



# TRAVELING LESS, LIVING BETTER. WHO PAYS?

Transport policy is struggling to keep up with the changing shape of the city

In one way at least New York is the most European of America's big cities. The city depends on public transport to a far greater extent than Los Angeles or Houston or even Chicago. Just over 50 per cent of New York City's working population travel to work by public transport. Like London – where the figure is around 40 per cent, it began building its transit system in the 19th century, and also like London, its explosive period of growth in the first half of the 20th century was fuelled by suburban railway lines.

But then New York had Robert Moses to build the parkways, while London produced a very different civic figure, Frank Pick to usher in the golden age of London Transport's unified system of buses and tube trains, tied together with a network of elegant station architecture, its specially designed typeface,

and its iconic system map. Both cities struggled to live up to those glory days throughout the 1970s and 1980s when they appeared locked in a downward spiral of decline, with poorer standards of comfort and safety, dwindling passenger numbers. Their systems struggled to follow the flow of people to the edge of the new car based suburbs, Paris and Tokyo managed to integrate their suburban railway networks with rapid transit underground lines. London has seen what such lines have to offer but has so far failed to match them. New York hasn't even tried.

Public transport is not only an issue of numbers, operating it efficiently requires skill and sophistication, and an urban structure which favours it. New York for example, may have substantially more buses than London, but London makes better use them; they carry more people, more miles than New York's. The early archaeology of the underground

lines left its mark on New York, as did the gaps between them. The same is true of its three separate commuter rail networks – Metro North, the Long Island Rail Road, and NJ TRANSIT. This system shrank substantially in the 1950s. The possibility of re-opening previously abandoned lines, especially in New Jersey is now an option while Metro North has plans to extend their Harlem and Hudson lines.

It is only the investment of vast sums of money in New York's transit systems that reversed decades of decline. Since the early 1980s \$30 billion, or more than \$1.5 billion per year, has been spent on replacing and rehabilitating the New York metropolitan area transit systems. Fifty-six hundred subway cars, upwards of 1,000 commuter cars and 4,300 buses have been either purchased or overhauled. The subway system has restored over 500 miles of track and refurbished over

60 stations. Of the \$30 billion, just over half (\$15.2 billion) has been spent by the MTA for the NYC subway system, almost \$1 billion per year for the 16-year period. The Port Authority has spent over \$1.3 billion on PATH and the three commuter rail networks have used almost \$10 billion to upgrade their capital plant. Over \$3.1 billion has been spent on the bus networks in the two states.

London is currently in the midst of an equally ambitious bout of investment in its transit services, though it has already achieved some tasks which have so far eluded New York such as connecting its main airport to the mass transit system.

The question both cities face is where to invest next, in terms of achieving the greatest return, and how they will meet the long term cost of financing these projects.

# SQUEEZING THE MIDDLE

## Housing policy and its discontents

**T**he Urban Age conference is examining the wider issues that are raised by the provision of housing in mature cities such as New York through the focus of the future of a number of key sites in the city. Each of them demonstrates an aspect of the pressures that are tending to squeeze the middle class out of the city centre, a movement which in turn puts pressure on other, more peripheral areas.

A tendency common in every big city is for neighbourhoods to become more locally homogeneous, and so segregated from the diversity of the wider social fabric of the city. It is a tendency that is represented at its most extreme and negative way by the gated community, and in a more positive way by the tendency of ethnic communities, or creative artists, or young singles, to cluster together.

The conference looks at how immigrant

and minority populations fare in the New York housing market, a city with 65 per cent of its people drawn from ethnic minorities, compared with 28.8 per cent in London. Do negative effects on the nature of individual neighbourhoods outweigh the positive effects of concentrations? What impact is this form of urban differentiation and fragmentation having on the cohesion of the city, and the quality of urban life? Assuming that such a tendency is not necessarily an entirely positive one; cities need to take steps to encourage the creation, or the safeguarding of built environments that can support diverse neighbourhoods and inclusive local communities. In particular, it is not only forms of tenure and questions of affordability that have a significant impact on these issues. The physical and spatial form of housing and urban design can serve to enhance the coexistence of various social groups, including families, that opt for "city life" over suburbanization.

The starting point in most discussions of urban design is the question of density. It has become something of a given that high density makes for vitality in a city, providing the sheer numbers of people in the concentrations needed to support everything from a mass transit system to schools, cinemas, public libraries and post offices. In New York City, gross residential density is 71.1 persons per hectare, while in London it is 45.6 persons. In New York it is 33.9 per cent of households that have children under 18, compared with 28.6 per cent in London.

High density cities are also regarded as better suited to reducing dependence on the private car, and thus bringing a range of environmental benefits. But it is not necessarily the case that all parts of a city should be equally dense. If high urban densities are considered a desirable goal, then so is home ownership, and these may not be compatible. If that is the case, then we need to determine the best

policy mix to try to achieve both. Is there such a thing as an optimum urban density? And how much variation in density should there be between dense urban cores and more sparsely developed peripheral areas?

In the context of a city with as dense an urban core as New York, and its competition for land between housing and industry, how much room is left for new or in-fill developments. This is an issue which it is within the reach of local government to influence directly through re-zoning and permitting the conversion of the city's waterfront and industrial areas. The regulatory system in New York City certainly influences the city's potential for growth. But what are its strengths in terms of providing city residents with the stability that communities need to flourish?





# FEELING SAFE IN THE CROWD

The changing nature  
of public space  
*Richard Sennett*

One of the most pressing social issues today is 'civility,' which means much more than good manners or breeding. It names the capacity of people to live together, beyond legal dictates or police coercion to behave well. Civility is a particular concern in cities, because of the density and diversity of urban places; only the most elaborate laws, the most intrusive policing can control behaviour in the complex society of the city. Such total control is hardly a desirable social ideal. In the end, getting along well with foreigners, people who are richer or poorer or of a different race, are all matters which should be engrained into everyday life.

Much current urban policy has given up, however, on civility. The 'zero-tolerance' approach to policing assumes that unless every small offence against public order is punished, larger offences will ensue; society cannot steady itself without the draconian threat of daily, detailed punishment. The emergence of gated communities is based on a kindred premise; to be safe, urban enclaves have to be rigidly regulated; open communities will degrade into disorder. These new practices join classic means of social control such as racial and religious segregation and ghettoisation, which established forbidden territories – on the premise that people who differ cannot and should not live together.

How then can civility be restored to the city? That broad question has a physical, and indeed architectural, dimension. We can design spaces and buildings which encourage people to behave well toward one another. The different histories of London and New York support this assertion. The continuous street-walls throughout New York, for

instance, contained people's activity in public, and made public behaviour visible – the phenomenon Jane Jacobs once called 'eyes on the street.' Gap-tooth streets of isolated buildings do not, by contrast, form such a visible container for civility. London parks have worked to the same end by a different means, when, as in Hyde Park, large stretches of lawns dominate over plantings of trees. Again, the spreading of housing estates for the poor throughout London meant that rich and poor became accustomed to one another, and adjusted to one another, with a relative minimum of police enforcement; when London began building huge housing estates, warehousing the poor, the police had to take the place of social habits.

*Richard Sennett is Professor of Sociology at LSE and NYU and is co-chair of the Advisory Board of the Urban Age.*

## ORGANISED BY LSE CITIES PROGRAMME AND THE ALFRED HERRHAUSEN SOCIETY FOR INTERNATIONAL DIALOGUE

### LSE Cities Programme

The Cities Programme was established at the London School of Economics and Political Sciences in 1996. Our main objective is to link the urban social sciences with the design of cities' built environment and infrastructure. As an international centre of excellence in the social sciences, the LSE has a longstanding commitment to an innovative understanding of urban society.

Our purpose is simple and broad: to improve the quality of the built environment. The design of urban buildings, places and spaces is often at odds with the needs of urban society. We aim to make the built environment more socially sensitive, and to make people more aware of the social role of architecture and planning. In 2003 the programme formalised its consultancy and research work by setting up Enterprise LSE Cities Limited.

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### The Alfred Herrhausen Society for International Dialogue

The Alfred Herrhausen Society is a centre of independent thinking that seeks to identify traces of the future in the present, and thereby raise public awareness of the directions in which society is moving. As Deutsche Bank's socio-political think tank, the Herrhausen Society brings together people who are committed to working for the future of civil society.

Founded in 1992, the Society is dedicated to maintaining and building on the legacy of Alfred Herrhausen.

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[www.rockfound.org](http://www.rockfound.org)

### The Brookings Institution Metropolitan Policy Program

The Metropolitan Policy Program was launched in 1996 to provide decision-makers cutting-edge research and policy analysis on the shifting realities of cities and metropolitan areas.

The program reflects our belief that the United States is undergoing a profound period of change. Change that is reshaping both the roles of cities, suburbs, and metropolitan areas and the challenges they confront. For that reason, a new generation of public policies must be developed that answers to these new circumstances.

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### Minerva LSE Research Group

The Minerva LSE Research Group is a ground-breaking joint venture between Minerva and the LSE Cities Programme, which undertakes original research initiatives into key factors impacting on urban development with the intention of influencing public policy. In 2004 the group published – Density and Urban Neighbourhoods in London.

Minerva is one of the UK's largest property investment and development companies with gross assets of over £1 billion. It is listed on the London Stock Exchange and is a constituent of the FTSE 250.

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The London School of Economics and the Alfred Herrhausen Society for International Dialogue would like to apologise for any confusion that has arisen by adopting the name 'Urban Age' for the series of conferences on cities. The Urban Age Institute, a US-based organisation which is partnered with the World Bank, has published the Urban Age Magazine since 1990, recently relaunched in Fall 2004 ([www.UrbanAge.org](http://www.UrbanAge.org)). The Urban Age Institute shares many of the same goals and objectives as our series of conferences, and we apologise for any inconvenience caused to them. We would like to draw the attention of all participants to a forthcoming conference on sustainable urban development which takes place in New York City in March 2005 ([www.acteva.com/go/MarchOne](http://www.acteva.com/go/MarchOne))



A series of world-wide  
investigations on cities

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**LONDON/NOVEMBER 2005**

**JOHANNESBURG/SPRING 2006**

**MEXICO CITY/SUMMER 2006**

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URBAN AGE

# NEW YORK CONFERENCE PROGRAMME 24 – 26 FEBRUARY 2005

## THURSDAY 24 FEBRUARY

**Location**  
Neue Galerie, 1048 Fifth Avenue (86th Street)

### 17.30 – 19.30 Reception

**Welcome by**  
Seth Waugh, *CEO, Deutsche Bank Americas*  
Judith Rodin, *President-Elect, The Rockefeller Foundation*  
Lynn Forester de Rothschild, *Board member, Alfred Herrhausen Society for International Dialogue*

## FRIDAY 25 FEBRUARY

**Location**  
W Hotel Union Square, 2nd Floor

### 09.00 – 09.30 Opening Session

**Welcome**  
Ricky Burdett, *Director, Urban Age, LSE*  
Wolfgang Nowak, *Spokesman of the Executive Board, Alfred Herrhausen Society for International Dialogue*

**An agenda for the city: The Urban Age project**  
Ricky Burdett, *Director, Urban Age, LSE* 10 min

**Civility and urban space**  
Richard Sennett, *Professor of Sociology, LSE and NYU* 15 min

### 09.30 – 10.45 New York and London

**TWO MODELS OF THE METROPOLIS**  
Chair, Bruce Katz, *Brookings Institution*

**Understanding the city: Socio-economic trends and spatial pattern**  
Tony Travers, *Director, Greater London Group, LSE* 15 min

**Empowering the city: Legal structures and political power**  
Gerald Frug, *Professor of Law, Harvard Law School* 15 min

**Working in the city: Local economies in a global environment**  
Saskia Sassen, *Professor of Political Economy, University of Chicago and LSE* 15 min

**Designing the city: The architecture of identity**  
Deyan Sudjic, *Architectural critic, The Observer* 15 min

Open discussion 15 min

### 10.45 – 11.00 Coffee Break

### 11.00 – 12.45 Labour Market and the work place

**DO JOBS BUILD CITIES OR DO CITIES BUILD JOBS?**  
Chair, Bruce Katz, *Brookings Institution*

**Opening Statement**  
Dieter Läßle, *Professor of Regional and Urban Economics, TU Hamburg-Harburg*

**Propositions**

**New media networking and manufacturing in dense urban environments**  
Susan Christopherson, *Professor, Cornell University* 15 min

**Building typologies of the economy of change**  
Hashim Sarkis, *Aga Khan Professor, Graduate School of Design, Harvard University* 15 min

**Responses**  
Carl Weisbrod, *President, New York Downtown Alliance* 5 min  
Frank Duffy, *Founder, DEGW, London and New York* 5 min  
Sharon Zukin, *Professor of Sociology, City University of New York* 5 min  
Jonathan Rose, *Principal, Jonathan Rose Companies LLP* 5 min

Open discussion 45 min

### 12.45 – 13.30 Lunch

**Lunch talk**  
**An urban age in a suburban country?**  
Bruce Katz, *Director, Metropolitan Policy Program, Brookings Institution*

### 14.15 – 16.00 Mobility and Transport

**TRAVELLING LESS, LIVING BETTER. WHO PAYS?**  
Chair, Bruce Katz, *Brookings Institution*

**Opening Statement**  
Hermann Knoflachner, *Professor of Transport Planning, TU Vienna*

**Propositions**

**Making a transport strategy work for New York**  
Robert E. Paaswell, *Director of the Institute for Urban Systems, City University of New York* 15 min

**Financing urban transport**  
Richard Ravitch, *Principal, Ravitch Rice and Company* 15 min

**Making places for movement**  
Alejandro Zaera Polo, *Joint Director, Foreign Office Architects* 15 min

**Responses**  
Katherine Lapp, *Executive Director, Metropolitan Transportation Authority* 5 min  
Bob Yaro, *President, Regional Plan Association New York* 5 min  
Kathryn Wylde, *President, Partnership for New York City* 5 min

Open discussion 50 min

### 16.00 – 16.15 Coffee Break

### 16.15 – 17.45 Debate

**Connecting urban governance and planning**  
Chair, Bruce Katz, *Brookings Institution*

**Panel**  
Anthony Williams, *Mayor of Washington D.C.*  
Enrique Peñalosa, *Mayor of Bogotá 1997 – 1999*  
Tony Travers, *Director, Greater London Group, LSE*  
Carl Weisbrod, *President, New York Downtown Alliance*  
Ester Fuchs, *Special Advisor for the Mayor for Governance and Strategic Planning, City of New York*

Open discussion 30 min

### 19.00 – 21.00 An Evening in Harlem

**Location**  
The Studio Museum in Harlem, 144 West 125th Street  
Hosted by The Rockefeller Foundation

**Speaker**  
Karen A. Phillips, *Co-Founder, The Abyssinian Development Corporation and Commissioner, New York City Planning Department*

## SATURDAY 26 FEBRUARY

### 07.45 – 09.45 Guided Site Visits

**Bus departing at the Excelsior Hotel, 45 West 81st Street, 07.45**  
Long Island City, Williamsburg and Downtown Brooklyn

Led by Ron Shiffman, *Co-founder, Pratt Institute Center for Community and Environmental Development*

### 9.45 – 10.00 Coffee break

**Location**  
W Hotel Union Square, 2nd Floor

### 10.00 – 11.45 Public Life and Urban Spaces

**FEELING SAFE IN THE CROWD**  
Chair, Tony Travers, *London School of Economics*

**Opening Statement**  
Sophie Body-Gendrot, *Director, Center for Urban Studies, Sorbonne*

**Propositions**

**Civilising security in New York: A view from Europe**  
Sophie Body-Gendrot, *Director, Center for Urban Studies, Sorbonne* 10 min

**Crime currents in New York and the co-production of security**  
Jeff Fagan, *Director of the Centre for Violence Research and prevention, Columbia University* 15 min

**Does space matter to public life?**  
Rem Koolhaas, *Office for Metropolitan Architecture, Rotterdam* 15 min

**Responses**  
Rick Fuentes, *Superintendent of the New Jersey State Police* 5 min  
Enrique Peñalosa, *Mayor of Bogotá 1997 – 1999* 5 min  
John Mollenkopf, *Professor of Sociology, City University of New York* 5 min

Open discussion 45 min

### 11.45 – 12.00 Coffee Break

### 12.00 – 13.30 Housing and Neighbourhoods

**SQUEEZING THE MIDDLE**  
Chair, Tony Travers, *London School of Economics*

**Opening Statement**  
Ricky Burdett, *LSE and Director, The Urban Age*

**Propositions**

**Affordable housing, manufacturing and the artist community: Williamsburg Green Point Waterfront**  
Shaun Donovan, *Commissioner, New York City Department of Housing Preservation and Development* 15 min

**Integrating large institutions into fine grain urban neighbourhoods: Columbia University expansion**  
Marilyn Taylor, *Chairman, SOM Architects* 15 min

**Responses**  
Amanda Burden, *Director, NYC Planning Department* 5 min  
Michael Sorkin, *Principal, Michael Sorkin Studio, NYC* 5 min  
Nick Retsinas, *Director, Joint Center of Housing Studies, Harvard University* 5 min  
Ron Shiffman, *Co-founder, Pratt Institute Center for Community and Environmental Development* 5 min

Open discussion 40 min

### 13.30 – 14.00 Lunch

### 14.00 – 15.00 Debate

**The need for urban models?**  
Chair, Deyan Sudjic, *The Observer*

**Panel**  
Rem Koolhaas, *Office for Metropolitan Architecture, Rotterdam*  
Peter Eisenman, *Eisenman Architects, New York*  
Alejandro Zaera Polo, *Foreign Office Architects, London*

### 15.00 – 16.00 Conclusion

**NEW YORK IS ALMOST ALRIGHT?**  
**Towards a Programme for the Urban Age**  
Chair, Tony Travers, *London School of Economics*

**Contributions**  
Bob Yaro, *President, Regional Plan Association New York*  
Carl Weisbrod, *President, New York Downtown Alliance*  
Saskia Sassen, *Professor of Political Economy, LSE and University of Chicago*  
Richard Sennett, *Professor of Sociology, LSE and NYU*  
Daniel Rose, *President, Rose Associates*

### Comments and closing Remarks

### 18.00 – 19.30 Reception

**Location**  
MoMA – The Museum of Modern Art, 11 West 53 Street  
Main entrance

Hosted by the Department of Architecture & Design, MoMA



**Enrique Peñalosa***Mayor of Bogotá 1997 – 1999*

Enrique Penalosa is the former Mayor of Bogota, Colombia and was recently a visiting scholar at New York University. Penalosa is an accomplished public official, economist and administrator who holds a bachelors degree in Economics and History from Duke University and Master and Doctorate degrees in Management and Public Administration from the Institut International d’Administration Publique at the University of Paris. As Mayor, Penalosa successfully promoted sustainable development and was instrumental in creating a new, highly successful bus-based transit system (TransMilenio). Penalosa, an engaging speaker and visionary, spearheaded large improvements to the city centre including the recuperation of plazas, creation of a large park in an area previously overrun by crime, and the transformation of a major downtown avenue into a vibrant pedestrian public space.

**Karen A. Philips***Commissioner, New York City Planning Department*

Karen A. Philips was appointed to the New York City Planning Commission in 2002. She also provides professional consulting services in community development to private planning and development firms, community development corporations and municipalities. She is often a participant in discussions about urban issues while sharing her experience and expertise with graduate educational programs and community development professionals. Philips was one of the founders and, later, President and Chief Executive Officer of the Abyssinian Development Corporation, a community-based, not-for-profit organisation which has invested almost \$200 million in the Harlem community under her leadership, creating over 1,000 units of housing, and fostering proposals for commercial projects. She serves on the Fannie Mae North East Regional Office Housing and Community Development Advisory Board, the State Farm Bank Community Reinvestment Advisory Board, and the coordinating committee of New York 2050, a participatory visioning process for the metropolitan region.

**Richard Ravitch***Principal, Ravitch Rice and Company*

Richard Ravitch is a Principal in Ravitch Rice & Co. LLC and one of the most influential members of New York’s business community. He is Chair of the AFL-CIO Housing Investment Trust, and the Corporation for Supportive Housing. He is also past Chair of HRH Construction Corporation, which built more than 35,000 apartments for low- and middle-income families in New York, Washington DC, and San Juan, Puerto Rico. In 1966, President Lyndon Johnson appointed Ravitch to the United States Commission on Urban Problems. In 1975, at the request of Governor Hugh Carey of New York, Ravitch assumed the Chairmanship of the near bankrupt New York State Urban Development Corporation, successfully keeping the corporation solvent and completing construction of 30,000 low-income housing units. For the five years following, he served as the Chair of the Metropolitan Transportation Authority, improving the region’s transportation infrastructure.

**Nick Retsinas***Director, Joint Center of Housing Studies, Harvard University*

Nicolas Retsinas is Director of Harvard University’s Joint Center for Housing Studies, a collaborative venture of the Harvard Design School and the Kennedy School of Government. Retsinas is also a Lecturer in Housing Studies at the Harvard Design School and the Kennedy School of Government. Prior to his Harvard appointment, Retsinas served as Assistant Secretary for Housing to the Federal Housing Commissioner at the United States Department of Housing and Urban Development. President Clinton also appointed Retsinas to serve as Director of the Office of Thrift Supervision. Retsinas served on the Board of the Federal Deposit Insurance Corporation, the Federal Housing Finance Board and the Neighborhood Reinvestment Corporation. He also served the State of Rhode Island as the Executive Director of the Rhode Island Housing and Mortgage Finance Corporation from 1987–1993. He received his master’s degree in city planning from Harvard University and his AB in economics from New York University.

**Daniel Rose***President, Rose Associates*

Daniel Rose, Chairman of Rose Associates, Inc., a New York-based real estate organisation, has pursued a career involving a broad range of professional, civic, and non-profit activity. Professionally, he developed the award-winning Pentagon City complex in Arlington, and the One Financial Center office tower in Boston. He also created and implemented the “housing for the performing arts” concept for New York’s Manhattan Plaza. Rose, who for a decade was a Director of U.S. Trust Corporation, is now a Director of over 20 Dreyfus-sponsored mutual funds. He teaches, lectures, and writes on a variety of real estate and planning subjects. Rose has served as “Expert Advisor” to the Secretary, Department of Housing and Urban Development, and as “Expert/Consultant” to the Commissioner of Education. Rose was appointed by the President as Vice Chairman of the Baltic-American Enterprise Fund. He is also founder and president of the highly-acclaimed Harlem Educational Activities Fund.

**Jonathan Rose***President, Jonathan Rose Companies LLP*

Jonathan Rose is President of Jonathan Rose Companies LLC, a network of community and land use planning and development firms that collaborate with cities, towns and not-for-profits to plan and develop environmentally responsible projects by creating vibrant, diverse cultural centres with a balance of jobs, housing, open land and mass transit. Rose is an innovator in bringing together solutions to planning, community development, finance, culture and land preservation. In 1980, he developed the first live/work community with internet access in every home. Since then, his

projects have consistently modelled new solutions to development, environmental and community problems including: low income housing for homeless people with AIDS, seniors and first time home buyers; and state-of-the-art academic buildings, performing arts centres and libraries. All of his projects are “green.” Rose is a leading thinker in the Smart Growth and green building movements, and a frequent speaker on the subjects.

**Hashim Sarkis***Professor of Urban Planning and Design, Harvard**Design School*

Hashim Sarkis is the Aga Khan Professor of Landscape Architecture and Urbanism in Muslim Societies. He teaches design studios and courses in the history and theory of architecture. Sarkis is a practicing architect between Cambridge and Lebanon. His projects include a housing complex for the fishermen of Tyre, a park in downtown Beirut, two schools in the North Lebanon region, and several urban and landscape projects. In the past, Sarkis was a lecturer at MIT in the Departments of Architecture, Urban Studies and Planning. He has also taught at RISD, Yale University, the American University of Beirut and in Barcelona. He is author of several books and articles including Circa 1958: Lebanon in the Pictures and Plans of Constantinos Doxiadis (2003), editor of CASE: Le Corbusier’s Venice Hospital (2001), co-editor with Peter G. Rowe of Projecting Beirut (1998), and executive editor of the CASE publication series.

**Saskia Sassen***Professor of Political Economy, LSE and Ralph Lewis Professor**of Sociology, University of Chicago*

Saskia Sassen, LSE School Professor of Political Economy, is also the Ralph Lewis Professor of Sociology at the University of Chicago. Her work focuses on how globalisation takes root in cities. She has studied the financial service sector, the informal economy and immigration, and new forms of urban architecture generated by the global system. Her books include The Global City: New York London Tokyo (2001), Cities in a World Economy (2000), Losing Control? (1996), and The Mobility of Labour and Capital (1988). She is co-director of the Economy Section of the Global Chicago Project, a Member of the National Academy of Sciences Panel on Urban Data Sets and a Member of the Council of Foreign Relations.

**Richard Sennett***Professor of Sociology, LSE and NYU*

Richard Sennett is a sociologist and the School Professor of Social and Cultural Theory at the LSE. His research interests include the relationship between urban design and urban society, urban family patterns, the urban welfare system, the history of cities and the changing nature of work. He has served as a consultant on urban policy to the Labour party and is a frequent commentator in the press. His books include The Corrosion of Character (1998), The Fall of Public Man (1996), Flesh and Stone (1994) and the recently published Respect (2003). Sennett was closely involved in the Mayors’ Institute in the USA which has inspired the European Mayors’ Conference organised by the LSE Cities Programme.

**Ron Shiffman***Professor, Graduate Center for Planning and the Environment,**Pratt Institute*

Ron Shiffman is a city planner and educator with 40 years experience of providing program and organisational development assistance to community-based groups in low – and moderate – income neighborhoods. Trained as an architect and urban planner, he is an expert in sustainable development, community economic development, innovative community-based finance, real estate development, and the relationship between community-based planning, city and regional planning. In 1964 Shiffman co-founded the Pratt Institute Center for Community and Environmental Development [PICCED]. He retired as Director of PICCED in 2003 and is now a full time faculty member at the School of Architecture at Pratt Institute. He has written extensively about the need to revitalise neighborhoods through comprehensive and integrative planning strategies. He has served as a consultant to HUD, the USAID and the Ford Foundation on national and global community-based initiatives. In 2002 became a Fellow of the American Institute of Certified Planners, the highest honor conferred on a professional city and regional planner in the U.S.

**Michael Sorkin***Principal, Michael Sorkin Studio, NYC*

Michael Sorkin is the principal of the Michael Sorkin Studio, a New York City design practice devoted to both practical and theoretical projects at all scales, with a special interest in the city. Recent projects include: masterplanning in Hamburg and Schwerin, Germany; planning for a Palestinian capital in East Jerusalem; and studies of the Manhattan waterfront and Arverne, Queens. Sorkin is the Director of the Graduate Urban Design Program at the City College of New York. From 1993 – 2000 he was Professor of Urbanism and Director of the Institute of Urbanism at the Academy of Fine Arts in Vienna. He has taught at numerous universities including Cooper Union, Columbia, Yale, Harvard and Cornell. Well known as the architecture critic of The Village Voice, his books include: Some Assembly Required, Other Plans, The Next Jerusalem, and After The Trade Center (edited with Sharon Zukin).

**Deyan Sudjic***Architectural critic, The Observer*

Deyan Sudjic is the architecture critic of the Observer newspaper in London, and a visiting professor at the Royal College of Art. He was the Director of Glasgow 1999: UK City of Architecture and Design, during which he was responsible for the opening of Scotland’s Centre of Architecture and the City, and the construction of a prototype inner city housing project. Sudjic was the editor of Domus, the Milan based magazine of architecture and design from 2000 – 2004, and

director of the Venice Architecture Biennale in 2002. He is the author of the 100 Mile City(1992), an account of the shifting nature of urbanism and The Edifice Complex to be published by Penguin in 2005. He has curated exhibitions at the Royal Academy, the British Museum and the ICA in London, at the Louisiana Museum in Copenhagen, and at the McLellan Galleries in Glasgow.

**Marilyn Taylor***Chairman, SOM Architects*

Marilyn Taylor is the Chairman of Skidmore, Owings & Merrill (SOM). She is an architect and urban designer whose projects focus on various aspects of the public realm. Since 1971 she has been an integral part of SOM. Taylor has worked extensively in transport planning, residential development, regeneration and civic projects. Taylor’s involvement in civic activities includes acting as president for the New York Chapter of the American Institute Of Architects and serving on the boards of the New York Building Congress, the Institute for Urban Design, the New York Commercial Real Estate Women (CREW), and on the Fellows Advisory Committee of the New York City Partnership. In addition to numerous urban design awards, Taylor has twice been named on Crain’s list of Most Influential Women in New York.

**Tony Travers***Director, Greater London Group, LSE*

Tony Travers is Director of the Greater London Group, a research centre at the London School of Economics. He is also Expenditure Advisor to the House of Commons Select Committee on Education and Skills, a Senior Associate at the King’s Fund and a member of the Arts Council of England’s Touring Panel. He was, from 1992–1997, a Member of the Audit Commission and has worked for a number of other Parliamentary select committees. Travers was a member of the Working Group on Finance, Urban Task Force in 1998 – 1999. He has published a number of books on cities and government, including, Paying for Health, Education and Housing, How does the Centre Pull the Purse Strings (with Howard Glennerster and John Hills) (2000) and, most recently, The Politics of London: Governing the Ungovernable City (2004).

**Carl Weisbrod***President, New York Downtown Alliance*

Carl Weisbrod, an attorney, is the President of the Alliance for Downtown New York, Inc. The Alliance is an \$8.6 million business improvement district established in 1995 to spearhead the revitalisation of Lower Manhattan. Weisbrod is also the President of the Downtown-Lower Manhattan Association which represents the major business organisations in the Wall Street area. From 1990-1994 Weisbrod was the President of the New York City Economic Development Corporation (EDC), the city’s agent for economic development. From the late 1970s until 1994, Weisbrod led the successful efforts to transform the Times Square area, first as the Director of the Mayor’s Office of Midtown Enforcement, then as the Executive Director of the City Planning Commission and then as the President of the New York State 42nd Street Development Project, Inc. Weisbrod serves as an Adjunct Professor at Columbia University’s Graduate School of Architecture, Planning, and Preservation.

**Anthony Williams***Mayor of Washington D.C.*

Anthony A. Williams began serving as the fourth Mayor of the District of Columbia in 1999. He is now serving his second term in office which extends until 2006. During his first term, Mayor Williams helped spark a renaissance in Washington, DC. He and his administration have consistently produced a balanced budget, while generating economic stability and affordable housing. One of the cornerstones of Mayor Williams’ tenure has been creating a friendly government that listens to citizens through town hall meetings and citizen summits. In his 2003 inauguration speech, He named three key priorities for the city: education, public safety, and expanding opportunity for all the District’s citizens. Mayor Williams is vice president of the National League of Cities (NLC). This puts him in line to serve as NLC president in 2005. The NLC is the oldest and largest national organisation representing municipal governments throughout the United States.

**Kathryn Wylde***President, Partnership for New York City*

Kathryn Wylde is President and CEO of the Partnership for New York City, an organisation of New York’s top business leaders. The organisation is dedicated to mobilising private resources to help deal with challenges facing the city in the areas of education, public policy and economic development. It manages a \$100 million civic investment fund, of which Wylde is CEO. An internationally known expert in housing and economic development, wylde has advised or consulted with foundations, cities and nonprofit organisations. Currently, she serves on the boards of the Biomedical Research Alliance of New York, the TeleMedia Accelerator, the Manhattan Institute, and the Research Foundation of the City University of New York. She is on the Advisory Boards of the Brookings Institution’s Metropolitan Policy Program, the Center for an Urban Future, the Center for a New Economy (Puerto Rico) and the Publications Committee of City Journal.

**Robert Yaro***President, Regional Plan Association*

Robert D. Yaro is the President of RPA. From 1990 – 2001 he served as RPA’s Executive Director. RPA is America’s oldest independent metropolitan research and advocacy group. Yaro led the five-year effort to prepare RPA’s Third Regional Plan, A Region at Risk, which he co-authored in 1996. He chairs The Civic Alliance to Rebuild Downtown New York, a coalition of civic groups formed to guide redevelopment in Lower Manhattan following the September 11 attacks. Yaro is currently Practice Professor in City and Regional planning at the University of Pennsylvania. He has also served on the fac-

ulties of Harvard and Columbia Universities. From 1985 – 1989 Yaro was Associate Professor of City & Regional Planning at the University. Previously Yaro served as Chief Planner and then Deputy Commissioner of the Massachusetts Department of Environmental Management where he developed and led the state’s largest urban revitalisation and environmental protection programs.

**Alejandro Zaera Polo***Joint Director, Foreign Office Architects*

Alejandro Zaera Polo studied at the E.T.S. of Architecture in Madrid and received a masters (MARCHII) degree from Harvard Graduate school of Design in 1991. Together with Farshid Moussavi he founded Foreign Office Architects in 1992. FOA is an international practice of architecture and urban design, dedicated to the exploration of contemporary urban conditions, lifestyles and construction technologies. Projects realised include the Yokohama International Port Terminal in Japan, and the Barcelona Forum Park in Spain. Besides his architectural work Alejandro Zaera Polo is currently the Dean of Berlage Institute and lectures at several architectural schools around the world. His critical and theoretical work has been published in international magazines and a recent monograph on the work of the practice has appeared as part of the 2G series.

**Sharon Zukin***Professor of Sociology, City University of New York*

Sharon Zukin is Professor of Sociology at Brooklyn College and the City University Graduate Center. She is one of the world’s leading authorities on the role of cultural policy in urban regeneration and has been active in recent debates around the costs and benefits of Olympic bids to the cities involved. The author of many books and articles, Zukin edited, with Michael Sorkin, After the World Trade Center: Rethinking New York City (2002). Her book, Landscapes of Power: From Detroit to Disney World (1991), which won the C. Wright Mills Award from the Society for the Study of Social Problems, examined the shift from production to consumption, in a range of cities across the United States. Her most recent book is Point of Purchase: How Shopping Changed American Culture (2004). Her current research includes: culture and economy; shopping and spaces of consumption; urban development, art, real estate; and racial ghettos.

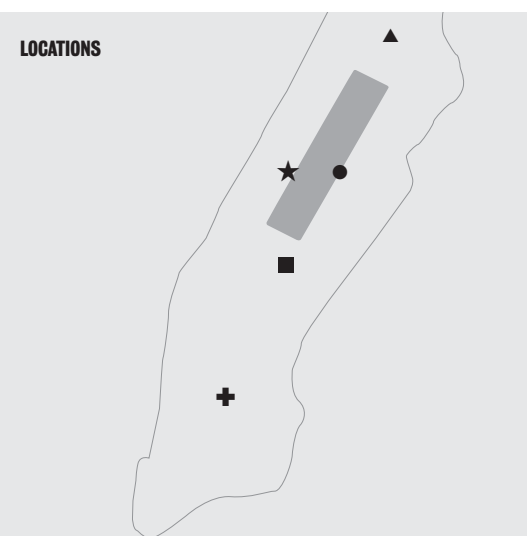
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Sarah Whiting, *Associate of Professor, Graduate School of Design, Harvard University*  
Mark Wigley, *Dean, School of Architecture, Planning and Preservation, Columbia University*  
Anthony Williams, *Mayor of Washington D.C.*  
Karen Wong, *Managing Director, Adjaye Associates*  
Sheena Wright, *President & CEO, Abyssinian Development Corporation*  
Thomas Wright, *Executive Vice president, Regional Plan Association*  
Kathryn Wyld, *President, Partnership for the New York City*  
Robert Yaro, *President, Regional Plan Association*  
Alejandro Zaera Polo, *Joint Director, Foreign Office Architects*  
Sharon Zukin, *Professor of Sociology, Brooklyn College, CUNY*

## Clarification

In reference to the map showing the gross residential density for New York City. The land area of New York City varies considerably depending on the source consulted ranging from 785 km<sup>2</sup> (US Census Bureau) to 953 km<sup>2</sup> (The World Almanac and Book of Facts 2001). For the purpose of the Urban Age investigation, a land area of 833 km<sup>2</sup> (New York City Department of City Planning) was chosen. Therefore the year 2000 gross residential density of New York City has to be corrected to 9,614 pers./km<sup>2</sup>.



### ▲ NEUE GALERIE NEW YORK

1048 Fifth Avenue  
New York, NY 10028  
T (212) 628 6200

### ✚ W HOTEL NEW YORK

Union Square  
201 Park Avenue South  
New York, NY 10003  
T (212) 253 9119  
F (212) 253 9229

### ● THE STUDIO MUSEUM

144 West 125th Street  
New York, NY 10027  
T (212) 864 4500  
F (212) 864 4800

### ★ EXCELSIOR HOTEL

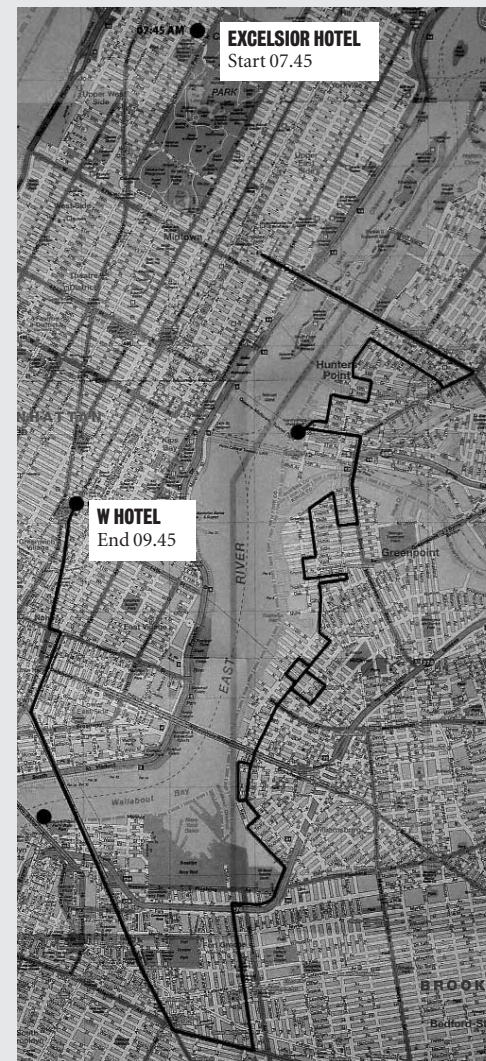
45 West 81st Street  
New York, NY 10024  
T (212) 362 9200  
F (212) 580 3972

The Studio Museum is located on 125th Street (Dr. Martin Luther King, Jr. Blvd) between Lenox Avenue and Adam Clayton Powell, Jr. Blvd (7th Ave).

### ■ MOMA

The Museum of Modern Art  
Main entrance  
11 West 53 Street  
New York, NY 10019  
T (212) 708-9400

### GUIDED SITE VISIT



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