

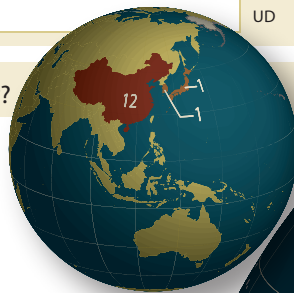
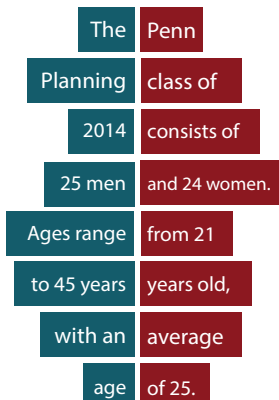
THE LINK

STUDENT NEWSLETTER OF PENNPLANNING

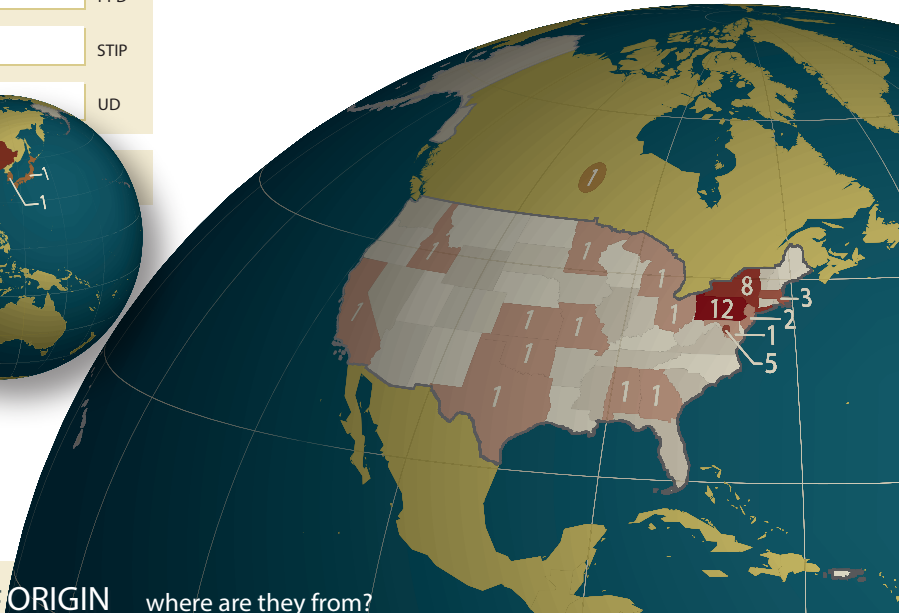
CONCENTRATIONS what are they doing?



AGE & GENDER who are they?



PLACE OF ORIGIN where are they from?



DEMOGRAPHICS

class of 2014

Illustration by Ryan Debold & Shelly Zhu (MCPs '14)

Assistant Professor David Hsu Authors Landmark Study and Wins Fulbright

by ARIANA ZENO (MCP/MSW '14)

Assistant Professor David Hsu contributed crucial data analysis to a recently released landmark study of building energy use in New York City and was named a 2012-2013 Fulbright Regional Network for Applied Research (NEXUS) Scholar by the U.S. Department of State's Bureau of Educational and Cultural Affairs.

In September of this year, the City of New York publicly posted its 2011 energy and water benchmarking results—the output of the first ever comprehensive study of the energy use of New York City's largest non-residential properties. Professor Hsu began working on New York City's energy data in 2011 following the 2009 passage of Local Law 84—a benchmarking ordinance aimed at reducing greenhouse gas emissions by 30 percent by 2030. He completed the majority of the analytical work on the project in collaboration with Dr. Constantine Kontokosta, Deputy Director of the NYU Center for Urban Science and Progress and Founding Director of the NYU Schack Institute's Center for the Sustainable Built Environment.

There are currently only six cities and two states (CA and WA) in the country that have passed legislation similar to New York's. There are, however, many cities interested in similar policy and Professor Hsu will work with Seattle, Chicago, and Philadelphia this year, as well as the U.S. Department of Energy and the Environmental Protection Agency on how to use this type of data most effectively.

(continued on Page 4)

PennDesign Hosts Peter Calthorpe

by JED POSTER (MCP '14)

On October 8th, as part of the Fall 2012 Lecture Series, PennDesign hosted **Peter Calthorpe**, one of the preeminent planners and urban designers practicing in the world today. Recently named one of 25 "Innovators on the Cutting Edge" by Time Magazine, Mr. Calthorpe and his Bay Area-based firm, Calthorpe Associates, have gained recognition for their innovative approaches to urban revitalization in the face of ongoing suburban decay.

Throughout his career, Mr. Calthorpe has championed sustainable development through smart zoning policy and well conceived land use standards. Department Chair John Landis introduced Mr. Calthorpe as one of the "rare practicing planners and urban designers whose work and thought directly influence urban policy;" much of Mr. Calthorpe's talk centered on projects designed for real-world implementation.

(continued on Page 2)

LETTER FROM THE CHAIR



Professor John Landis, Department Chair

Building a Serious Profession

by JOHN LANDIS

This summer a heated battle broke out between academic modelers and smart growth advocates. The immediate cause of the battle was the **Journal of the American Planning Association's** (JAPA) Spring 2012 publication of an article disputing the sustainability advantages of compact growth forms. Written by British planning scholars Marcial Echenique, Anthony Hargreaves, Gordon Mitchell, and Anil Namdeo, the article uses a simulation model to assess the relative performance of three alternative spatial options for English metropolitan regions: (i) compact development; (ii) sprawl and edge expansion; and (iii) new towns. The conclusion: When it comes to sustainability, the impact of urban form is "very modest" and no one urban form was found to be "clearly superior."

Smart growth advocates, particularly those at U.S. universities, went nuts. The study was clearly flawed, they fumed, because it contradicted the accepted wisdom that smart growth and compact development were automatically superior to other development forms. The work was ill-considered, they contended, because it used an *ex ante* scenario approach rather than an *ex post* evaluation. Third, while the results may have been appropriate for the U.K., they were clearly inappropriate for the U.S.—a point made by the authors themselves, but somehow overlooked by the critics. Last, the critics contended, the work was poorly presented because it did not clearly identify the many modeling inputs and assumptions upon which it was based. All of

these problems should have been more clearly identified in the JAPA review process, the critics argued; further evidence that planning needed additional and alternate journals.

The middle three critiques have some degree of merit. The first and fifth do not. Serious disciplines do not accept or reject work simply because it agrees with the conventional wisdom of the moment. Likewise, serious journals should be eager, not averse to entertaining unpopular findings, if supported by evidence.

If planning wants to be taken seriously, it needs to look beyond conventional wisdoms to identify workable solutions to local problems. It may well be that the same compact growth policies that do not work in the U.K, might work quite well in the U.S. The only way to find out for sure is to undertake a careful evaluation.

Planning's disinterest in conducting serious evaluations of its initiatives has always been its core weakness. Rather than seeing how well the last big thing worked out—often because it takes too much time or money to conduct an evaluation—planners are always racing to the next big thing.

Rather than critiquing Echenique, et.al., U.S. planners should be conducting their own evaluations of smart growth and compact development. To my knowledge, only one such evaluation has been undertaken. Conducted by the Lincoln Land Institute in 2010, its focus was limited to state growth management programs. The list of planning policies and programs ripe for careful evaluation doesn't start or stop with smart growth. It extends to new urban transit systems, the HOPE VI program, any and all local economic development strategies, environmental regulations, the effects of urban design interventions on community quality of life, etc. Think of any planning subfield and you will be hard-pressed to uncover any definitive evaluation studies. Instead of looking for replicable policy or programmatic results, planners often rationalize that the contextual nature of planning makes replicability less relevant.

For planning to become a serious profession, it must take the evaluation challenge seriously by commissioning robust-but-context-sensitive evaluations of its core tenets and programs. And its journals must make a commitment to publishing results of evaluation studies, letting the chips fall where they may. Not to do so is a recipe for self-righteous irrelevance. Compare JAPA to the *Journal of Policy Analysis and Management* (which regularly includes evaluation studies) and you will be amazed how much more useful the latter is.

Three years ago, we at PennPlanning instituted

a second-year individual spring studio option for students wanting to undertake robust evaluations. Twenty-plus students have now participated, and while individual results have varied according to the available data, the collective result is that robust and reliable evaluations can indeed be undertaken in planning without a great deal of difficulty.

So here's my challenge to you. If you have a policy or program that you think should be evaluated, write it down on the back of a \$100 bill (as Click and Clack on NPR say) and send it to me at PennPlanning. Or, just e-mail your idea to me at jan@design.upenn.edu. We'll investigate it and see if it is appropriate for our spring evaluation studio. Help us help you build planning into a serious profession.

In the meantime, to read the JAPA article that started the debate, go to <http://www.tandfonline.com/doi/full/10.1080/01944363.2012.666731#preview>. To read Reid Ewing's commentary on journals, the review process and conventional wisdoms, check out the News-You-Can-Use column in the October 2012 issue of *Planning Magazine*. To read the Lincoln Institute's study of state growth management programs, go to http://www.lincolnst.edu/pubs/1572_Evaluating-Smart-Growth.

(Calthorpe continued from Page 1)

Mr. Calthorpe has argued that the 21st Century city should aim to re-integrate human-scaled infrastructure. He discussed the urban development currently taking place in China, a country that expects over 300 million new urban residents in the next 25 years – or, as Mr. Calthorpe put it, "they're basically building the United States in one generation. If they get the design wrong, we're all in trouble." In his view, China has too often failed to deploy urbanism in developing projects are mixed-use, human-scaled, and connected to the surrounding communities. From the Chinese example, Mr. Calthorpe draws parallels to many misguided projects undertaken in United States.

Mr. Calthorpe's home state of California expects a similar urban influx – ten million people, or "a new Los Angeles." Much of his recent work has focused on how California can pursue strategies for "growing smart." His firm has sought to integrate new technologies for growth forecasting and development modeling that help design new communities that are properly designed, scaled, and integrated. Rather than spend public and private money on simply building "more of the same," Mr. Calthorpe's vision of new urbanism is one that seeks to convince policymakers and property developers that future projects should aim to recapture "life at 15 miles per hour, not 60."

Rethinking Freeways

by MEG DAHLGREN (MCP '14)

This past Spring, the **Rethinking Urban Freeways Studio**, led by **Nando Micale** (Principal, WRT) and **Harris Steinberg** (Director, PennPraxis) examined the dynamics of the urban freeways systems in six North American cities. After considering the examples of recent highway removals in the United States and Canada, the members of the studio made design recommendations for the six proposed removal sites, as well as some general policy recommendations for the future of urban highways.

Interstate highways in North America are approaching a critical moment: the entire system will need to be rebuilt within the next fifty years, at an estimated cost of \$2.5 trillion. It is therefore crucial to assess how urban expressways have impacted our cities in order to decide how – and whether – to rebuild. The goal of the studio was to begin addressing this question in six target cities: Washington, D.C., Toronto, New York City, New Orleans, New Haven and Montréal.

Several elements of theory and historical practice informed the students' design: the recommendations for Washington, D.C.'s Southeast/Southwest Expressway and New Orleans' Claiborne Expressway included removal of some sections, retention of others, and mitigation of yet other sections (e.g., through capping sunken portions or creating at-grade boulevards). Outright removal was recommended for both New York's Sheridan Expressway and also the elevated portion of Toronto's Gardiner Expressway. For Montréal, which has already decided to remove the last kilometer of its Autoroute Bonaventure, the proposal urges the city to ensure that its replacement be focused on pedestrian use.

Nando Micale, the WRT architect, planner, and urban designer believes that there are two major takeaways from the Studio. First, on the policy side, he says that the country needs to rethink the funding structure for infrastructure. While a well-established mechanism exists for securing federal funding for new highway construction, there is no such protocol for the removal (or major redesign) of an existing highway.

Second, from a design perspective, Micale observed that the major lesson learned was that highway removal or redesign provides a multi-faceted benefit: not only does it remove unsightly barriers, but it can increase land values, improve health, and create placemaking opportunities for cities.



Cobbs Creek Workshop Group (MCPs '13)

PennPlanning Students Win APA Award for Workshop Paper

by ARIANA ZENO (MCP/MSW '14)

PennPlanning would like to congratulate the Cobbs Creek workshop group members – **Liza Wallis, Kim Davies, Leonard Klipper, Jun Zhou, Fern Braun, Phylicia Coleman, Sara Brandt-Vorel, and Alan Yu** – for their First Place Team Award from the South East Section of the American Planning Association Pennsylvania Chapter (APAPASE). The review committee found the “Cobbs Creek District Vision Proposals” submission to be professionally written and presented, and was “thoroughly impressed with the comprehensive nature” of the subject. Group member Alan Yu reflected on the win, saying “our group is very proud of our final product. There is a great sense of camaraderie, and everyone is happy that the stresses and hard work of workshop paid off in the form of a quality publication.” The eight students will receive a cash award and be honored at APAPASE’S annual event in Lansdowne on October 25th.

Chris Whitenhill '13 Wins Chamberlin Graduate Student Fellowship

by ARIANA ZENO (MCP/MSW '14)

The Chamberlin/Urban Land Institute fellowship is funded by industrial developer/homebuilder and PennPlanning alum Steve Chamberlin, and his wife Susan (a PennPlanning alumna) and pays for recipients to attend national ULI meetings and participate in a national district council. This experience is a great jumping off point for those who want to be involved in all aspects of the real estate and community development business.

Chris Whitenhill (MCP '13) submitted an essay on the role of suburban developers in providing communities that cater to lower income families displaced from the inner-city. He was praised by the selection committee for “doing an especially nice job relating real estate development to community design and development.”



Chris Whitenhill (MCP '13)

FACULTY

(Hsu continued from Page 1)

In October, Hsu was named a Fulbright NEXUS scholar and will focus his efforts on “Data Infrastructure for Energy Efficiency in Buildings in Brazil and the U.S.” a project that he was inspired to pursue because of his interest in working “in a place where the problems aren’t due to legacy infrastructure, where infrastructure was often built a hundred years ago and poorly maintained, like the United States, but instead in a rapidly urbanizing and developing country like Brazil, where there is more opportunity to plan infrastructure properly from the beginning.” The NEXUS Program supports scholars to engage in collaborative research, thinking, and analysis and allows them to spend up to a year researching strategies to help communities confronting climate change.

Professor Hsu finds Brazil particularly interesting because of its structural similarities to the context of the U.S. Brazil is the world’s sixth largest economy, fourth largest democracy, and fifth largest country by geography and population. A potential energy superpower, with ample resources in biofuels, hydropower, and newly found oil reserves, the country is also a leader of the developing nations bloc in climate change negotiations.

In addition, Professor Hsu believes that because of Brazil’s federal structure, it is “likely that Brazil is going to encounter all of the same problems as the U.S., but that it also has an opportunity to potentially ‘leapfrog’ the U.S. in this area.”

Following group efforts between energy researchers across the Americas, Hsu will complete individual research in São Paulo, Rio de Janeiro and Brasilia during the summer of 2013.

NEW FACULTY BOOKS

DOMINIC VITIELLO

Engineering the Metropolis
Fall 2014

by ARIANA ZENO (MCP/MSW '14)

Assistant Professor **Domenic Vitiello**’s forthcoming book, *Engineering the Metropolis*, serves as a (pre)history of economic development, focused mainly on the 19th Century. Vitiello’s work follows the Sellers, a family of millers, mechanics, engineers, and industrialists across three centuries and through numerous firms and institutions through which industrial capitalists organized the economic development of Philadelphia and other cities and regions in the U.S. and around the world.

Engineering the Metropolis traces the Sellers, their allies - from Ben Franklin to Joseph Wharton and Anthony Drexel - and competitors’ efforts to shape economic growth, social reform, and urbanization in the years before economic development became a formal profession. The bulk of the text examines networks of firms, institutions, and infrastructure and explores the “complex” of institutions through which industrial capitalists competed with other interests and sought to make Philadelphia the leading economic center that it was. This story illuminates the early origins of Progressive urbanism and various strands of economic, environmental, and social planning. The final chapter explores the early 20th century roots of the region’s industrial decline, reinterpreting key elements of historians’ dominant narratives of deindustrialization in the post-WWII era. Look to Cornell University Press for final publication next Fall.

For more faculty publications, please visit the PennDesign web site: www.design.upenn.edu/city-regional-planning

PennPlanning Welcomes New Urban Design Professor Stefan AI

by VERONICA GE (MCP '14)

In January 2013, PennPlanning will welcome Dutch architect **Stefan AI** as its newest Associate Professor of Urban Design. Along with running his own professional practice, AI is currently the Director of the Urban Design program at the University of Hong Kong. Veronica Ge (MCP '14) spoke with Professor AI in anticipation of his arrival.

G: In highly urbanized areas like Hong Kong, how much room is left for urban designers to bring positive change to society?

A: Urban design should especially play a role in highly urbanized areas because of a higher demand for well-designed open space, which can be more easily financed because of a larger tax base. Despite that, in Hong Kong, a city of immense density, urban design has gotten little attention so far. But with a growing perception that high-quality public space makes a city more competitive internationally, the government is now starting to emphasize urban design.

G: What are some of the striking differences between the urban design practices in Europe, Asia and the US? What are the primary differences?

A: It is hard to talk about black and white differences between urban design practices in different countries since in this global age most design firms operate across different continents. Generally speaking, Europe is on the more progressive end of the urban design spectrum, with many cities open to experimentation. In the United States, I’ve found a more conservative attitude towards urban design, as exemplified in the large New Urbanism following. The discipline of urban design is relatively small in Asia, but there is a rapidly growing interest in the field, not in the least since Asia’s urban population is expected to nearly double from 1.6 billion today to a staggering 3.1 billion by 2050.

G: Which is your favorite city in the world, in terms of its urban design and planning accomplishments?

A: Having lived in Barcelona for almost two years, I developed a deep appreciation for its public spaces, and the ways in which these spaces are intensively used by locals and tourists alike. Particularly impressive is Barcelona’s urban design strategy of the 1980s, called “acupuncture



Urban Designer Stefan AI will join the department as a Professor this Spring

THE PENN COMMUNITY

(Stefan AI continued from Page 4)

urbanism.” After Franco’s death, Catalan architects and planners unleashed a series of small, precise, and culturally sensitive projects onto the city with unique sculptural and experiential qualities.

G: Of all the projects you’ve worked on, which is your favorite and why?

A: My favorite project is the 2000-foot tall Canton tower in Guangzhou, China. I worked with the firm Information Based Architecture, which had never seen one of its projects built. When we won the competition for the project we suddenly found ourselves building the tallest TV tower in the world. The people of Guangzhou have firmly embraced the tower, which they emphatically nicknamed “xiao man yao” (slender waist), for its hourglass-figure shape. Unfortunately, it is increasingly difficult for small design offices to enter competitions for such big projects, since administrators set strict conditions that only large firms can meet.

Visiting Lecturer Andrew Mondschein

by MARGAUX E. GROUX (MCP '14)

Prior to his arrival at PennDesign, **Andrew Mondschein** was a research fellow at the NYU Rudin Center for Transportation Policy and Management, following several years as a transportation planner working on a variety of projects and modes, including rail, bus rapid transit, pedestrian and bike planning, and highways. At Penn, Mondschein teaches courses



on transportation planning. PennPlanning student Margaux Groux (MCP '14) spoke with Prof. Mondschein about his work.

G: What drew you to Penn?

M: City and Regional Planning at Penn has a long and celebrated history, and Penn’s strengths in so many aspects of planning opens the door to cross-field collaborations with faculty and students – in my case, I have the opportunity to connect transportation with land

use, design, development, and other critical urban issues.

G: What research are you currently working on?

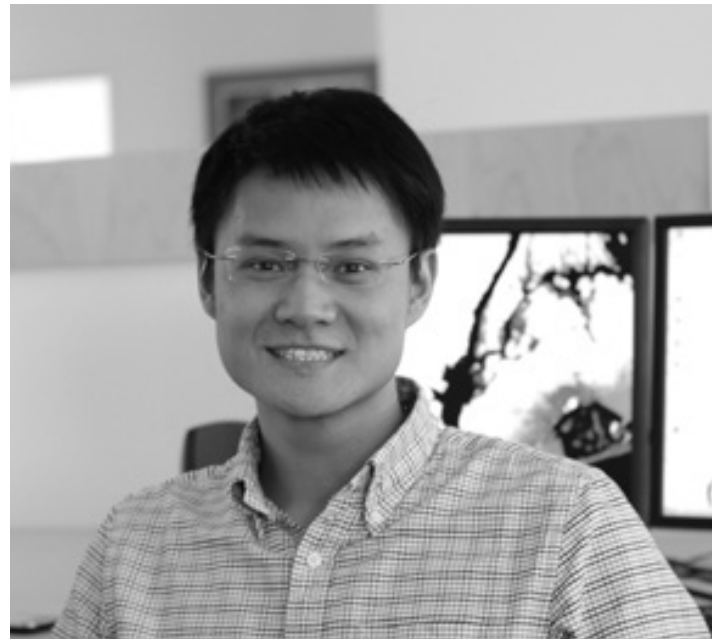
M: My research at NYU focused on pedestrians and on the integration of technology into transportation systems and I’m continuing that work. I’m really interested in how people can use technologies to make better use of transit and explore the city in ways they wouldn’t have been able to in the past. Going back to cognitive mapping research, I want to understand if and how technology can improve access by complementing the maps we all store in our heads.

G: What about Philadelphia has surprised you?

M: I love walking around the city. I’ve been slowly expanding my mental map of the campus and the surrounding neighborhood. Most surprising has been all of the great food everywhere!

G: What do you hope to share with your students at Penn?

M: I hope to share my enthusiasm for transportation and cities! Who doesn’t like planes, trains, and automobiles ... and bikes, sidewalks, streetcars, and ships?



Nelson Peng (MCP '10) is a Designer/Technical Writer at Calthorpe Associates

Penn Alum Launches Career From Internship

by WILL MORGAN (MCP '14)

The PennPlanning community had the pleasure of hosting well-known urban designer Peter Calthorpe on campus in October, who provided insight into the changing definition of urbanism and the role his Berkeley, California-based firm has played in shaping it. Recent Penn alumnus Nelson Peng has been able to participate firsthand in this trendsetting work. A 2010 graduate of PennPlanning, Nelson began at Calthorpe Associates as an intern and transitioned into a career a few months later. Because of the firm’s small size, he finds himself utilizing the full range of his planning abilities, “from cracking numbers and studying local regulations to drafting CAD maps and building 3D models.” The bulk of Nelson’s current work focuses on China, specifically on community-level urban design and regional-level TOD planning. He takes particular pride in his work with the knowledge that all of the resulting design recommendations will be fully adopted into the country’s Regulatory Plan – the equivalent of zoning in the U.S. – and will serve as legal guidelines for future development.

At Penn, Nelson pursued a concentration in Public-Private Development, and also completed the certificate in Urban Design. He notes that Urban Design Methods, while tough, is “a must for students who want to join the urban design field.” When asked what advice he would give to graduate students entering the job market, Nelson advocated taking advantage of the strong programs throughout the University, particularly the many extracurricular opportunities. “I would suggest selectively taking practical courses in other departments and actively joining design competitions,” he says. “I participated in three design competitions – one during Penn and these greatly enhanced my portfolio.”

At the end of the day, Nelson finds he is able to remain competitive in a field full of architects and landscape architects because of the diversity of experience he garnered at Penn. “When I finally got into a design firm,” he says, “the strong planning education I received at Penn helped me advance faster because of all the other skills I have.”

SUMMER INTERNSHIPS



Mercy Housing -- San Francisco

by LINDSEY GAEL – PPD (MCP '13)

As a Real Estate Development Intern at Mercy Housing this summer, I assisted affordable housing developers on various projects and was given the opportunity to work on tasks from all phases of the development process. While there, I attended design, construction, and budget meetings that provided some of the most important lessons of my internship – I was able to observe how different developers managed meetings and take note of the various challenges that arose.

During my internship I used lessons and skills from my PennPlanning coursework on multiple occasions, including developing financial feasibility models; researching entitlements; and coordinating budget documents with the Mayor's Office of Housing. I also produced and presented a report on senior housing design and operations to national development staff which was adopted as protocol for developers in the design phase. This project was an enjoyable opportunity to learn about the operations side of real estate development.

My internship at Mercy Housing was immeasurably helpful in clarifying my career aspirations. The opportunity to work with multiple female developers provided helpful examples of different management styles. The experience solidified my interest in affordable housing development and also exposed me to new positions within the industry to consider such as working for a bank in community lending or working as a financial consultant. Ultimately it was a great learning experience where I was lucky to work in an office with smart, friendly, and committed people.



Municipal Dept. of Planning and Development -- New York

by KAREN MARTIN – LUEP (MCP '13)

I landed an internship this past summer at the Municipal Department of Planning and Development in New Rochelle, New York – a suburb of New York City. My main responsibility was to initiate the city's new 20-year, land use-based comprehensive plan. My tasks throughout the summer involved collecting Census data, drafting text for the plan, designing the plan template in InDesign along with graphics and maps, and helping prepare for public meetings. I also managed an online town hall forum through a platform called MindMixer where residents engaged with one another to discuss their future goals for New Rochelle.

My coursework from my first year at PennPlanning proved remarkably relevant and taught me many skills that allowed me to work independently and efficiently over the summer. The most significant takeaway from my summer work was witnessing the challenges of working with the public on a participatory project. I was surprised by the affronts my supervisors were dealt from residents who disagreed with how the comprehensive plan process was being handled, but this only made me more motivated to keep the public informed and stand up for the role of planning not only in New Rochelle but also in my future career.

A major plus of my internship was that my amazing supervisor was a graduate of the PennPlanning program. Prior to becoming New Rochelle's Director of Planning, she was a first year workshop instructor here for a number of years. It was really enjoyable to share an academic connection with her. I've now been fortunate enough to be hired on to continue my work for New Rochelle for the next nine months, so my biggest advice to interns would be to never look at your internship as just a means to an end – if you like the work you find yourself doing there, your internship can grow into more!

Rendering of a Mercy Housing Affordable Housing Project to be completed in 2013.. Photo courtesy of mercyhousing.org



Transportation Research Associates, Inc -- Philadelphia

by RACHEL ALAND – STIP (MCP '13)

From day one of my internship at Transportation Research Associates, Inc. (TRA), a small consulting firm in Center City Philadelphia, I was trusted with a great deal of responsibility. During my first week I created presentations explaining the logistics—staffing, operations, maintenance, safety, security, and budgetary decisions—behind Atlanta's planned streetcar line and made recommendations to the project's constituents. I relied upon my extensive presentation experience from Workshop to teach others about the elements involved in getting a new streetcar line to revenue service and learned in the process.

Throughout my summer at TRA, I worked with a team responsible for projects deliverable to transit agencies all over the country. I was impressed by how willing the people who worked at these agencies were to share information and help each other out. By contacting various agencies, and using my research and data synthesis skills from PennPlanning, I was able to produce deliverables like an overview of best practices for fare enforcement in barrier free systems and a new rule compliance database for Metropolitan Atlanta's Rapid Transit Authority rail system.

I was also able to go out in the field and gain behind the scenes knowledge of how SEPTA operates. Doing compliance checks and structures reviews changed my perception of both levels of service in transit and the Borough of Norristown—it has surprisingly good Mexican food! Proudly, I am now a card carrying certified roadway worker at SEPTA, a process which involved standing in a niche while a train rushed by inches away as part of my safety training.

I couldn't have asked for a better internship this summer. What I most value from my experience was the opportunity to gain a more specific and deeper understanding of transit operations and the policy framework and regulations that guide transit activities.



(Photo courtesy of Brooke Collins/City of Chicago)

Chicago Mayor's Office Fellow

by JUELL STEWART – CED (MCP '13)

This summer, I had the opportunity to return to my hometown to work for Mayor Rahm Emanuel as part of the City of Chicago's Mayor's Office Fellowship Program. For 11 weeks, I worked alongside 25 other graduate student fellows from across the country, (including fellow PennPlanning student Kathleen Bole), on urban policy initiatives ranging from developing targeted economic development strategies to building the city's capacity to attract top tech employers.

It was an exciting time to work in City Hall, as many of the senior staff are young and full of exciting ideas. I was delighted to contribute to group projects a rigorous analysis of census data, economic development expertise and the healthy sense of humor and teamwork that I learned during my first year at PennPlanning. At a time when Chicago was making headlines for a variety of reasons, top city agency officials like Police Superintendent Garry McCarthy and Chicago Public Schools CEO Jean-Claude Brizard took time out from speaking to national news outlets to give us a candid look at all the day-to-day considerations they make while doing their jobs.

During the course of the summer, two very progressive (but somewhat controversial) regulations were passed in City Council: the first reduced the penalty for marijuana possession from an arrest to a citation; the second allowed for mobile food trucks. Though these regulations were very different in nature, it was interesting to gauge the differing public reactions from inside City Hall, and to understand first-hand the enormous amount of work put into moving legislation forward. While I was only privy to a tiny glimpse of the system, it helped inform my knowledge of the political process. Despite being unclear whether or not I will work in municipal government, I gained valuable insight on how to generate public support for ideas—a worthy skill to acquire, regardless of your chosen profession.

Kathleen Bole (MCP '13) with Chicago Mayor Rahm Emanuel Photo courtesy of Brooke Collins/City of Chicago



Port Authority of New York and New Jersey

By MATT MORAN – STIP (MCP '13)

When I told a friend where I was interning this summer, he responded, "Oh, the Port Authority; like, the Bus Terminal?" While the PANYNJ does indeed operate the Bus Terminal, that facility represents only a small fraction of its purview: the Authority is responsible for the three major New York City airports, the bridges and tunnels between New York City and New Jersey, the World Trade Center site, and the ports in New York Harbor.

As an intern with the Planning and Regional Development department of the PANYNJ, I assisted in planning for the Goods Movement Plan, a program designed to help freight move more easily around the region. The Port Authority is coordinating with the Departments of Transportation in both New York and New Jersey, federal authorities, freight operators, and local governments to plan a package of improvements similar to those of Chicago's CREATE program.

The CREATE program strives to improve rail service, boost regional and national economic competitiveness, reduce motorist delays due to rail conflicts, enhance public safety, promote economic development, create and retain jobs, improve air quality, and reduce noise from idling or slow moving trains. At the Port Authority I was fortunate to work with an amazing team and learned a great deal about freight - a sector of the transportation world not often taught about in planning programs.



EmbarQ India -- Mumbai

by XINLIN HUANG – UD (MCP '13)

My past travel experiences had been limited to China, Europe, and North America, so when I learned of the opportunity to complete an internship in Mumbai, India, I immediately applied. While in India for two and a half months, I worked at EmbarQ India, a non-profit organization focused on tackling transportation, urban development and accessibility issues. Though the organization is based in Washington, D.C., it only establishes practicing branches in developing countries — like Brazil, India, China and Turkey.

I focused primarily on programming and designing parks, which required the understanding of site specific natural processes as well as an awareness of local culture to create representational landscape design. While Landscape Design is not my area of focus, my coursework at PennPlanning provided me with a good sense of how people and traffic flow through a space and how spaces are perceived and experienced; all skills which helped me in my work.

Ultimately, I believe that what I learned from my internship experience goes far beyond the bounds of a city and the field of City Planning; my two months in Mumbai were an incredible cultural adventure in which I got to personally experience life in a country where South Asia meets West Asia. Following my internship at EmbarQ India, I believe that the opportunity to work in an international environment will be the one of the most important considerations for my future career path.



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UPCOMING AT PENNDISIGN

Monday, November 5

MIXPLACE: TEDDY CRUZ, AMY HILLIER, & ANU MATHUR in conversation

Professor in Public Culture and Urbanism at the Visual Arts Department & co-director of The Center for Urban Ecologies at UCSD

Assistant Professor of City Planning, University of Pennsylvania School of Design

Professor of Landscape Architecture, University of Pennsylvania School of Design

Thursday, November 1

WENDY WHITE
Artist

Wednesday, November 7

ENRIC BATLLE
Batlle I Roig Architects, Spain

Thursday, November 8

STEFFANI JEMISON
Visiting Artist

Thursday, November 15

PROOF: The Theme Year Lecture
MARIANA IBAÑEZ, SIMON KIM, & SKYLAR TIBBITS in conversation

Associate Professor of Architecture, Harvard GSD
Assistant Professor of Architecture, University of Pennsylvania School of Design

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Monday, November 19

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Community Consortium and Affiliated Faculty, UVA, and Lead Instructor, Ghana Studio

Monday, December 3

THEASTER GATES
Director of Arts and Public Life, University of Chicago

Continuing education credits are available for select lectures. Please contact us with inquiries.

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