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Dear Ms. Currie,

I know this FedEx is an imposition but I do need your help.

I believe that the president will welcome this communication. It's about the second half of both our lives: LEGACY, PART II.

Feel free to read it and judge my intentions.

Thanks,


A concerned citizen

PS: This letter is also being mailed the traditional way but we both know that communication is going nowhere.

2/11/00

Send to Beershtadt?

Yes ☒

No ☐

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9 / February / 2000

William J. Clinton
T h e W h i t e H o u s e
1600 Pennsylvania Avenue
Washington, DC 20500

Dear Mr. President,

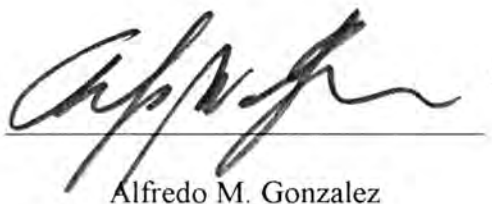
Thank you for defending Social Security. After two decades practicing as architect and planner, disability income saved and transformed my life. My goal now is to explore new ways to fight poverty—even hatred and war—by rethinking the basics of sustainable growth.

For two generations now, urban planers like myself have been unable to identify new formulas for self-funded development. In New York City, for example, continued highway growth stopped being sustainable via user tolls in the 50s and 60s and continued urban rail growth stopped being profitable in the 20s and 30s. This forced government to subsidize peaked infrastructures starting a hidden slippery slope. Now Trump Tower condo owners pay no city taxes and states compete by subsidizing new industries. This “Welfare for the Rich” is a unique postmodern phenomena. It is the result of growth strategies that became inefficient and are not being corrected. This begins to explain 25+ years of reduced real income for most Americans and today’s top and bottom heavy “hourglass” economy.

Mr. President, I am working on a new generation of solutions to enhance prosperity—and ultimately civility and civilization—via subsidy-free urban growth. The accompanying chart, UNDERSTANDING URBAN CYCLES, became my springboard.

Might you consider corresponding on new ideas for self-funded urban regeneration?

An admirer,



Alfredo M. Gonzalez

UNDERSTANDING URBAN CYCLES—5 down, more to go

In 1800 some 98% of Americans were poor; in 1900 some 90%; by 1970 some 12%. In 2000, three decades later, 12% of Americans are still poor. Worse, half the global middle-class disappeared in the 90s. What went wrong? I now believe that this is the direct result of development strategies that have become inefficient. As this working chart shows, in America this has happened five times before.

It seems that all sustainable industrial prosperity requires cost-effective functions in four families of technology: Locomotion, Sanitation, Energy, and Communication. As all four habitat-enhancing technofamilies morph into their next market driven level, a new kind of economy and a new kind of human center—or Golden Age—follows.

NEW YORK CITY as model and economic engine	Decades of pronounced or sustained depression Since industrial living is mostly urban, the bottom of the business-cycle tends to coincide with the end of a city's <i>Golden Age</i> . These growth stages are <i>Urban-Cycles</i>	Components of the Communication And Energy Technofamilies Self-started, little state coordination reqd., precedes a new urban Golden Age	Components of the Locomotion and Sanitation Technofamilies Requires increasing state involvement to effect transition to a new Golden Age	Progressive dwelling unit types A new kind of cost-effective neighborhood replaces earlier housing types creating a stronger larger middle-class
Urban Golden Age #1	Starts in late 18 th century, ends in the 1830s. Ending coincides with 1 st sustained industrial depression	Dailies (essential information to make first industrial city efficient and viable) Coal / oil	Horse & buggy Paved roads and sidewalks, Container water (clean and soiled)	Attached 1-3 story few basements
Urban Golden Age #2	Starts in the 1840s, ends in the 1870s. Ending coincides with 2 nd sustained industrial depression	Telegraph (instant information builds national economy) Gas lamps / Steam	Light-rail horse-pulled streetcars Tab water / Sewage systems	Attached, 3-5 story 1 st generation basements and merchandise lifts on multi-use habitats
Urban Golden Age #3	Starts in the 1870s, ends in the 1890s. Ending coincides with 3 rd sustained industrial depression	Wireless (starts global economy) Telephone (local) Gasoline Electrification (local)	Higher capacity streetcars and early Elevated systems Storm water systems	Attached, 6-7 story Sophisticated utility basements Early elevators
Urban Golden Age #4 Modern City	Starts in the 1890s, ends in the 1930s. Ending coincides with 4 th sustained industrial depression—The Great Depression	Telephone (regional) Radio / Movies Electrification (city/regional grids)	El and subways (electric) Early water and sewage treatment systems	Multi-use high-rises, High-speed elevators, Multi-level basements
Urban Golden Age #5 Postmodern City (Ford's legacy)	Starts in the 1940s, ends in the 1970s. Economic slowdown and a dive in real income for most Americans start in early 70s. A global depression eliminates half the global middle-class in the 90s	Telephone (global) TV (national) Electrification (national / continental grid)	Multi-use highways / car-only parkways Advanced water and sewage treatment systems	Unattached, 1-2story (Suburb growth always leads but this time dominates. Sets vast footprint for a more efficient future megacity)
Urban Golden Age #6 Megacity (struggling, visionary boost needed)	Starts in the 1990s but foundation shaky. Communication, Energy, and Sanitation technofamilies under sustainable construction but new strategies for profitable urban Locomotion growth not identified. This limits broad-based prosperity	Internet / Cell phone / Satellite TV (these 3 consolidate global economy) Photons (fiber cable capacity is vast, may be information base for Golden Age #7)	? – Pending Rising congestion is holding back cost-effective growth. A new type of self-funded metropolitan commuter system needed	? – Pending Given low density, new dwelling units will be non-sprawl. Given land-use, cost-effective neighborhoods will be built over existing commercial parking