



Historic Preservation Can Be Great, Or Not

By Scott Beyer

I love architecture, and thus historic preservation. The designs that span different eras in United States history are one of the main qualities differentiating our cities from each other.

So I understand why cities would want to maintain their distinctive architectural characters. Doing so enhances a city's identity—think Brooklyn's brownstones or Boston's three-deckers—and in smaller towns and cities it can be the main economic driver. Had Savannah, Georgia, not preserved its historic core, for example, it likely would be just another stagnant Southern city. Across rural America, towns are often made or broken on their ability to re-adapt their old main street buildings.

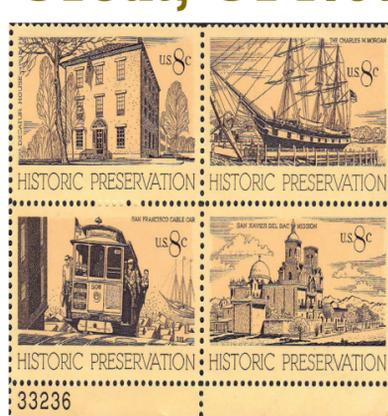
But historic preservation, if mandated to excess, can hinder good urbanism. I'll explain some of preservation's negative impacts and how they can be reduced through sensible reforms.

One of the problems with historic preservation stems, ironically, from one of its benefits: It improves the quality of a neighborhood by increasing its home

values. A Realtor.com study of 2,885 historic homes found that they were 5.6 percent more expensive than similar-sized homes in the same ZIP code. And even if homes aren't historic, they enjoy a 1.4 percent faster increase in property values just from being inside a historic district. But in escalating home prices, preservation works against the more important goal of housing affordability. This may not be a huge problem in smaller cities like Savannah, but it is in bigger cities that have diverse economic functions.

Take Manhattan, for example. According to 2014 data from New York University's Furman Center, it has placed 27 percent of its land plots inside historic districts (compared to under 1 percent in the Bronx, Queens, and Staten Island). It's more difficult to make repairs to buildings when they're in these districts, much less demolish them for new structures. That caused these districts to produce far less housing through the 1980s and '90s than non-historic ones did, according to a 2010 study by interested Ed Glaeser. And some districts even lost housing in those decades due to unit consolidation.

Historic preservation also holds back economic development. While a tasteful, well-preserved



neighborhood increases home values for individual owners, it may suppress land values by limiting parcels from their optimum use. That reduces a city's potential tax base and stifles creative new projects that might've gone where an out-of-date

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Bid Date: October 7, 2020

Subcontracting opportunities include but are not limited to Asphalt, Concrete, Demolition, Barrier, Field Office, CPM Scheduling, Civil General Contracting, Construction Engineering, Fuel, Haul and Dispose, Miscellaneous Metals, MPT, Office Trailer Fit Out, Structural Steel, Surveying, and Trucking. Please see contract documents for further opportunities.

Interested firms please contact john.papagiannakis@skanska.com • EOE/M/F/Vet/Disabled

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GRANITE CONSTRUCTION NORTHEAST, INC

IS PLANNING TO SUBMIT A PROPOSAL FOR THE

Emergency Contract for 181st Street Washington Bridge over Harlem River Project
NYCDOT Contract No: HBREP6919
Bid Date: October 7, 2020
Quotes Due: Monday, October 5, 2020, by 5:00 pm
MWBE Goal: 8% Combined (NYC Certification, Local Law 1 Applies)

The scope of the project is to restore the bridge to a state of good repair by performing structural steel repairs, concrete repairs, concrete barrier replacement, deck joint replacement, milling and paving or deck overlay, installation and removal of temporary shielding, and cleaning/painting of existing steel. The project will be completed in multiple stages of construction.

The NYCDOT HBREP6919 Emergency Contract for 181st Street Washington Bridge over Harlem River project has MWBE participation opportunities. Granite is seeking qualified New York City certified MWBEs to provide Subcontract/Service Opportunities for categories that potentially include, but are not necessarily limited to: Asphalt Paving, Asphalt Milling, Concrete Repairs, Painting, Protective Shielding, Tow Truck Service (Heavy), CPM Scheduling, Maintenance and Protection of Traffic (MOT), Surveying Services, Engineering Services, QA/QC Inspection Services, Pavement Markings, Concrete Ready Mix, Grot, Structural Steel Materials, Sliding Bearings, Expansion Joints, Waterproofing Membrane, Multirotational Bearings, Rebar Supply, Office Trailers, Sawcutting, Rebar Installation, Sanitary Facilities, Erosion/Sediment Control (Materials), Chain Link Fence, Security Services, Fuel Supply, Photography Services, Trucking, Health/Safety Service/Drug Testing, Janitorial Services.

Granite is an Equal Opportunity Employer. We are committed to providing contracting opportunities to eligible and qualified designated classification firms, including but not limited to: disadvantaged, small, minority and/or women owned businesses, and we strongly encourage all qualified firms of any designated classification status to bid on this project.

If you are interested in providing a quote for services on this project please contact Krystal Chang at krystal.chang@gcinc.com

SKANSKA EJCICIO
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IS SOLICITING COST PROPOSALS FROM NEW YORK STATE CERTIFIED M/WBE AND NEW YORK STATE SDVOB SUBCONTRACTORS AND VENDORS FOR THE

Van Wyck Expressway Capacity and Access Improvement to JFK Airport Contract 2
NYSOT Contract No: D900050
Bid Date: October 7, 2020

Description of project:
The project consists of the replacement of one (1) Long Island Rail Road railway bridge, the rehabilitation and retrofit of two (2) additional Long Island Rail Road railway bridges, and the replacement of one (1) vehicular bridge over the Van Wyck Expressway (VWE). The main goals of the project are listed below.

1. Address structural deficiencies on the bridges on or crossing over the VWE within the project limits
2. Construction sequencing to maximize value of the life of the bridges / reduce future maintenance requirements
3. Accommodate for future VWE widening
4. Minimize impacts to the environment and effects on residential neighborhoods and businesses

Many bidding opportunities are available: asphalt paving, concrete base pavement, trucking, fill hauling and disposal, containers, landscaping, excavation, structural concrete, ready-mix concrete supply, concrete reinforcement, utilities, structural steel supply and erection, MPT, electrical, ITS, roadway lighting, signs and guardrail, sign structures, deep foundations (pile driving, micropiles, etc.), line striping, curb and sidewalks, sawcutting, sawcut grooving, bridge demolition, pavement demolition, support of excavation, concrete barrier, precast barrier, cast in place barrier, bridge bearings, bridge expansion joints, fence, concrete retaining walls, asphalt milling, trailers, cleaning, furniture, computer services, clearing, fill material supply, asbestos removal, concrete sealing, contaminated soil, environmental testing, vibration monitoring, settlement monitoring, survey, photography, rodent control, security, BIM modeling, painting, lead abatement, track materials, waterproofing, structural steel repairs, crack and spall repairs, community liaison, SPMTs (self propelled modular transporters).

If you are interested in bidding on this project, please contact Skanska's Outreach Coordinator: Julia.Omanoff@skanska.com • EOE/M/F/Vet/Disabled

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IS SOLICITING COST PROPOSALS FROM NEW YORK STATE CERTIFIED M/WBE AND SDVOB SUBCONTRACTORS/VENDORS FOR THE

Bay Park Conveyance Project
NYSDEC and Nassau County Department of Public Works Contract
Bid Date: September 2020

Description of project:
This innovative project will divert treated effluent from the Bay Park Sewage Treatment Plant (STP) which currently discharges an average of fifty million gallons per day (50 MGD) of treated effluent into Reynolds Channel. This treated effluent will be conveyed via the construction of a 2-mile-long force main from the Bay Park facility to an existing aqueduct under the Sunrise Highway, whereby rehabilitation of a 7.3-mile stretch of the aqueduct, and construction of an approximately 1.6-mile-long force main will connect to the existing Cedar Creek Water Pollution Control Plant (WPCP) outfall. The project will utilize the existing outfall to diffuse the treated effluent three miles offshore into the Atlantic Ocean. The project will include construction of a new pump station at Bay Park STP, modifications to the Cedar Creek WPCP, 15 microtunnel support shafts, and a series of access pits along Sunrise Highway.

Many bidding opportunities available: microtunnel, slip line, rebar, concrete redimix, concrete pumping, curb and sidewalks, paving, landscaping, parkwork, clear and grubbing, utilities, soil testing, concrete demolition, miscellaneous metals, CMU, electrical, plumbing, HVAC, mechanical, jet grout, piles, secants, painting, skylight, insulation, structural steel, roofing, doors, steel tank, geotech monitoring, vibration monitoring, trucking, containers, cleaning, trailers, security guard, dewatering, MPT, excavation, support of excavation, instrumentation and controls, testing and commissioning, fire protection, precast, castings, pipe, valves, ground improvement, and ladders.

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2020

E-Commerce Basics (Marketing Toolbox) Webinar
Tuesday, October 13, 2020, 1:00 pm–2:30 pm
Online
Main Sponsor(s): US Small Business Administration, Massachusetts Small Business Development Center
Contact: Lynn Shedd, 413-545-6301, lshedd@msbdc.umass.edu
Fee: Free; registration required
Learn the basics of selling online using e-commerce. eBay, Etsy, Shopify, Amazon, and other platforms will be discussed. There are many topics covered in separate webinars associated with the Marketing Toolbox. Please feel free to register for any or all that appeal to you. Once you register, you will be in our database and future registrations will be easy. Brought to you by Western Massachusetts Means Business and Stakeholders: Center for Women and Enterprise, Common Capital, Franklin County Community Development Corporation, Massachusetts Small Business Development Center, SCORE of Western Mass, Valley Community Development Corporation, University of Massachusetts Amherst, Clark University, and Salem State University.

Marketing Your Business to the Federal Government Webinar
Wednesday, October 21, 2020, 11:00 am–12:30 pm
Online
Main Sponsor(s): US Small Business Administration
Contact: Lonnie Koyama, 772-466-3176, leon.koyama@sba.gov
Fee: Free; registration required

This online class focuses on improving your probability of being "found" by federal contracting offices and large federal prime contractors. The discussion includes: which website is used by contracting entities to source contractors; which NAICS codes and how many should you use; what is a good Capability Statement; what is most important to a contracting officer and selecting official; how to improve your website. Lonnie Koyama is a Lead Economic Development Specialist for the US SBA's South Florida District Office. Lonnie is an accomplished business developer with extensive experience in both the private and public sectors. He has wide-ranging proficiency as a business owner, corporate multi-unit manager, general manager, and consultant.

PPP and EIDL Webinar Wednesdays
Wednesday, October 28, 2020, 9:00 am–10:00 am
Online
Main Sponsor(s): US Small Business Administration
Contact: Brian DeClue, 802-828-4422, brian.declue@sba.gov
Fee: Free; registration required
In response to the COVID-19 pandemic, the SBA Vermont District Office hosts a free webinar from 9:00 am to 10:00 am Wednesdays to discuss the Paycheck Protection Program, and the Economic Injury Disaster Loan and Advance, and any pertinent updates. To join the webinar, visit <https://meet.lync.com/sba123/sbmazza/6f6N4YK6>. To join by phone, call 202-765-1264 and when prompted enter the code 470177937#. Upon joining the call, mute the phone to cut down on the background noise and please do not place the call on hold. For more information, email brian.declue@sba.gov or chris.herriman@sba.gov.