

ANUPA TIMES

Volume I, Number 2

Fall 2002

ANUPA's 2nd Meeting: Rural Preservation, Neighborhood Revitalization, and TND Legislation

ANUPA's second public meeting convened in Doylestown, Pennsylvania at the historic James-Lorah Memorial Hall on January 17, 2002. Will Selman gave the opening remarks to about 35 participants, stating that "we've become separated from ourselves", and ANUPA "is about putting those connections back together".

Tom Comitta, charter member of the Congress for New Urbanism and author of part of the Charter book, spoke briefly about smart growth activities in Bucks County, including Lanter Hill TND in Doylestown and Eagleview TND in Chester County. Mr. Comitta stressed the relationship between saving rural areas and revitalizing towns. He also pointed to the difficulty involved in passing legislation that attempts to deal with suburban sprawl by using the tenets of New Urbanism. Mr. Comitta then introduced Representative Bob Freeman and reiterated the importance of having government representatives involved in the struggle to fight sprawl.

Rep. Freeman gave a heartfelt and entertaining speech about both his hometown of Easton, Pennsylvania, and his sometimes difficult but rewarding work toward passing TND legislation. Rep. Freeman shared his memory of the "mixed use, back alleys, warehouses, 'Cheers' type places, drug stores, corner shops [and] bowling alleys" that made up the neighborhood of his youth. He said that the "role models were abundant and there were lots of adults around

to watch the kids". Inspired by this memory and the potential of TND to solve problems like "strip malls and sprawl", Rep. Freeman worked to pass Article VII-A of the Pennsylvania Municipal Planning Code. With the help of Rep. Steil of Bucks Co., and Sen. Gerlach of Chester Co., the legislation was "fleshed out" in the 1999-2000 session.

Next ANUPA Meeting:

Saturday, October 12, 2002

1:00 - 4:00 PM

The Brickside Grille
Eagleview Towncenter
Chester County, PA

To RSVP or for directions
contact Will Selman, 717-295-3632,
selmanw@co.lancaster.pa.us
before Friday, October 4th.

In particular Rep. Freeman pointed to section 7-A "Standards and Conditions for Traditional Neighborhood Development", calling it "the meat of the article". Tom Comitta helped the Representatives with this section, along with Jeff Speck, co-author with Andres Duany and Elizabeth Plater-Zyberk of *Suburban Nation: The Rise of Sprawl and the Decline of the American Dream*. Rep. Freeman described his belief that these principles needed to

Association for the New Urbanism in Pennsylvania



Making Traditional Neighborhoods Work in Pennsylvania

From the Board . . .

Welcome to the second newsletter of the Association for the New Urbanism in Pennsylvania (ANUPA).

Events

We have a half-day event planned for October (see the box on the cover). We are also working on events for the rest of the fall and winter. If you have an idea for an event or want to help, please contact Will Selman at 717-295-3632 or selmanw@co.lancaster.pa.us.

Website

ANUPA's website is up and running at <http://www.anupa.org>! Please use this site as a resource for your work improving PA's communities. Send comments about the site to Will Selman.

Board Retreat

The ANUPA board held a day-long retreat in August at Joyce Marin's house, punctuated by lunch at the Third Annual Emmaus carbfest. During the retreat, we discussed accomplishments from ANUPA's first year and goals for the coming year.

Accomplishments included:

- ✓ holding 3 well-attended events,
- ✓ publishing the first newsletter,
- ✓ starting the ANUPA website,
- ✓ developing a mission statement and bylaws,
- ✓ creating a good logo,
- ✓ ending the first year with some money in the bank, and
- ✓ developing slide shows explaining various aspects of new urbanism.

Goals for the next year include:

- ★ secure our 501(c)3 status,
- ★ engage in fundraising,
- ★ identify working groups and chair people as a way to involve members more actively, and
- ★ target certain groups for education and membership: developers, planners (PPA), students, architects (Philadelphia AIA), elected officials (Assoc. of Boroughs), and environmentalists.

To move forward on this last item, we have asked Jason Duckworth with Acadia Land Company to join the board. We also plan to make a presentation or sponsor an exhibit for at least one conference of the identified organizations.

Please contact us and let us know about any ideas you have for ANUPA!

--Jennifer Hurley, Boardmember & Newsletter Editor
JLHurley@HFAdesign.com

Rep. Freeman Speaks to ANUPA



photo credit: Mark Bristol Evans

ANUPA's 2nd Meeting, cont.

have their own article, separate from the existing PRD (Planned Residential Development) article, giving the municipalities the autonomy they needed, but also providing the stronger force of separate legislation. Another difficult stage was composing the language of the ordinance. The Rep. said that the "organic nature of TND tends to defy precise explanation" and that "building is art AND science". Nonetheless, the article puts Pennsylvania, with Wisconsin, in the underdog ranks of states that have passed TND legislation – something that Will Selman later told the audience has brought inquiries from other groups around the country wanting to achieve such an agenda.

After a brief question and answer period, addressing coordination of stakeholders in legislation, low income housing, schools, and demographics of city and suburb, the meeting then turned to breakout sessions to brainstorm about needs and goals for ANUPA, including: the compilation of slide/powerpoint collections, compilation of NU examples, outreach to schools and libraries, a book/reading club, the newsletter, and a web page.

--Juris Milestone

Juris Milestone is a graduate student in cultural anthropology at Temple University, Philadelphia.

ANUPA's 3rd Meeting: New Urbanist Codes in Pennsylvania and Michigan

Lancaster hosted the third meeting of ANUPA on April 10th, 2002. Approximately 48 people were in attendance, the largest gathering yet. After opening remarks and announcements, the group heard from Ronald Bailey,



New Urbanists in Doylestown

photo credit: Mark Bristol Evans

ANUPA's 3rd Meeting, cont.

Director of Planning for Lancaster County. He gave a brief outline of the various initiatives throughout the County, including multi-municipal plans, urban growth boundaries, and traffic management efforts. He also described several mixed-use village and livable community developments that are planned and under construction, including Fairsted, Florin Springs, Kissell Hill and Brighton.

The main presentation focused on writing New Urbanist ordinances. Two talks were given: first by Tom Comitta, a consultant from West Chester and co-author of *The Charter of the New Urbanism*, and second by Jim Constantine, a principal with LRK architecture, based in Princeton NJ. Tom reviewed the legal basis for New Urbanism in Pennsylvania, found in Article VII-A of the Municipal Planning Code. Examples of New Urban codes in Pennsylvania were reviewed, including ordinances for both new greenfield development and urban infill. Tom also described the difficulties of creating such ordinances within the Pennsylvania context.

Mr. Constantine followed this by giving a national perspective. His presentation drew from his recent work in Cherry Hill, Michigan. His approach emphasizes a very public process, using a variety of visual aids to give citizens an understanding of New Urbanism, and creating a sketch plan prior to developing any ordinance. In this way, an ordinance can be specifically crafted to make good design possible, and emphasizes that the goal of creating a good place takes precedence over meeting requirements of an arbitrary set of regulations. He also stressed the importance of additional documents, such as architectural plans, street regulating plans, and Homeowner Association documents.

--Will Selman, ANUPA Boardmember

Non-Places: An Anthropological Contribution to New Urbanism

Drawing from cross-cultural research, anthropologists have long held that people are always creating place. However, to an anthropologist, that idea does not mean that people are always building buildings, but rather, that they are always engaged in that uniquely human activity – producing symbolic meaning. Humans create meaning. They assign meaning to objects, social positions, processes, events, and locations in time and space. They create place by ‘doing’ place, by living it. Given this argument, many anthropologist even go so far as to say that any attempt to design ‘place’ will ultimately be conquered by human activity, because ‘place’ is the product of social actions and the social and cultural production of symbolic meaning, regardless of design.

Well, then what about ‘non-places’?

In his short book *Non-places: Introduction to an Anthropology of Supermodernity*, French anthropologist Marc Auge lays a theoretical foundation for exploring those places where people aren't suppose to interact, or to develop a sense of connection, belonging or ownership. These are the places unique to contemporary times, says Auge, unique to modernity – airports, bullet trains, highways, supermarkets, theme parks and shopping malls. In fact, these are the places that New Urbanism, I would argue, often finds itself in opposition to.

For Auge, ‘non-places’ are the locations in which we are to remain anonymous. He gives us this example: think for a moment about your ‘identity’, as it were, while you stand in front of an ATM machine. Though the machine may have gleaned your first name from the data in your card's magnetic strip, is the person the machine speaks to really you? Is it suggesting that YOU look into an IRA? Is it thanking YOU for your business? Or is this “addressed simultaneously and indiscriminately to each and any of us”, to an amorphous and fabricated ‘average man’ (and often it is a man) (p. 100)? It addresses you, but it does not know you.

Thomas Comitta Associates

<http://www.comitta.com>

LRK Project in Cherry Hill, MI

http://www.lrk.com/portfolio/planning_b.html

Cherry Hill Village - Biltmore Townhomes

http://www.biltmore-homes.net/hc_chv.htm

To further explain 'non-places', Auge introduces his notion of "anthropological place". He says that "'anthropological place' is formed by individual identities, through complicities of language, local references, the unformulated rules of living know-how" (p.101). They are "places of identity, of relations and of history" (p.52). Put another way, anthropological place is much like having a sense-of-place, but in a way that necessarily means that the person experiencing this feeling is actually connected to her/his surroundings historically, experientially, through relationships, 'local references', and language. Here, a sense of 'place' is essentially socially constructed.

So, at this point you may be wondering what this is all about, or why you have even read so far into such continental gibberish! Good question. My response is that this might actually have something to do with New Urbanism. As I said earlier, New Urbanism is trying, among other things, to offer a real sense-of-place in a world that has become seemingly anonymous, with suburbs that are overly privatized, monotonous, automobile centered, and mass produced. New Urbanism wants to change this through the creation of something like 'anthropological place'.

When Representative Bob Freeman spoke of his home neighborhood in the West Ward of Easton, Pennsylvania, at the January meeting of the ANUPA, he spoke of "Cheers-type places" where "role models were abundant". Though he saw this as largely the product of his home town's infrastructure (mixed use, back alleys, warehouses and drug stores, corner shops and bowling alleys) after reading Auge's book we can see that much of what Rep. Freeman remembers is the "places of identity, of relations and of history" (p 52).

Rep. Freeman also spoke of the current state of affairs in his native home. He said that though his mom can still walk to corner stores, the old neighborhood was "more transient", with an influx of renters, "strip malls and sprawl". This is not unlike Auge's description of 'super-modernity'. Auge describes freeways in his native France, as compared to rural roads, and finds transients there too. He says that "main roads no longer pass through towns, but lists of their notable features – and, indeed, a whole commentary – appear on big signboards nearby. In a sense the traveler is absolved of the need to stop or even to look" (p. 97). In this system of signs and symbols of places (which you need not stop to visit) the world becomes a spectacle, pointed to with words. And in this world of passing through, of time pressed for time, "there is no room for history unless it has been transformed into an element of spec-

tacle, usually in allusive texts" (p.103-104). Disneyland anyone?

Ultimately the message here is that 'place' comes out of the passage of time, out of a history which can be remembered; but remembered by those who experienced it. Place comes out of the relationships people have with each other in a particular location in space and time. Place is part of our identities and our identities are imbedded in place. New Urbanism knows much of this, but it also needs to be careful of claiming to create the effects of history, relations, and identity, without their substance. If we label New Urbanism a producer of 'place' we may, under Auge's assessment, doom it to becoming merely "an element of spectacle" (p. 104).

--*Juris Milestone*

Juris Milestone is a graduate student in cultural anthropology at Temple University, Philadelphia.

ANUPA Joins the Alliance for a New Transportation Charter

At our August Board retreat, the ANUPA board voted to endorse the New Transportation Charter. Launched in December, 2001, by the Surface Transportation Policy Project, the New Transportation Charter recognizes that transportation is a tool for achieving better outcomes in public health, affordable housing and job access, energy efficiency, and livability. The Alliance for a New Transportation Charter is a broad-based network of organizations and individuals working to make transportation investments serve communities better. The impetus for the Charter is the upcoming reauthorization of the primary federal transportation funding bill, TEA-21. For more information, see <http://www.antc.net/>.

Other Pennsylvania signers include:

Coalition for Appropriate Transportation (CAT)
Preservation Pennsylvania
Rails-to-Trails Conservancy (RTC), Northeast Field Office
Indiana County Office of Planning & Development
Allegheny Trail Alliance
Pennsylvania for Transportation Solutions
10,000 Friends of Pennsylvania
Citizens for Consumer Justice
Clean Air Council, East Coast Greenway Alliance,
Delaware Valley Association of Rail Passengers
Neighborhood Bike Works
PennPIRG
Friends of the Riverfront

the new transportation charter

WE ARE individuals, organizations, public officials, government agencies and businesses from across the nation, involved in a wide range of community activities, drawn together by a common purpose to bring transportation into better service of our efforts to improve the lives of all Americans. We foresee a new approach to transportation.

WE RECOGNIZE that the reforms of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) gave our states, regions, communities and the public new tools to use transportation investments as a means to achieve broader public objectives. While many states have embraced ISTEA's tenets of community involvement and empowerment of local decision-makers, no state has yet implemented ISTEA to its full potential. Today, American communities continue to struggle under the burden of a transportation paradigm that delivers one-size-fits all highway and road investments, while an intermodal, multi-modal transportation system that can deliver broader community outcomes is within our reach.

WE CALL NOW for the development and implementation of local, state, and national transportation policies that provide real changes in transportation planning and investments that fully embrace the following principles:

Enhanced Public Health, Safety, and Security

Our transportation system should provide a secure travel environment, protect all users, use all available methods to reduce deaths and injuries from crashes, promote cleaner air and water quality, provide access to essential destinations, encourage healthy physical activity, and have the capability to maintain operations during emergencies.

Promotion of Social Equity and Livable Communities

The transportation system should be socially equitable and strengthen civil rights; enabling all people to gain access to good jobs, education and training, and needed services. Where possible, personal transportation expenses should be minimized in ways that support wealth creation. Integrated with land use planning, transportation should also enhance the quality, livability and character of communities and support revitalization without displacement. The transportation system should allow every American to participate fully in society whether or not they own a car and regardless of age, ability, ethnicity, or income.

Sustained Economic Prosperity

The transportation system should provide for the efficient and reliable delivery and distribution of goods and services to all markets, serve employer needs for recruitment and retention of a high-quality workforce, and be redundant, resilient, reliable and resistant to service and system disruptions. In addition, transportation investments should support local and regional economic objectives and recognize efficient activity centers as the drivers of economic prosperity and sustainable growth.

Improved Energy Use and Environmental Protection

Transportation investments, services and incentives should meet our travel needs, promote economic prosperity and environmental justice, preserve and protect open space, scenic resources and agricultural land, protect and enhance the integrity of natural resource systems and wild places and improve air and water quality. Such efforts can promote resource efficiency and energy conservation, while reducing reliance on foreign oil and offering solutions to climate change.

WE BELIEVE that to achieve the full spirit and intent of these principles, there are fundamental challenges that remain and must be addressed, including:

- 1) **Reform existing governance structures** - which after ten years are not working, particularly at the state and regional levels - to ensure that governmental actions respond more directly to the public's desire for increased accountability, better performance and broader choice.
- 2) **Restructure existing incentives** to favor system rehabilitation, improved operations and alternative transportation development rather than expansion of new highway capacity.
- 3) **Redirect investment** policies to reward commitments to existing neighborhoods and communities (where all Americans now live, work and produce most of nation's economic output) including strategic investments that integrate key transportation and economic assets in these communities such as rail linkages to airports, downtowns and transit and intermodal centers.
- 4) **Challenge traditional transportation providers and institutions to modernize** their practices, procedures and decision-making to be more responsive to the public and community interests.

WE CALL ON OUR LEADERS to join with our many organizations, governments, businesses and individuals from across the nation to use the power of America's transportation investments to reaffirm and strengthen these principles and to address the remaining obstacles and impediments to the achievement of these outcomes.

New Board Member Bio

Jason Duckworth jason@arcadialand.com

Jason M. Duckworth is a project manager with Arcadia Land Company of Wayne, a developer of traditional neighborhoods. Arcadia believes that only by developing and redeveloping traditional, walkable neighborhoods can we stop sprawl and preserve our natural landscapes. Arcadia is led by three partners: Robert Davis, the co-founder and developer of Seaside, Florida; W. Joseph Duckworth, the former CEO of Realen Homes and 1992 National Builder of the Year; Chris Leinberger, the former head of Robert

Charles Lesser Company and the Arcadia partner leading the redevelopment of downtown Albuquerque, New Mexico. Arcadia is currently constructing or planning traditional communities in New Mexico, Missouri, Georgia, and Pennsylvania. Jason M. Duckworth has an A.B. in urban studies from Princeton University and a M.Litt. in geography from the University of Oxford. Find out more about Arcadia Land Company at <http://www.arcadialand.com/>.

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Resources

Check out ANUPA's web site
<http://www.anupa.org>

See the New Transportation Charter that ANUPA
endorsed
<http://www.antic.net/>

Join Planners Network, an organization for progressive
planners
<http://www.plannersnetwork.org>
See information about Eagleview
<http://www.hankingroup.com/>