

ARKANSAS PLANNER



American Planning Association
Arkansas Chapter

Making Great
Communities
Happen

A Publication of the Arkansas Chapter of the American Planning Association

NOV 2016

Planning in an Environment of Unimaginable Change *By Bud Laumer*

In the era prior to Form Based Codes, and after Euclid, land use planning involved the separation of use by zone. Government intervention in the creation and enforcement of these zones was seen as providing a public good; addressing real public health and safety concerns.

Zones were asked to do a lot, and their separation of land use required a massive investment in transportation. In the absence of that investment, newly separated industrial, commercial and residential uses would be isolated.

Edward Glaeser's 2011 New York Times Bestseller, *Triumph of the City*, offers insight into the sorts of issues zones were intended to address. The book is written from the perspective of a professor of economics and Director of the Taubman Center for State and Local Government at Harvard University. Glaeser points out that even during much of the 20th Century, cities were noisy, smelly, dirty, and dangerous places offering economic, cultural and educational advantages

that came at a cost to inhabitants. He employs the language of economics in teasing out the history of urban human settlement, identifying noise, air and water pollution as negative externalities—the costs of production to pass on to the larger community and improve your own bottom line.

Prior to zones, workers lived close to their factory or other place of employment. Since you couldn't really stop neighboring industrial users from making your neighborhood unhealthy, achieving physical separation from the urban area became the goal and a measure of success. The very wealthy could afford the costs of separation. But, it was only in the late 19th Century that some workers were able to move their families by rail to distant residential neighborhoods beyond the urban industrial landscape.

Value of Separation. A pattern emerged in communities across the nation. Electrified trolley lines were laid down on land that was usually subdivided by the company that provided the electricity and



that planned to operate the trolley. In this period, physical separation of use by zones connected by transit and later by private auto, was seen as one more application of technology to solve one more problem of the industrial city.

In the absence of clean water or air standards that would begin to influence urban landscapes in the 1970s, rearranging communities into zones to reduce conflicts between land uses worked. Once fully legitimized by the Supreme Court, zones became the primary tool in the planner's toolbox.

The value of separation was nowhere promoted more clearly than in the 1930's development of Greenbelt Cities by the federal Resettlement Administration. And, in the American Institute of Planners produced film, *The City*,

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From the President...

Dear APA AR Members,

Hope everyone had an enjoyable and tasty Thanksgiving! 2017 is right around the corner and so is our spring conference! Please save the date for March 9 and 10 in Hot Springs. The conference planning committee is already hard at work. On behalf of the committee, I'm pleased to announce that our keynote speaker is Dr. Sonia Hirt, Dean and Professor at the University of Maryland School of Architecture, Planning & Preservation. Her book "Zoned in the USA" recently won the John Friedmann Award of the Association of Collegiate Schools of Planning!

Below are snapshots of the Chapter's current projects:

Elections: Thank you to our members who voted and who continue to serve the chapter in an elected position! I will remain President and a big congratulations to Dianne Morrison and Julie Luther who will remain your VP and Secretary.

Planning Commissioner Training "Planning 101": The next Planning Commissioner training is Wednesday, March 8 in Hot Springs.

If you ever need anything, please don't hesitate to contact me via e-mail, dshasteen@bentonville.com, or phone, (479) 271-3122. It is my privilege to serve you as Chapter President.

Thanks!

Danielle



Danielle Shasteen, AICP
President,
APA AR Chapter



Attendees
at the 2016
Fall APA AR
Conference
at The
Clayton
House in
Fort Smith.

APA
AR

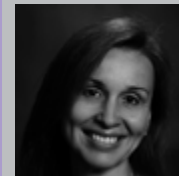
Mark your
calendars
now!

2017
APA AR
Spring Conference

MARCH
9 & 10



America's First Resort



Keynote:
Dr. Sonia Hirt
Author of
"Zoned in the USA"

Conference Location:

Arkansas School for
Mathematics, Sciences
& the Arts
200 Whittington Avenue

Hotel Accommodations:

The Arlington
239 Central Avenue

PDO REPORT



May AICP Exam

The application window for the May 2017

AICP exam opens December 1. The exam's updated content places greater emphasis on emerging trends and current practices in planning. An enhanced step-by-step guide was released on November 1. Check it out here: <https://planning-org-uploaded-media.s3.amazonaws.com/document/AICP-Certification-Exam-Guide.pdf>.

Apply early! If you apply by December 7 and your application is denied, you can address the issues and reapply for the May exam. This opportunity is available only for early bird applicants.

FAICP: College of Fellows of AICP

Election to the College of Fellows is one of the highest honors that AICP bestows upon a member. This honor recognizes the achievements of the professional as a model planner with significant contributions to planning and society in professional practice, teaching and mentoring, research, public and community service and leadership. Members who are eligible for fellowship must

be a member in good standing with AICP for at least 15 years and must be able to demonstrate an outstanding contribution to the planning profession over an extended period of time. Nominations for the class of 2018 are due October 13, 2017.

Become an APA Ambassador!

The APA Ambassador Program is a volunteer activity conducted by members of the American Planning Association with the goal of increasing awareness and understanding of the power and value that the planning profession brings to communities.

APA Ambassadors volunteer their time, experience, and talents to educate youth and community leaders about the value of planning and planners.

APA will provide supporting resources, like activity ideas, power points, handouts, evaluation and survey forms. APA is currently collecting more examples from last year's volunteers and will post more information soon.

You can be an APA Ambassador too! Sign up by December 31 to serve in 2017. AICP members can earn up to eight CM credits for this pro bono activity.



APA AR MEMBERSHIP

- 124 National Members
- 15 Arkansas-only Members
- 139 Total Members

New & Renewing Members

- Derek Linn, Benton County
- Ozlem Polat, City of Little Rock
- Jonathan Curth, City of Fayetteville
- Donald Ewald
- Ethan Hunter, City of Rogers

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2016 Arkansas Chapter of the APA Awards

Arkansas Bicycle & Pedestrian Plan

Achievement in Comprehensive Plan Development Award
Arkansas State Highway & Transportation Department,
Toole Design Group, and Crafton Tull

The Arkansas Bicycle and Pedestrian Plan presents transformative policies and network recommendations that have the ability to affect the state's health, safety, environment, and economics for decades to come. It is a high quality plan that is innovative, transferable, and comprehensive. Learn more about the award-winning Arkansas Bicycle & Pedestrian Plan at www.arkansasbikepedplan.com.



Dave Roberts and Julie Luther with Crafton Tull accept their award from APA AR President, Danielle Shasteen.

Block, Street, and Building: The Best of New Urbanism in Arkansas

Achievement in Media or Journalism Award
University of Arkansas Community Design Center and Arkansas Times

In May 2015, *Block, Street & Building* published the inaugural issue of an annual publication devoted to urbanism in Arkansas with focus on design. The eight feature articles framing the

publication connect the latest in design thinking with histories of urbanism in Arkansas. The publication raises new awareness of urban design issues among popular audiences and highlights the role of place-making in successful economic development. The latter is particularly important since Arkansas is a growth state with the

need to broadly institutionalize the latest best design and planning design thinking across all sectors of government and decision making throughout the state.

The eight feature articles, supplemented by case studies covering all regions of the state, highlight local place-based development initiatives engaged in revitalizing both small and large downtowns. Akin to a primer,

the eight feature articles collectively illustrate a set of key urban design principles through case studies in Arkansas communities. A general reader can quickly come to understand the relevance of planning concepts, while design professionals and policy decision makers learn about recent award-winning urban development and the processes behind their implementation.



Reinventing Vilonia

Achievement in Urban Development or Design Award
 University of Arkansas Community Design Center & City of Vilonia

An EF4 tornado leveled most of Vilonia, Arkansas on April 27, 2014, killing 11 people. Residents drove the planning recovery process, working with FEMA, regional planning authorities, and design professionals to transform a sprawling highway town into a walkable community....despite the absence of an urban tradition in Vilonia. The Reinvention Plan outlines an urban succession plan that incrementally seeds good

town form among an arterial corridor landscape dominated by subdivision development.

The goal is to provide the option of urbanism – with its attendant densities, mixed-uses, pedestrian-oriented block structure, and diverse housing types – that meets a surprising area market demand for walkable neighborhoods.

http://www.faulknerarresilience.org/images/FINVilonia_04202015_Web.pdf



Tanzil Shafique with the University of Arkansas Community Design Center accepts two awards from APA AR President Danielle Shasteen.

Fayetteville 2030: Food City Scenario Plan

Unique Contribution to Planning Award
 University of Arkansas Community Design Center

Funded by the Clinton Global Initiative and the American Institute of Architects in the Decade of Design program, Food City envisions a future based upon resilient and recuperative forms of urbanism in an area with the

nation's highest food insecurity.

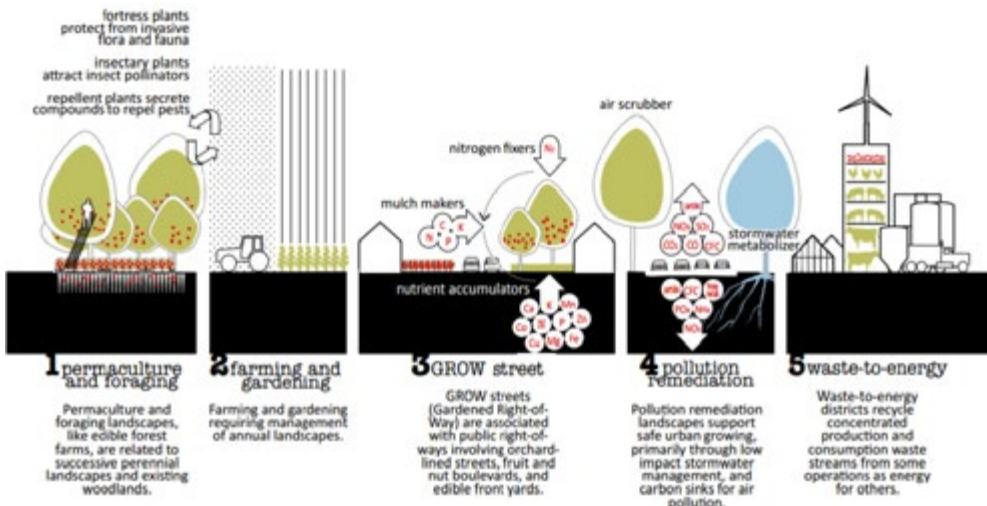
The City of Fayetteville is located in the state's most prosperous region despite having its highest child hunger rate. Arkansas already has the highest child hunger rate nationally with over 25 percent of

children food insecure compared to 14.5 percent nationally.

But Arkansas is awash in food! Arkansas produces most of the nation's rice, ranks 2nd for chicken production, 3rd for catfish and turkey, 5th for sweet potatoes, 6th for grain sorghum, 9th for soybeans, and 10th for chicken eggs and pecans. Northwest Arkansas is home to Tyson Foods – the world's second largest protein producer – and Walmart, the nation's largest grocer.

However, access to locally produced and affordable food are obstacles to meeting the essential wellbeing of many residents. Fayetteville 2030: Food City Scenario is a social, environmental, and economic prosperity building proposal to integrate the culture and economics of sustainable food production back into urban design to serve local populations.

https://s3.amazonaws.com/uacdc/Fayetteville_2030-Food-City-Scenario-Plan.pdf



The Five Urban Growing Guilds

Jim McKenzie, AICP & Richard Magee, AICP Bill Bonner Award

The Bill Bonner Award is presented to individuals who have made a significant contribution to planning in Arkansas over a period of time.

Jim McKenzie has been the Executive Director of Metroplan since 1988. He served two terms on the Board of Directors of the Association of Metropolitan Planning Organizations. He has



Richard Magee, winner of the 2016 Bill Bonner Award.



Jim McKenzie accepts the Bill Bonner Award.

been a panelist and lecturer at local, regional and national conferences and has been an adjunct professor at the University of Arkansas - Little Rock.

Richard Magee has been with Metroplan in a variety of roles for 42

years. He oversaw the development of Metro 2020, developed Planning Commissioner Training Workshops and served on the North Little Rock Planning Commission.

Congratulations Jim and Richard!

APA's National Community Planning Month

The achievements of planning are celebrated in October with National Community Planning Month. The celebration attracted record involvement from a wide range of participants. View APA's blog to learn about activities from Hawaii to Virginia, including Arkansas!

The 2016 theme is Civic Engagement. This year's theme underscores the necessity of engaging the public, elected officials, and key leaders in discussions that shape the future of our cities. Thoughtful local planning cannot happen without meaningful civic engagement.

To celebrate, the City of Bentonville partnered with the Bentonville Public School District to hold a youth poster contest for junior and senior high school students.

The goal is to provide students the opportunity to visually express



Bentonville celebrated National Community Planning Month with a poster contest. The 2016 winner, Gabriela Salvador, is picture with her art teacher, Jerris Palmer, Mayor Bob McCaslin and Community and Economic Development Director Troy Galloway.

their ideas and experiences of civic engagement in Bentonville and how civic engagement strengthens the Bentonville community. Students are asked to illustrate what activities make a positive difference in the civic life of Bentonville.

The winning artwork was created by Gabriela Salvador, an eighth grader who attends Fulbright Junior High School. Her art teacher is Jerris Palmer.

Gabriela was congratulated at the poster unveiling, held before City Council on October 11. Her family,

art teacher, Mayor McCaslin, members of City Council and Planning Commission, and city staff were in attendance. The poster will be displayed on the south side of the Community Development building for one year.

At City Council that evening, Mayor McCaslin read a proclamation recognizing October as Community Planning Month in Bentonville.



It Takes a Village

By Erica Tait-Director, Jonesboro

The adage, “It takes a village to raise a child” highlights the cooperative nature of responsible citizens in community with a desire to bring about growth and development in society.

Interestingly enough, this proverb is not limited to raising children, but also extends to the planning process.

The planning process is best executed when the entire “village” is represented in all facets of the planning process. The most effective planning efforts include input, engagement, and commitment from diverse groups of stakeholders, or “villagers”.

The transportation planning process is no exception. Gaining feedback and participation from a variety of transportation system users and stakeholders is vital for creating effective, comprehensive, and sustainable plans and projects. Recently, the Jonesboro MPO



updated the metropolitan transportation plan: Momentum 2040. Without the participation, experience, transparency, and support of our Citizen Advisory Committee and other stakeholders, the plan update would be limited to the perspectives, goals, and ideals of a minority of staff and elected officials. The Citizen Advisory Committee committed to helping the staff organize community workshops and to gaining new experiences in order to ensure a more comprehensive planning effort.

During the development of the MTP, members of the Citizen Advisory Committee participated in “hands-on” exercises to gain a better understanding of

community needs and experiences, including exploring the Jonesboro Greenway Trail, and taking a JET bus route.

Due to the feedback, input, and influence of the Citizen Advisory Committee, the MTP is a more robust plan, because of community support and interest.

The Jonesboro MPO is currently developing another plan with the help of its “villagers”, an Active Transportation Plan. The plan will address potential gaps in the current regional transportation system related to active transportation (biking, walking, and transit), healthy lifestyles, and access to healthy food and health services.

Additional details regarding the Jonesboro MPO can be found on their website: <http://www.jonesboro.org/191/Metropolitan-Planning-Organization>.



Unimaginable Change (cont. from pg. 1)

which was shown throughout the 1939 New York World's Fair (<https://www.youtube.com/watch?v=yrsN7xN9Zg0>). This was a big production that saw the predecessor of the APA teaming up with composer Aaron Copland and narrator Lewis Mumford.

The reinvention of the community was the focus of the Norman Bel Geddes designed General Motors Futurama exhibit at the fair. Fair goers soared over 500,000 miniature homes arranged in a diorama where zones were connected by expressways while the speakers in their seats whispered that traffic congestion would be eliminated in the arrangement of transportation and land use they were glimpsing in the model. (<https://dp8hsntg6do36.cloudfront.net/5171b439c2b4c00dd0c20301/high.webm>).



Futurama exhibit, New York World's Fair, 1939. Credit: General Motors

Arriving at that version of the future involves more than a few assumptions. The primary assumption is that everyone would have access to transit or private autos to facilitate

connections between land uses. GM certainly had a stake in the version of the future they shared. Their automobiles, buses and locomotives were prominently displayed at the fair.

Unimaginable Change. The unimaginable change that could not have been anticipated in 1939 was the environmental movement that came together in 1970 following the first Earth Day. A color picture of the earth from space, together with pictures of oil fouled beaches in the Santa Barbara Channel and of a fire that burned on the waters of the Cuyahoga River in Ohio, combined to inspire the first Earth Day and expand the larger environmental movement. The near-term result was legislation to force industries to adopt clean-up processes and reduce or eliminate air and water pollution. The long-term impact was to make urban places healthier and cleaner.

Late in the century, urban places were gradually rediscovered and the whole notion of separating use by zone fell under increasing scrutiny. Why spend time in transit if there is no soot or smell or dirt or chemical plume to contend with in the urban area? As the questions and answers became clearer to the participants, the Ahwahnee Principles were born and the Congress for New Urbanism formed.

Since then, the movement has been away from zones and toward a form-based code that is less concerned with use and more concerned with shaping the public realm. It all seemed so inevitable.

And, now just this month,

Inside Climate News reports that the President Elect “has selected one of the nation’s most prominent climate contrarians, Myron Ebell of the Competitive Enterprise Institute, to head his EPA transition. Ebell worked on policy for the tobacco industry before his years of work opposing environmental regulations and sowing doubt on climate science. Trump is also reported to be considering Harold Hamm, chief executive of fracking industry leader Continental Resources, for energy secretary, and Forrest Lucas, co-founder of oil products company Lucas Oil, for interior secretary.” “If his goal is to dismantle EPA, then our job is clear,” said Jeremy Symons, associate vice president for climate policy affairs at the Environmental Defense Fund. “It’s to protect the bedrock environmental laws like the Clean Air Act & Clean Water Act.”

It is too early to know just how this new administration will shake out on issues important to planners. This looks like an example of unimaginable change and our planning products and processes will change in ways that may not be clear for some time.

Here is a possible unintended consequence to consider. If the EPA is unwound, as the administration proposes, and industry is freed from air and water regulation, will those very old-fashioned land use zones begin to regain some appeal? Will air and water pollution begin to impact urban neighborhoods, as they did prior to 1970? What will be our policy response? If we get this wrong, significant urban investments in livability will be in play.