

Utah Planner

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President's Message

*By Chuck Klingenstein, AICP
Utah APA Chapter President*

One of my greatest joys serving as your president is the opportunity to gather with you in the celebration of planning and great planners. Over the past couple of years, we have endeavored to expand these opportunities, though our two most reliable events continue to be the fall and spring conferences. One of our other successful efforts has been the celebration of our latest FAICP (Fellow of the American Institute of Certified Planners). On Wednesday, April 30th, about 20-30 of us gathered at Lamb's Restaurant to honor Ralph Becker, our latest FAICP. National describes this honor as follows:

Election to Fellow in AICP is one of the highest honors that the American Institute of Certified Planners (AICP) bestows upon a member. This honor is recognition of the achievements of the planner as an individual, elevating the Fellow before the public and the profession as a model planner who has made significant contributions to planning and society. Fellowship is granted to planners who have been members of AICP and have achieved excellence in professional practice, teaching and mentoring, research, public/community service and leadership. Those chosen become members of the College of Fellows.

The College of Fellows (COF) is primarily concerned with mentoring and future advancement of the profession of planning. As outstanding professionals in the field of planning, Fellows of AICP will address student organizations and/or state APA conferences or professional development programs. COF is presently drafting its mission and organizational bylaws. In addition, several Fellows serve on the selection jury for the next class of Fellows.

Utah has now been blessed with four FAICPs. Thanks to their hard work on behalf of the profession and their clients (and to John Janson who fills out the complicated application forms):

- Morris Johnson, FAICP
- Robert Huefner, FAICP
- Gene Carr, FAICP
- Ralph Becker, FAICP

Once again, it was wonderful to gather and celebrate Ralph's induction. As with the three people before him, he was overcome by the emotion that comes with this great honor and could not thank the members of the

HISTORICAL MAP COLLECTION

The David Rumsey Historical Map Collection to date contains over 8,000 maps. The collection, started nearly 20 years ago, focuses on rare 18th and 19th century North and South America maps and other cartographic materials. Historic maps of the World, Europe, Asia and Africa are also represented. Categories include antique atlases, globe, school geography, maritime chart, state, county, city, pocket, wall, children and manuscript maps.

Digitization of the project began in 1997. The project was undertaken for numerous reasons: Maps are uniquely suitable to high-resolution scanning because they contain large amounts of detailed information, which can be seen more readily when the viewer is able to zoom in and enlarge images on a computer screen. Viewed over the Internet, rare maps become available to those who previously had no access to such collections or were not aware of the maps' existence. In their original form, maps and atlases can be large, delicate, and unwieldy. Digitization increases their accessibility, and combined with an online catalog allows the viewer a variety of ways to search the collection.

Presenting individual maps in a digital format literally breaks the boundaries of an atlas's bookbinding, allowing the viewer to view single maps independent of their original encasing. With Luna Imaging's Insight® Software, the maps are experienced in a revolutionary way. Multiple maps from different time periods can be viewed side-by-side. Or, the end user can create their own collection of maps by saving groups of images that hold particular interest. Complete cataloging data accompanies every image allowing for in-depth searches of the collection.

Materials that were created in America and that illustrate the evolution of the country's history, culture and population distinguish the collection. Close inspection of the maps often reveals the rise and fall of towns, mining excavations, the unfolding of the railroads and the "discovery" of the American West by European Explorers. The collection also includes European imprints containing maps of the Americas that were influential to American cartographers, as well as maps of other parts of the world distinguished by great craftsmanship, significance and beauty. A more detailed description of the evolution of the physical collection into the online collection can be found in "State of the Art" an article that originally appeared in Mercators World Magazine.

About the Technology

The collection on the Internet brings together the finest optical equipment and digital scanners, cutting edge viewing technology, the latest image processing software, powerful wavelet compression and reliable long-term storage of digital images. The digitized maps are very high resolution images scanned at least 300 pixels per inch, as measured against the original map's dimensions. The larger maps generate files frequently approaching tow gigabytes in size; the average file size of images in the collection is 200 megabytes. The following hardware and

software is used in the process of creating and distributing the images over the Internet:

- ***Insight®** client/server and browser software by Luna Imagin, Inc.
- *PhaseOne Powerphase 4x5 digital scanning camera back (150 megabyte capture)
- *PhaseOne PowerphaseFX 4x5 digital scanning camera back (380 megabyte capture)
- *PhaseOne image-capture software
- *Sinar X 4x5 view camera
- *Rodenstock Lenses
- *Kaiser RePro copy stand with Videssence Icelites
- *Adobe Photoshop 7.0
- *MrSid Image compression Software by LizardTech
- *Maplicity and MapImager GIS Software from Telemorphic
- *Arclms GIS Server Software from **ESRI**



Computer Network:

- *Apple G4 Dual 1GHz, 1.5 gigabytes RAM
 - *Apple G4 450 MHz, 1.5 gigabytes RAM
 - *Apple G3 400 MHz, 1 gigabyte RAM
 - *Windows NT Dual Pentium 550 MHz Xeon, 1 gigabyte RAM
- Storage:
- *DVD RAM 5.2 gigabyte storage discs

About Cartography Associates

Cartography Associates (CA), founded in 1996, promotes the distribution of digital facsimiles both in print and electronic media. Specializing in both primary source documents and cutting-edge technology, Cartography Associates is committed to developing tools that integrate cataloging with visual images on the Internet. CA's vision is to offer users the best of both worlds: the powerful searching access and user functionality made possible by technology combined with the visual beauty, technical mastery and intellectual richness of original source materials.

Resources: www.davidrumsey.com David Rumsey Map Collection Cartography Associates.

New Moab Resort is a "True West" Case Study in National Planning Book

Moab Springs Ranch is a case study in authentic development and ranch architecture and preservation in *True West*, a new book published by the American Planning Association. Denver Planners, Christopher Duerksen and James van Hemert, authored *True West*, and subtitled *Authentic Development Patterns for Small Towns and Rural Areas*. It features case studies of developments, which "embrace historic patterns and harmonize with the landscape". Moab

Springs Ranch was the only case study drawn from southern Utah. Salt Lake City Planner and Developer, McKay Edwards, is developing this new resort, located at the north end of Moab. Tom Buese and Kenton Peters of Buese+Peters Architects, Salt Lake City, have designed town home condominiums for this development.

In 1999, Edwards acquired the most historic ranch property in Moab. In the 1870's, the ranch was settled by William Granstaff also known as "Negro Bill". Two stone and adobe structures, believed to have been constructed by Granstaff, have been preserved by Edwards. In the 1880's, the Ranch was acquired by the pioneering Taylor family, who built a stately two-story brick home. Recently renovated, it functions as a landmark restaurant called the "Ranch House".

The historic ranch guided the architecture on the new condominiums. Sandstone, stucco, board and batten, weathered railroad-trestle beams and corrugated steel roofing were used to construct condos appropriate for the site. Care was taken to preserve large native Cottonwood trees, historic structures and natural water features on the oasis-like ranch. Edwards recently completed the first phase of new construction, which will eventually include 42 town homes, a lodge and restaurant.

Further Information:

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801-588-0911 Toll-Free 877-252-3170
mckay@clubutah.com
www.clubutah.com

VIDEO COLLECTION OF DOCUMENTARIES

Reid Sondrup, Multi-Media Center Librarian at the University of Utah's Marriott Library (ph: 801.581.6283), has amassed a superb collection of video documentaries on various aspects of urban planning, urban transportation, community development and urban design. Chapter members are encouraged to visit the Multi-Media Center web site at: (http://www.scl.utah.edu/audio_visual/video_cassette/urban/index.html) where they can review what is available. Don't miss the AIP classic, "The City" with commentary by Lewis Mumford and music by Aaron Copland made for presentation at the 1939 New York World's Fair.

Some examples of what is offered include:

Abandonment Of Cities

Summary: Large areas of urban centers are becoming desolate wastelands of empty stores and

buildings that are hostile to life.

American Urban Experience

Summary: Traces the history of the American vision of what the city has been and could become, from the original intentions of George Washington for the nation's capital, to current renewal projects in today's cities.

Architecture and The City-Friends or Foes?

Summary: A symposium presenting the views of 12 professionals involved in architecture and city planning.

Back From The Brink

Summary: Using three communities as examples, the need for continuous planning is demonstrated to both keep growing cities on track and to revitalize languishing ones. Emphasis is placed on the importance of a downtown area and a sense of community.

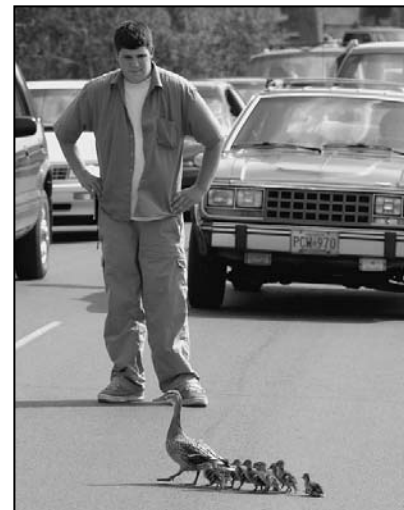
Envision Utah: A Partnership For Quality Growth

Summary: Utah civic leaders talk about the need to plan for Utah's population growth in the next twenty years by providing adequate infrastructure, including transportation, water and education. Concerns about accommodating Utah's population growth caused the need for a planning committee called Envision Utah.

The Mechanics Of Making Great Community Places

Summary: Michael Freedman lectures on principles of successful city planning.

Funny of the Month



**JUST DUCKY....
A TRAFFIC JAM!**

**Sport Utility Vehicles (SUVs) Are Not the
Problem**

By James Howard Kunstler

For quite a while now, it has been fashionable among the "environmentally minded" to decry the ownership of SUVs. This says a lot about what's wrong with the conventional thinking of the progressive / green crowd.

Would the everyday environment in America be any better if it were full of compact cars instead of giant gas-guzzling Chevy Denalis and Ford Expeditions? I don't think it would make a bit of difference, really. We'd still be a car-dependent society stuck in a national automobile slum. The problem with America is not big cars, it's the fact that cars of all sizes have such an overwhelming presence in our lives, and that driving is virtually mandatory for the ordinary business of daily life.

Many in the anti-SUV crowd assume that we will solve our car problem with new technology, like hydrogen fuel cells or with the low-emission, environmentally-friendly hybrid cars to help to usher in a sustainable way-of-life in America. But in fact, cleaner-running, higher mileage cars would do nothing to mitigate the degraded public realm of a nation that has become a strip mall from sea to shining sea. These cars would not lessen commuting distances or times. They would not reduce the number of car trips per day, per household. If anything, they would only promote the idea that we should continue living this way - that suburban sprawl is normal and desirable, instead of what it is: the most destructive development pattern the world has ever seen and a living arrangement with poor prospects for the future.

Why do we believe that better-running cars will save us? Because environmentalists are stuck in a culture of quantification, just like their corporate bean-counter adversaries. It is easy to count up the number of carbon dioxide molecules in a cubic foot of air and reduce the whole car issue to good air or bad air. But air pollution or miles-per-gallon are hardly the only problems with car dependency. I'd argue that the degradation of the everyday environment in general and of public space in particular is at least as important, and is not subject to statistical analysis. It's a question of quality, not numbers.

In the age of austerity and global strife that is coming down the pike at us, we are going to need walkable neighborhoods, towns and villages and public transit systems that are a pleasure to use. Many of us pay premium prices to vacation in European cities precisely because they offer this way of living, with great railroad and streetcar systems. Europeans still have cars, but they're not sentenced to own one per family member or spend two or three hours every day

in them. It would be nice to have those options here in the USA. In the meantime, I really don't care whether Americans drive Humvees or Toyota Priuses. Both big and small cars are cluttering up our everyday world and wasting our lives.

This column appeared in the Winter 2003 New York City advocacy publication, "Transportation Alternatives". Mr. Kunstler is the Author of *The Geography of Nowhere* and *Home from Nowhere*. Do you agree? Disagree? You are invited to respond by submitting a letter to the editor to mgibbons@co.slc.ut.us or Mirinda Gibbons; 2001 South State N3600; SLC, UT 84190

JOB ANNOUNCEMENT

PLANNER for the
Governor's Office of Planning and Budget

Description:

Assists the State Planning Coordinator and Deputy State Planning Coordinator. Serves as staff to the Utah Quality Growth Commission. Assists with state-federal land planning issues, land conservation projects, regional planning organizations, state agency planning, local government planning and Governor's initiatives. Administers grants and contracts. Assists with research, writing and publication of reports. Develops and maintains the State Planning Internet site. Monitors progress of proposed legislation and activities of legislative committees. Assists in preparation of and may give formal presentations. Communicates with the public and drafts constituent correspondence. May supervise work of planning interns.

Knowledge & skills:

Principles and techniques of research and planning; computer software applications for research, writing, analysis, GIS, and Internet purposes; legislative and administrative practices; statutory and regulatory requirements, including knowledge of Utah Code local government planning enabling statute and federal public land planning process; techniques of land conservation and preservation; excellent writing, analyzing and public speaking skills.

Minimum Qualifications:

Graduation from an accredited 4-year college or university with major study in urban or regional land use planning preferred or a field with equivalent technical skills and knowledge, *plus* three years of full-time related paid professional experience, or

substitutions on a year-for-year basis as follows: related graduate level education for the required employment or full-time paid professional experience related employment for the required education.

Compensation:

\$16.68 - \$21.29 hourly plus excellent benefits.

Working Conditions:

Office environment; travel required.

Submit Resume and Letter of Interest to:

Mark Bedel

Governor's Office of Planning and Budget

116 State Capitol

Salt Lake City, Utah 84114

Fax: (801) 538-1547

e-mail: mbedel@utah.gov

Closing Date:

June 13, 2003. The position may be filled prior to the closing date. This is an exempt position that serves at the pleasure of the appointing authority.

Senators Urge Aid for Urban Parks

- LETTER URGES \$25 MILLION IN FUNDING FOR URBAN PARKS AND RECREATION RECOVERY PROGRAM (UPARR)

Almost 30 Senators have signed a letter encouraging Senate appropriators to provide \$25 million in FY04 funding for the Urban Parks and Recreation Recovery Program (UPARR). Funding for the vital urban parks program was eliminated in FY03, and the Bush Administration has again asked Congress to zero out UPARR funding in the upcoming fiscal year. The letter to leaders of the Senate Appropriations Subcommittee on Interior was circulated by Senators Carl Levin (D-MI) and Norm Coleman (R-MN). The letter received broad bipartisan support and comes on heels of a similar effort in the House requesting \$30 million for UPARR in FY03. The House letter, circulated by Rep. Earl Blumenauer (D-OR), was joined by more than 100 Members of Congress.

UPARR is the only federal program specifically aimed at bolstering parks in cities and distressed neighborhoods. UPARR provides matching grants and technical assistance to communities and is administered through the National Park Service. The program provides aid for rehabilitation of critically needed parks and recreation facilities and encourages systematic local planning for programs, sites, and facilities. Despite the promise of guaranteed funding as part of 2000's Title VIII conservation trust fund, UPARR has been regularly targeted by the Bush Administration for elimination. Last year the House approved \$30 million for UPARR and the Senate called for \$10 million before the

program was cut to zero in omnibus budget negotiations with the White House.

Federal Funding for UPARR FY01 - FY04

FY01 - Final	\$30 million
FY02 - Final	\$30 million
FY03 - House Proposed	\$30 million
FY03 - Senate Proposed	\$10 million
FY03 - Administration Proposed	\$0
FY03 - Final Omnibus	\$0
FY04 - Administration Proposed	\$0

Administration Introduces 'SAFETEA'

- SKEPTICISM RISES ON LIKELIHOOD OF REAUTHORIZATION THIS YEAR

Late last week the Bush Administration offered to Congress its proposal for the reauthorization of the nation's surface transportation law. The proposal, dubbed for Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA), would provide \$247 billion over six years for highways and transit. The proposal does not include an increase in the gas tax. As the acronym implies, the measure makes safety programs a priority.

The proposed funding levels were cause for disappointment on Capitol Hill and further fueled speculation that reauthorization would be delayed until at least next year. Proposals from leaders in the House and Senate are higher than SAFETEA levels. For example, House Transportation and Infrastructure Chairman Don Young (R-AK) previously outlined a \$375 billion proposal. With Transportation Secretary Mineta appearing before his committee after releasing the proposal, Chairman Young stated flatly, "we disagree on numbers." Furthermore, Rep. Young challenged the Administration's contention that SAFETEA represents an increase in spending. According to Young, while \$247 billion is an increase over TEA-21 levels, it actually provides less purchasing power.

Many observers believe some increase in the gas tax is the only way to garner enough additional revenue to secure support for passage of any reauthorization proposal. However, while Young and others continued their call for more resources, a counterattack on any gas tax hike was already being mounted by a group of House Republicans. Rep. Marilyn Musgrave (R-CO) was joined by more than 20 other Republicans in a letter to House Speaker Dennis Hastert (R-IL) arguing against any gas tax increase. Young still hopes to move his plan to floor counting on the unified support from the nearly 80 members of his committee.

Whether reauthorization happens this year or next, SAFETEA lays out a number of important policy changes advocated by the Administration. Among the key features of the proposal are:

- Elimination of the Transportation Improvement Plan (TIP) process at the MPO level;
- Extension of time between required updates of long-range transportation plans to 5 years;
- Increased planning set-aside funding from FTA (.7% to 1.25% (1st year) then 2%);
- Static planning funding set-aside from FHWA (remains at 1%);
- Establishment of a new planning capacity building program;
- Increased local costs for 'New Starts' transit funding (from 20% to 50%);
- Limited increased funding for air quality through the Congestion Mitigation and Air Quality program (\$8.9 billion in SAFETEA from \$8.1 billion in TEA-21);
- Creation of new "congestion pricing" program;
- Requirement for a certain amount of federal money to be spent on projects involving the movement of freight and availability of some federal funds and tax-exempt bonds for freight rail projects;
- Allows state officials to request specific times frames from federal agencies for the completion of environmental reviews of proposed projects and establishes a six-month statute of limitations for litigation challenging environmental studies;
- Maintains Transportation Enhancement and Scenic Byways programs;
- Maintains the inclusion of privately owned historic resources in section 4(f) reviews but provides a variety of other amendments related to 4(f) historic preservation reviews.

APA is completing its review of the proposal and will post a comprehensive analysis of SAFTEA's planning provisions on the APA website.

Section 8 Block Grant Bill Introduced

- STATES TO RECEIVE VOUCHER FUNDS UNDER BUSH PLAN

Legislation authorizing a major overhaul in the nation's main low-income housing assistance program was introduced last week in the House and Senate. The measure is modeled on a proposal from the Bush Administration. The bill, H.R. 1841 / S. 947, would convert Section 8 rental vouchers into a state block grant program. States would receive a lump

sum payment for rental vouchers each year. Currently, local municipalities administer these funds.

States would be responsible for divvying up a federal block grant among competing jurisdictions. In addition, states would get enhanced flexibility in the use of voucher funds. States could change eligibility and other nonprofit groups, as well as local housing authorities.

The approach is modeled in philosophy and in name on welfare reform. The new program would be called Housing Assistance for Needy Families (HANF). Welfare overhaul legislation was Temporary Assistance for Needy Families (TANF). Both approaches rely on an approach that provides federal funding to states along with new programmatic flexibilities.

The Section 8 program has been in place for nearly 30 years and has been the main federal affordable housing program aimed low and extremely low-income households. Qualified households receive a voucher from the local housing authority and can take it to any private landlord willing to accept it. The program allows participants to pay no more than 30 percent of their income in rent up to a certain limit, with the government picking up the rest.

Although the program has often received support among conservatives because of its private market approach, the Bush Administration called it "fundamentally flawed" and proposed the block grant overhaul in its most recent budget request. The legislation introduced last week carries a \$13 billion price tag. The measure has been referred to the House Financial Services Committee and Senate Committee on Banking, Housing, and Urban Affairs.

Calendar of Events

August 5~8, 2003
Western Planners / Four Corners
Conference, Golden Nugget Resort
Las Vegas, NV

September 11~14, 2003
APA/AICP Fall Leadership Meeting,
Wyndham Hotel, Chicago, IL

October 16~17, 2003
12th Annual Rocky Mountain Land Use
Institute Annual Conference, Denver,
CO. Everyone on the APA mailing list
will receive registration information in
August. Please mark your calendars
and watch www.law.du.edu/rmlui for the
most up-to-date Conference information.

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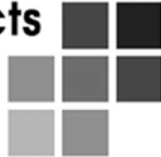


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