

Keeping LANCASTER Current

AN HOURGLASS PUBLICATION

Lancaster County Growth Management Issues April 16, 2007

FYI

WHY STREETCARS AND WHY NOW? - Not all transit is alike. Streetcar systems are about a third the per-mile cost of light rail -- and typically just 2-3 miles in length -- and are much quicker and less disruptive to construct. Moreover, **new systems have been shown to correspond to significant private investment in walkable development** that uses less land and generates far fewer car trips, and many are built using local funding and public-private partnerships. That's why **more than 70 cities across the U.S.** -- from Tucson to Miami -- are either **planning or building streetcar lines** to promote and to serve all the higher density development being built in their downtowns. [To view the presentation](#) by [Reconnecting America](#). (Source: *6th Annual New Partners for Smart Growth: Building Safe, Healthy and Livable Communities*)

LIVABLE COMMUNITIES AND WATER FACT SHEET - The compact, mixed-use, walkable development that is encouraged by the Livable Communities/Smart Growth movement turns out to be a perfect fit when it comes to planning for future water supplies. [Livable Communities and Water](#), a [fact sheet](#) from [Local Government Commission \(LGC\)](#), explains for elected officials the surprising links between livable communities and water -- and the many benefits of acting on them.

“Improving communities requires a comprehensive approach to the challenges and opportunities in each community - The challenge lies in effectively coordinating the variety of public, private, and non-profit resources available to make real and lasting improvements.”

*Mayor James Hahn
City of Los Angeles*

SUBURBIA: - AMERICA’S UNSEEN

POVERTY - America's suburbs evoke images of dream homes, plush lawns and neighborhood BBQs, not low-wage jobs and houses under foreclosure. Yet **for the first time ever, more poor Americans live in the suburbs than in all our cities combined.** Stories of downward mobility in America's suburbs have not exactly cluttered the headlines over the past decade. Gated communities of dream homes, mansions ringed by man-made lakes and glass-cube office

parks: These are the images typically evoked by the posh, super-sized subdivisions built during the 1990s technology boom. **Low-wage jobs, houses under foreclosure, families unable to afford food and medical care** are not. But venture beyond the city limits of any major metropolitan area today, and you will encounter these things, **in forms less concentrated -- and therefore less visible** -- than in the more blighted pockets of our cities perhaps, but with growing frequency all the same. [To read the full article.](#)

UPCOMING EVENTS

Transportation Infrastructure – The Perfect Storm Approaches – Thursday, April 19, 2007 – Philadelphia Marriott Downtown – sponsored by the [Urban Land Institute](#) – Philadelphia District Council. - A half day forum, starting with a networking breakfast at 7:30 a.m. [For more information.](#)

15th Annual Congress for the New Urbanism -- May 17-20, 2007 - In the lively neighborhoods, walkable streets, and centuries-old architecture of Old City Philadelphia, the 15th Annual Congress for the New Urbanism will convene. [For more information](#)

Partnering for Regional Success: A Two-Way Street – June 3-6, 2007, Bethlehem, PA – [Pennsylvania Downtown Center](#) Annual Conference – [For more information](#)

INTERESTING ARTICLES

[Polling the Populace](#) - Utilizing citizen surveys to gauge public concerns and support for projects is an increasing trend in municipalities across the country.

*Enabling informed growth management
decision-making for Lancaster County*

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