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**MAPD
Conference
May 24-25
See
Calendar,
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NEW ENGLAND PLANNING

Massachusetts Chapter & Rhode Island Chapter

PROJECT PROFILE

Managing Growth Without a Growth Management Statute: The Uses of MEPA

Jay Wickersham, Assistant Secretary of Environmental Affairs, Commonwealth of Massachusetts

Smart growth policies, which seek to counteract sprawl by steering new investments to previously developed urban areas, are one of the cornerstones of the Massachusetts environmental agenda. But unlike such states as Maryland, New Jersey, and Oregon, Massachusetts lacks a comprehensive legal framework to coordinate growth management policies at the state, regional, and local level. This article describes recent efforts by the Executive Office of Environmental Affairs (EOEA) to use its quasi-regulatory powers under the Massachusetts Environmental Policy Act (MEPA) to advance smart growth policies. It focuses on two transportation-related case studies: the first in a suburban context (Route 3 and the South Weymouth Naval Air Station redevelopment), and the second in an urban context (the South Boston waterfront).

MEPA and Executive Order 385

The experiences of other states have shown that there are three key legal elements to an effective smart growth program: (1) review of the regional and statewide impacts of major projects; (2) articulation of state goals that balance environmental protection and sustainable development; and (3) legal enforceability of local and regional plans, to ensure that regulations and project decisions are consistent with such plans. (See Wickersham, "The Quiet Revolution Continues: The Emerging New Model for State Growth Management Statutes," *Harvard Environmental Law Review*, Vol. 18, No. 2.)

MEPA provides the first of these elements: a program to review the impacts of major projects. The MEPA Office reviews approximately 300 public and private projects a year at the initial stage of an Environmental Notification Form (ENF). Approximately 25% of these projects are required to prepare a full Environmental Impact Report (EIR). The strengths of the program include: "bright-line" regulatory standards that determine whether or not a project exceeds ENF or EIR review thresholds; short review timelines with "deemed approved" standards; and inclusive requirements for public notice and participation in the review process.

Although MEPA review is an advisory process and not a formal permit, it differs from

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Ten Steps to Create a Safer Neighborhood

There are ways to shape a city neighborhood to make it safe for its residents. In 1961, Jane Jacobs, in her widely read book *The Death and Life of Great American Cities*, pointed out how mixed uses, higher densities, and watchful people all make places safer.

"Unfortunately, this important information was ignored by most of those responsible for creating our urban environments," write Al Zelinka, AICP and Dean Brennan, AICP in their new book *SafeScape: Creating Safer, More Livable Communities Through Planning and Design* published by the American Planning Association. The authors note that, "Sadly, we did almost everything wrong. We separated uses, lined sidewalks with windowless walls, built parking lots instead of public places, and put the needs of the car ahead of the needs of people."

The authors contend that, "Just as we take special care to make buildings safe in case of an earthquake...we must take care to design new developments in ways that enable us to protect ourselves from unwanted intruders." While Safescape concentrates on physical changes to enhance safety, the authors admit that all the lighting and landscaping in the world won't change things until the neighborhood's social fabric is strengthened. Residents must join together and serve as advocates for their community.

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COMMENTS

Massachusetts Chapter

Tom Broadrick, AICP, MAPA President

Spring is here! The "Governor" is now the "Ambassador." The "Lt. Governor" is now the first female governor of Massachusetts AND she is expecting twins! The Red Sox have NOMO and a no-hitter! The Celtics are...well, okay, scratch that one. Change is in the air! Are we ready for changes in the way we look at growth, affordable housing, open space protection?

The Community Preservation Act has passed in several towns and while I won't go into detail on those other communities, I will say the Town of Duxbury (where I am the planner) passed it overwhelmingly at the 3% maximum allowance with no deductions along with a school construction over-ride on the ballot! In Duxbury we are looking forward to making good use of a tool that many say is a "change" in the way we can apply our land-use policies. I say it is the affirmation of many that the way we have been applying our land-use policies should continue and they are willing to fund it!

At the Annual Conference in "N'awlins" the Chapter Presidents Council (CPC) made many recommendations that affect you as both a Chapter member and national member. The CPC votes on recommendations to the APA Board of Directors and the Board then adopts actions and policies based on these recommendations. A few of the primary actions taken follow:

The revised Organizational Development Plan was adopted along with the 2001 Legislative Priorities. Call me for more info on these.

An amendment to the APA Bylaws passed shortening the election period by about 6 weeks. A Planning Agency Recognition Program, APA member product discounts, and a new

Professional Membership Category were also adopted.

In addition "operating policies" for the APA Divisions and a Public Relations Task Force for implementing a PBS program about planning were adopted.

There are many other things that the Leadership must take of in the day to day operating of the National and Chapter Offices. I can speak to you individually about these issues or direct you to our Chapter website at www.massapa.org or the APA website www.planning.org to get more information.

My email address is: broadrick@town.duxbury.ma.us

Rhode Island Chapter

Thom Deller, RIAPA President

March has been a hectic month so this message will be brief. And to follow in the tradition of Mike DeLuca, I want to start this message on a personal note. On March 27th, my wife gave birth to our third son. As some of you may know, our first two children are adopted. So when my wife told me she was pregnant, I was certainly surprised. Both mother and son are doing well.

The legislative season moves on. I want to thank Marilyn Cohen, Jeanne Boyle and Derry Riding for appearing at various hearings to present RIAPA's view. The senate has extended the deadline for hearing bills, so we need to continue to watch what is what is happening. So far, nothing has moved forward that would create problems for us.

Our next luncheon is April 27 at the Roger Williams Law School. We will have a panel discussion on the Palazzolo vs. Rhode Island case. Hope to see you there.

WASHINGTON UPDATE

Jason Jordan, APA Government Affairs Coordinator

Brownfields Bill Clears Senate Committee

On March 8, 2001, the Senate Environment and Public Works Committee approved the Brownfields Revitalization and Environmental Restoration Act (S. 350) by a vote of 15 - 3. The Committee rejected several amendments that bill supporters believed would kill the bill by altering its delicate compromise provisions. The bill would authorize \$1 billion over five years in grants and loans to states and local governments to clean up brownfield sites. The bill also provides protection from liability for developers and prospective landowners. Much of the controversy surrounding the bill has centered on so-called 'finality' provisions that set guidelines for EPA's ability to require further work on a site that a state has declared clean. The full Senate may consider the bill as soon as early April with proponents hoping for passage before the Easter recess.

While the bill is making quick strides in the Senate, advocates are increasingly concerned about prospects in the House of Representatives. A House version of brownfields

legislation will come from the House Energy and Commerce Committee. Rep. Paul Gillmor (R-OH), Chairman of the Environment and Hazardous Materials Subcommittee, held a brownfields hearing on March 7. Rep. Gillmor has stated that he will not use the Senate language as a starting point but rather will draft his own version. He further indicated concern with the finality language provided in S. 350. That position was underscored in statements from full Committee chairman Rep. Billy Tauzin (R-LA).

The Bush Administration has endorsed the version of bill approved by the Senate EPW Committee.

Promoting revitalization and reinvestment in existing communities through brownfields reuse is a legislative priority of the American Planning Association. APA's recent national voter survey found that 76% of Americans favor legislation to spur the reuse of brownfields. To let your Senators and Representatives know your position on brownfields legislation, use APA's new online advocacy center at <http://cw2k.capweb.net/planning>.

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Notes from the APA Board

Ralph Willmer, AICP, Region I Director

The APA Board of Directors met on a rainy day in New Orleans in March and covered a lot of ground. These are exciting times for APA as we enter a new era with a new Executive Director. APA also is embarking on some important policy initiatives that will solidify APA's position as the authority on planning and smart growth.

First, I want to congratulate Paul Farmer, AICP who was appointed the new Executive Director of APA. Paul comes to APA from the City of Eugene, OR, where he was the Director of Planning. Previously, he worked for the cities of Minneapolis, MN and Pittsburgh, PA. Paul also served as a member of the APA Board (1979 - 1981) and is currently the Chair of the City Planning and Management Division. We wish Paul well and look forward to working with him.

As you know, Frank So, FAICP is retiring, although he has many plans for his retirement, including assistance with the transition in APA leadership. All of us wish Frank well and thank him for his many years of service to APA.

In the Fall of 2002, Providence, RI will be hosting the APA Leadership meetings with a regional conference. During a discussion with all the Region I Chapter Presidents, there was a commitment to make this a regional (i.e. northeastern) conference. While it is understood that not all chapters will be able to send too many of its members to such a conference, we will strive to create a conference program that represents northeastern interests. This will be a good alternative for those who cannot attend the national conference. We will be hosting meetings of the APA Board, AICP Commission, Chapter Presidents Council, Divisions Council, and Student Representative Council (all the APA dignitaries), so you will have a chance to meet APA leaders and staff from around the country and find out what APA is doing.

The Chapter Delegate Assembly adopted a revised Policy Guide on Factory Built Housing, which replaces the policy guide on manufactured housing. It covers the type of housing covered by HUD regulations. Mobile homes that are regulated locally will be addressed in further amendments to this policy.

Next year APA has an ambitious agenda for the Delegate

Assembly. A Task Force has been established to develop a Policy Guide on Smart Growth, which is well underway. You can expect to see a draft for review sometime in the Fall. Additionally, several old environmental policy guides (waste management, wetlands, and water) will be updated and revised. A Task Force for that effort has been formed as well.

Two new changes on the membership dues front to report. First, there will be a new category of "new professional" has been created to allow student members to maintain their APA membership at a low rate upon graduation. Second, APA is now offering members the option of paying their dues through automatic debits from their checking account. On another front, consideration will be given to an associate membership category for those in allied professions that want to join APA. We have been working hard to bolster our membership that has been somewhat stagnant at the 30,000 level for the last couple of years.

On the legislative front, APA's priorities include federal smart growth planning assistance; takings; federal pre-emption; community reinvestment; endangered species; housing; location of federal facilities; parks, recreation and open space; and transportation. For more information on our legislative efforts, make sure to visit APA's web site, www.planning.org. You can sign up for a legislative update e-mail newsletter as well.

In September, the APA leadership will be meeting in Washington, D.C. At that meeting, APA will host legislative liaisons from each chapter for training, education and visits to their Congressional delegation. APA will pay one-half of the travel expenses for each chapter's legislative liaison to attend. The festivities start first thing Thursday morning, September 27th. I urge all chapters to send their legislative liaison for some excellent hands-on training in running chapter legislative programs and to learn about some of our top legislative priorities. Our Planners Day on the Hill is an excellent way to meet with members of your delegation and learn where they stand on key issues. There also will be a reception to honor APA's Legislators of the Year, Sen. Lincoln Chafee (R-RI) and Rep. Melvin Watt (D-NC).

As always, please feel free to contact me with any questions, concerns, comments, etc., at rwillmer@mcgregorlaw.com or (617) 338-6464 x26.

Economic Development Committee Gets Things Rolling

On February 13th, the MAPA Economic Development Committee (EDC) convened for a "Year 2001 Kick-off Meeting". A diverse group of private sector, local, regional, state, and federal government representatives attended the organizational meeting.

During the meeting, Kit Perkins of New Ecology, Inc., addressed the group. Ms. Perkins spoke about her non-profit environmental organization and the various economic development projects that they are involved with.

As the only known Massachusetts-wide professional organization devoted to economic development issues, the EDC committed itself to offering an array of speaker luncheons, project tours, and networking events for 2001. EDC members also expressed interest in partnering with the Northeast Economic Developers Association.

The next of EDC event will be on Wednesday, April 18, 2001 when several state officials will speak at a brown-bag luncheon about the myriad of economic development programs available to local governments. Richard D. Sweeney, Metro Boston Regional Director of the Massachusetts Office of Business Development (MOBD) will be one of the speakers. Mr. Sweeney will talk about how MOBD strives to work closely with local cities and towns to bring new jobs to the Commonwealth. Unconfirmed speakers are expected from MassDevelopment, as well.

The meeting will be held at the Thomas P. O'Neill Federal Building, 10 Causeway Street, Room 900, in Boston. If you are interested in attending, please contact Justin Hollander at (617) 565-6528 or justin.hollander@gsa.gov.

SAFESCAPE (continued)

SafeScape promotes urban design and land uses that bring buildings and people closer together, and contribute to more effective transit and pedestrian opportunities in both neighborhoods and downtowns. The book contains dozens of examples showing how to use design, planning and zoning to enhance community safety. While the book advocates a “holistic” approach, here are 10 effective steps residents can do to create a “sense of community” which helps deter criminal activity in their neighborhoods and communities.

1. Park your car and walk. In addition to being good exercise, walking puts “eyes on the street” and provides an opportunity to interact with your neighbors. Seeing and being seen in your neighborhood is an essential ingredient in preventing crimes of opportunity.
2. Check that street signs – both directional and safety – are in place. A lack of wayfinding information makes people uncomfortable and hesitant to visit a neighborhood. Ask neighbors to post house numbers so they are visible from the street both day and night.
3. Make sure all streetlights function properly and provide as much illumination as possible. Street lighting helps illuminate potential hiding places both along the street and around houses and other structures.
4. Hold a neighborhood clean-up day. Properties that are well-maintained signal pride in a community. When pride is lacking, disrespect for, and erosion of, neighborhoods grow. A poorly maintained neighborhood sends a mental message that it is an unsafe neighborhood.
5. Prune trees and shrubs. Overgrown trees and shrubs provide hiding places and limit the ability of the residents to see what’s going on along the streets and sidewalks. Trees and shrubs can also provide hiding places around houses, allowing someone to break-in without being seen.
6. Plant a community garden. Vacant lots attract unwanted

activities and often become littered with debris. A garden, with plots available to residents, adds color and activity to the neighborhood in addition to providing nutritious vegetables for the dinner table. Community gardens can also serve as informal gathering places for neighborhood residents and facilitate resident interaction.

7. Pull back your curtains, open your blinds, and sit on your front porch. Spend time in rooms and outdoor spaces that allow you to observe what others are doing outside your home. It will help you recognize who belongs and who doesn’t. The more “eyes on the street,” the better.
8. Slow down cars and traffic. Talk to local planners and government officials about “traffic calming” ideas. Speed humps, one-way designations, and traffic circles are just a few of the many tools in the traffic calming kit.
9. Encourage schools and churches in your neighborhood to hold outdoor activities. Church and school activities occur, all too often, inside a building. Ask school and church leaders to hold activities and events that bring students, parents and congregants outside and provide more “eyes on the street.” These facilities can also be used for neighborhood meetings and informal resident gatherings.
10. Conduct a neighborhood safety audit. Invite police, fire and planning officials to join residents for a walk through the neighborhood. The purpose of the audit, which should be conducted after dark since lack of adequate lighting is often a major contributor to unsafe conditions, is to identify potentially unsafe areas. Residents then can work with local government officials to address identified issues.

SafeScape can be purchased for \$75.00 plus shipping and handling online at www.planning.org or by calling 312/786-6344.

New APA Research Project: Landslide Hazards and Planning

Recent development trends in the U.S. suggest increasing demand to build on land subject to landslides. Whereas the land-use implications of earthquakes and flooding have received a fair amount of attention by government, landslide hazards have not. Complicating this problem, landslide-susceptible areas are not always easily identified. Although a number of successful techniques for identifying and mitigating landslide hazards has been developed by planners, the U.S. Geological Survey (USGS), the Federal Emergency Management Agency, and other organizations, this information has not always reached planners and other public officials dealing with the hazard.

To address these issues, the research department of the American Planning Association (APA) with support from the USGS has embarked on a program to identify solutions from many disciplines to aid local planners. This program will result in the following products:

- A guidebook for local planners that will bring together the science, best practices, and planning solutions for dealing with landslide hazards;
- Training and workshops for local planners and planning commission members;
- An introduction to hazards mapping including

integration of hazard mapping into land-use maps using GIS and computer-based mapping; and,

- A curriculum for use by planning schools to incorporate landslide hazard reduction into planning programs.

The APA plans to publish a Planning Advisory Service report and provide other products online. The project web site (<http://www.planning.org/Landslides>) currently has a draft outline of the guidebook, general information about landslides, including a computer simulation of an actual slide prepared by USGS. Planners wanting to learn more before the guidebook is complete may want to use the annotated bibliography or join the “Landslides-L” mailing list, both of which are accessible from the web site.

Planners interested in this topic are encouraged to join the mailing list or serve as contributors to the project (author, case study investigator, or serve as a technical expert). The project staff are looking for active participation of planners from public and private sectors who have dealt with these issues before through planning and zoning at local, regional, state, and federal levels. If interested, contact the project’s principal investigator, Sanjay Jeer, AICP, Research Department, American Planning Association, 122 South Michigan Avenue, Suite 1600, Chicago, IL 60603, landslides@planning.org.

Joseph P. J. Vrabel, Esquire, Bowditch & Dewey, LLP

Stop & Shop Supermarket Company v. Urstadt Biddle Properties, Inc.

433 Mass. 285 (2001)

On January 26, 2001, the Massachusetts Supreme Judicial Court ("SJC") decided the case of the Stop & Shop Supermarket Company v. Urstadt Biddle Properties, Inc. This case concerns the duration of a land use restriction and answers the question of whether the period of enforceability of a land use restriction described in M.G.L. ch. 184 § 23 begins when the restriction is created or when the restriction is amended. This statute imposes a limitation of 30 years on any land use restriction which is unlimited as to time. The Stop & Shop case should be of interest to both land use practitioners and land use planners when the use or propose use of property arises during planning discussions. Knowing when a restriction begins and ends is often useful to the determination of planning considerations under the subdivision control, approval not required or site plan approval processes.

The SJC had to decide the expiration date of a land use restriction prohibiting the plaintiff, Stop & Shop Supermarket Company ("Stop & Shop"), from operating a supermarket or a discount store on its property (the "Premises"). The Premises adjoined land owned by the defendant, Urstadt Biddle Properties, Inc. ("Urstadt"). The restriction itself was recorded on February 13, 1970 and, at the time of recording, had a specific term of 50 years. On February 15, 1983, approximately 13 years after the recording of this restriction, it was amended to delete the 50 year term. Stop & Shop asserted that the 30 year limitation imposed by M.G.L. ch. 184 § 23 applied and since the restriction no longer had a time limitation after it was amended, the 30 year period should commence on the date the 50 year restriction was created, that being February 13, 1970. Using Stop & Shop's reasoning, the restriction would have expired on February 13, 2000. The Land Court Judge rejected Stop & Shop's arguments and concluded that under § 23 the restriction's 30 year term began to run on February 15, 1983 when the 50 year restriction was amended to make it unlimited as to time. As a result, the Land Court Judge concluded that the restriction did not expire until February 15, 2013. The SJC affirmed that determination.

Affirming the judgment of the Land Court, the SJC stated that:

"The language of § 23 informs us that the date from which its 30 year limitation period begins to run is the date on which the restriction became or becomes unlimited as to time. Here the restriction did not become unlimited as to time until the 1983 amendments were executed and recorded, February 15, 1983. Before that time, the restriction remained subject to a fixed duration of 50 years and was not subject to § 23. The judge correctly concluded that the restriction remains enforceable until February 15, 2013."

Urstadt tried to claim that restrictions of more than 30 years duration could be extended under ch. 184 § 27(b). However, both the Land Court and the SJC agreed that the language of the statute indicated that restrictions of less than 30 years did not come within the scope of § 27 and thus

could not be extended under that statute. If, as Urstadt had contended, a restriction unlimited as to time merely needed a recording of periodic notices under § 27(b) to remain in force and effect, then § 23 would be superfluous, because § 27(b) would extinguish any restriction where proper notice had not been recorded. The SJC concluded (as had the Land Court) that all § 27(b) was designed to do was to extend the "period of enforceability" for any restriction that was longer than 30 years. Under § 23, only restrictions that were "unlimited as to time" would expire in 30 years. As the Land Court had also concluded, no language in § 23 permitted the enforcement of a restriction beyond the 30 year period where the restriction itself is so limited. By virtue of the 1983 amendments, the initial 50 year restriction became "unlimited as to time" at the time of that amendment, and thus became subject to § 23. Accordingly, Urstadt's right to extend the restriction under § 27(b) was extinguished when the restriction became subject to § 23.

The SJC also reminds us that restrictions on land are disfavored and in general, and are to be construed against the grantor and in favor of freedom of alienation of land (*Ward v. Prudential Insurance Company*, 299 Mass. 599 (1938)). The legislature has maintained this policy by limiting the duration of restrictions that are unlimited as to time (under ch. 184 § 23) and by establishing a procedure under M.G.L. ch. 184 § 26-30 by which a landowner may remove or prevent the enforcement of obsolete, uncertain or unenforceable restrictions.

This SJC case highlights for planners the importance of examining the language of statutes very carefully. The reasoning of this case is also very helpful in understanding the statutory meaning of land use restrictions in general, their duration, and their enforceability.

APA Offers Special Audio Conference on Regulating Religious Land Use

At the close of 2000, the Religious Land Use and Institutionalized Persons Act became law. This new federal statute will have a tremendous impact on how communities regulate and zone religious land uses. Among the provisions in RLUIPA are new standards that land use regulations affecting religious organizations must meet a "compelling public interest" and be "the least restrictive means" of furthering that interest. The new law also specifically targets historic landmark and preservation ordinances.

In the first months of 2001, more than twenty cases have been filed under the new law. Many communities are examining their current land use regulations, zoning codes, and smart growth initiatives for compliance with RLUIPA.

To help planners and communities sort out the implications of the law, APA is joining with the International Code Council, International Municipal Lawyers Association, National Association of Counties, the National Association of Towns and Townships, and National Trust for Historic

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The Massachusetts Livable Communities Act (S. 1105)

Courtesy of the Environmental League of Massachusetts

Issue Background

In Massachusetts and around the country citizens and civic leaders are grappling with the best ways to use land, plan development and maintain the unique characteristics of their communities. Land use issues are difficult precisely because they raise complex, often conflicting, questions. Where shall I live? Where do I want to educate my child? Where can I find a job? How will I get to work? Will there be any place left that's beautiful? These are issues that citizens feel strongly about and our answers to these questions will shape the commonwealth for many years to come.

Key Trends in Massachusetts

The amount of land developed in Massachusetts over the past 50 years far outstrips the rate of population growth. Between 1950 and 1990, the state's population grew by 28% while the amount of developed land increased by 188%. This type of sprawling development leads to a number of significant environmental and social consequences including traffic congestion, degraded water quality and inability to meet water supply demands, air pollution, urban disinvestment and loss of farmland and open space.

The Act

The Massachusetts Livable Communities Act encourages communities and regions to envision their future and to plan

accordingly. It also seeks to make the Commonwealth more proactive in terms of aligning state spending decisions with state goals, and encourages consistency in planning efforts at the state, regional and local level. Specifically, the Act:

- Articulates state principles and goals including:
- State policies and spending decisions should encourage growth in appropriate and identified places.
- State resources should be targeted to support development in areas where infrastructure is already in place.
- State policies and spending decisions should discourage growth in environmentally sensitive areas in order to protect the Commonwealth's most valuable remaining natural resources.
- Establishes a Council for a Sustainable Commonwealth under the chairmanship of the Governor and composed of the heads of selected state agencies to consider, coordinate and modify capital planning so that it is consistent with state goals.
- Provides incentives to communities to plan through direct funding and priority consideration for discretionary state grants for those communities with approved plans.
- Encourages communities to implement their plans through zoning and bylaw changes.

The bill's sponsor is Senator Marc R. Pacheco. For more information contact: Kathleen White in Senator Pacheco's office at 617-722-1551 or Nancy Goodman of the Environmental League at 617-742-2553. This article reprinted with permission from ELM's website (www.environmentalleague.org), where you can find more information on this and other legislative developments.

WASHINGTON UPDATE (continued)

Bush Administration Reverses Course on CO₂ Rules

In a letter to Sens. Larry Craig (R-ID), Jesse Helms (R-NC), Chuck Hagel (R-NE), and Pat Roberts (R-KS), President Bush reversed a campaign pledge regarding the regulation of greenhouse gases. During his campaign, President Bush stated his support for regulations requiring electric utilities to establish mandatory reduction targets for carbon dioxide, sulfur dioxide, nitrogen oxide, and mercury. This position was reiterated by new EPA Administrator Christine Whitman who specifically referenced the policy in a meeting with European environmental officials. However, in the face of strong opposition from conservatives and industry lobbyists, the Administration opted to drop its call for carbon dioxide reduction targets. The Administration said that including CO₂ in the reduction targets would worsen what was termed "the nation's energy crisis."

The move sparked bipartisan concern on Capitol Hill. A coalition of 14 Senators and two House members has sponsored legislation aimed at electric utility emissions reduction. The legislation includes carbon dioxide among the gases targeted for reduction. Sen. Jim Jeffords (R-VT) and Rep. Sherwood Boehlert (R-NY) are spearheading the legislation, both noted as pro-environmental, moderate Republicans.

Many observers have suggested that the policy change has larger implications relating to the internal balance of power between moderates and conservatives in the Bush Administration. The reversal was a clear blow to EPA Administrator

Whitman. Environmentalists also pointed to the nomination of mining industry lobbyist J. Steven Griles to be Deputy Secretary of Interior over a candidate touted by Republican moderates and conservationists as sign of the growing power of conservatives on environmental issues within the new Administration.

Smart Growth Bills Slated for Reintroduction

Three bills related to planning and smart growth, which were considered but not enacted in the last Congress, are set to be reintroduced. Senate and House versions of the Community Character Act, Post Office Community Partnership Act and the Downtown Equity Act are being prepared. Introduction of all three measures is likely before the Easter congressional recess.

The Community Character Act would provide grants to states to encourage reform of planning legislation and support smart growth planning initiatives. The Post Office Community Partnership Act would empower local communities in the process of post office closings or relocations. The Downtown Equity Act would reform the site selection process for federal facilities to encourage local input and coordination and promote the revitalization of downtowns and historic districts.

According to an APA public opinion survey, more than three-quarters of voters support these measures. Support is above 80% for policies leading to the location of federal facilities in a manner consistent with local planning and smart growth initiatives.

RESOURCES

Growth at the Ballot Box

On Election Day 2000, there were more than 550 growth-related measures on the ballot in 38 states; 72 percent of these measures passed. A new discussion paper from the Brookings Institution Center on Urban and Metropolitan Policy provides a comprehensive listing of these growth-related ballot measures, plus an analysis of major proposals and a list of implications for the growth debate in the future. The wide range of ballot measures—covering open space, transportation and infrastructure, economic development, growth management, and governance arrangements—show that many forces shape development, and that citizens and governments are willing to experiment with strategies for growing differently.

Read the full report at www.brook.edu/es/urban/ballotbox/abstract.htm

Recycling The Mall

A new study by the Congress for the New Urbanism shows that failed regional shopping malls could become vibrant new neighborhoods, and profitable developments. The study finds that well over 100 enclosed regional malls are already in steep decline in the United States, and many more are at imminent risk. In the current epidemic of large retail store closures, the study provides a new direction for cities and towns worried about the blight of a failed mall.

The full study is available at www.cnu.org/malls/

Preservationist's Guide to TEA-21 Enhancements

The National Trust for Historic Preservation and the Federal Highway Administration have released a new edition of *Building on the Past, Traveling to the Future: A Preservationist's Guide to the Federal Transportation Enhancement Provision*. TEA-21 increased federal funding for enhancement activities by 40% and also affirmed the eligibility of preservation projects with functional, economic, visual, or other links to the transportation system.

Profiling 27 projects in 19 states, this 80-page guide shows how the enhancement provisions have been tapped to support multiple community and regional goals, from downtown revitalization and heritage area projects to rural landscape preservation. For a free copy, while supplies last, write the Public Policy Department, National Trust for Historic Preservation, 1785 Massachusetts Avenue, NW, Washington, DC 20036 or e-mail policy@nthp.org.

Strategies for Successful Infill Development

A new Northeast-Midwest Institute (NEMW) report, "Strategies for Successful Infill Development", details proven strategies and case studies for the creative reuse of vacant or underused land in cities, towns, and suburbs. Co-authored with the Congress for the New Urbanism, the report is designed to help local officials, business and property owners, and other community member's plan, design, and finance successful infill.

The results can revitalize blighted communities, provide

housing near job centers and transit, and preserve open space.

Also available from NEMW are the following: *Smart Growth and the Clean Air Act*, *Smart Growth and the Clean Water Act*, and *Governors' Smart Growth Initiatives* — February, 2001. All can be ordered or downloaded as PDF files from www.nemw.org/reports.htm

The Local Government Commission has updated *Building Livable Communities: A Policymaker's Guide to Infill Development*. Also available are two new tools intended to help police and fire officials re-evaluate street widths and traffic calming methods: a manual, *Emergency Response, Traffic Calming and Traditional Neighborhood Streets*, and a video, "Walkable Streets and the Fire Department." See www.lgc.org/clc

How to Fix Your Neighborhood

This fix-it manual by Citizen Planner Institute Director Harrison Bright Rue, "Real Towns: Making Your Neighborhood Work", can help citizens working on real neighborhoods — places filled with character, families, and history, with people who want to make their neighborhoods better. Just as owner-builders can learn how to work on their homes, citizens can learn how to work on their communities. The obvious place to start is by looking at the parts that aren't working well, figuring out how they are interrelated, and diagnosing how to fix them together. This book gives local government officials, developers and citizen activists the tools needed to apply time-tested principles to revitalize their neighborhoods.

To order, visit www.lgc.org/publications/center/clcpubs2.html

Also Noted

EPA's Development, Community, and Environment Division and the Association of Metropolitan Planning Organizations have published *Redeveloping Brownfields with Federal Transportation Funds*. See www.smartgrowth.org/library for details.

EPA has also published *Our Built and Natural Environments: A Technical Review of the Interactions between Land Use, Transportation and Environmental Quality*. For a free copy, call the National Center for Environmental Publications at 513-891-6561 and ask for publication number EPA-231-R-01-002.

NACo and USCM's Joint Center for Sustainable Communities has published *Lessons Learned through City/County Collaborations*. For a PDF file version, see www.naco.org/programs/comm_dev/center/index.cfm.

Scenic America has published *Taming Wireless Telecommunications Towers*. See www.scenic.org

The Trust for Public Land, in conjunction with the Chesapeake Bay Commission, has released *Keeping Our Commitment: Preserving Land in the Chesapeake Watershed*. See www.tpl.org, or for a PDF version, www.chesbay.state.va.us/pubs

The Center for Neighborhood Technology has launched a new website on which users can calculate the environmental impact of their travel and household energy use. See www.airhead.org.

MEPA (continued)

federal review under NEPA, as well as from analogous programs in other states, in two critical respects. First, unlike other programs, the decision as to whether the review of a project's environmental impacts has been adequate is made by the Secretary of Environmental Affairs, and not by the project proponent (such as a transportation agency or local government). Second, mitigation measures agreed to during MEPA review are enforceable, through the adoption of legally binding Section 61 Findings. (See MGL c. 30, s. 61.)

The 1998 revisions to the MEPA Regulations, 301 CMR 11.00, modified the review thresholds to favor smart growth policies. ENFs and EIRs are now required solely on the basis of project impacts, such as wetlands alteration, traffic and sewage generation, and creation of impervious surfaces, and not on the basis of project size or cost. This has had the effect of easing the relative burden on urban and redevelopment projects, while heightening the scrutiny of projects located in suburban and rural "greenfield" sites.

Executive Order 385, issued by the Weld/Cellucci Administration in 1996, sets out a framework for implementing smart growth policies within the context of MEPA review. EOEA must consider the consistency of state agency actions with the provisions of the Order in its review of all projects requiring an ENF.

E.O. 385 defines statewide policy goals, and it addresses the issue of plan consistency. The Order requires all state agencies to undertake proactive and coordinated planning to promote the management of growth, in a manner that balances sustainable economic development and resource protection. Section 5 explicitly requires state agencies to favor the revitalization of previously developed infrastructure, structures, sites, and areas over new construction and development, except in areas specifically targeted for growth under local or regional growth management plans.

Section 4 of the Order requires state agency actions to consider local and regional growth management plans. Although "consider" is not as strong a term as "consistent with," it does ensure that broader-scale planning goals and priorities inform the public review of individual project decisions.

The MEPA Office has made the implementation of E.O. 385 a priority under Secretary Bob Durand. In particular, we have focused upon the growth-inducing impacts of infrastructure investments. Relying on the anti-segmentation provisions of the MEPA Regulations, the MEPA Office has worked closely with the Department of Environmental Protection (DEP) to ensure that extensions of local sewer systems are reviewed town-wide and not on a piecemeal, project-by-project basis. This helps ensure that public infrastructure investments do not undercut a community's land use and open space goals – for example, the extension of sewers across farmlands or other open areas slated for preservation.

The relationship between transportation infrastructure and induced secondary growth impacts is particularly complex. Highways, transit, and other infrastructure investments are controlled by state agencies and subject to MEPA review, but regulation of land uses and densities is controlled by local zoning and lies essentially outside of MEPA's jurisdiction. In

implementing smart growth policies, EOEA has emphasized the value of local and regional planning in providing a context for project reviews, and it has sought to ensure that development does not overstrain the capacity of the existing or proposed infrastructure.

Route 3 and Redevelopment of the South Weymouth Naval Air Station

In recent decades Southeastern Massachusetts has experienced the most rapid increases in population and land development of any area in the Commonwealth. The region's population grew from 638,000 in 1960 to 942,000 in 1990 (a 46% increase), with an increase of a further 200,000 anticipated by 2020. The Vision 2020 Agenda for the Future, issued in 1999, states: "The forces of economic change and location preferences are rapidly converting vast amounts of land into a monotonous pattern of sprawl."

This growth has severely strained the capacity of the region's natural resources and public infrastructure. Woods and farmlands face development pressures. The Taunton River and other watersheds are severely stressed. Many towns are suffering from water shortages. New sewer interceptors are needed to handle existing overflows. And the existing congestion on Route 3 has sparked Mass Highway's current MEPA study of potential improvements, including its favored scheme to add two additional lanes between Exit 16 in Weymouth and Exit 11 in Duxbury.

Route 3's traffic problems are undeniable. At the same time, we need to protect the effectiveness of our public transportation investments and ensure that we do not build ourselves into another cycle of congestion. Therefore, as part of the MEPA review of this project, EOEA required MassHighway to create a Land Development Task Force. The Task Force includes representatives of each of the affected communities and RPAs in the corridor, along with environmental organizations and other stakeholders. The role of the Task Force is to ensure that MassHighway's development and review of project alternatives, impacts, and mitigation measures fully considers existing land use and open space planning throughout the corridor.

The largest commercial development proposal within the Route 3 corridor is the South Weymouth Naval Air Station, which comprises approximately 1,450 acres of land within the towns of Weymouth, Rockland and Abington. After the United States Government in 1997 closed the base, the legislature created the South Shore Tri-Town Development Corporation to create a redevelopment plan. The plan could involve over four million square feet of mixed-use development, including up to two million s.f. of retail space. Full buildout would require a new access road between the site and Route 3.

The scope for the project's EIR, issued in October 2000, requires the study of different levels of project buildout, with each level tied to existing or proposed infrastructure capacity. In particular, the EIR must identify the level of development supportable by improvements to existing roadways (Route 18) and the existing MBTA commuter rail station at the project's doorstep, but without the connector road, which might involve significant wetlands alterations and other off-site impacts. The EIR must also study pedestrian-friendly, transit-oriented site planning layouts. (As an example, the Mashpee

Commons development on Cape Cod shows how a major retail project can be split up into small blocks, with internal streets and sidewalks, and with second-floor offices and apartments located above the stores.)

Redevelopment of the South Boston Waterfront

The South Boston waterfront is potentially the most significant new city-building opportunity to be undertaken in Boston since the creation of the Back Bay in the late nineteenth century. As envisioned in the Boston Redevelopment Authority's Public Realm Plan, issued in 1999, one thousand acres of former industrial land, much of it now vacant or underused, will be transformed into a new mixed-use urban district. Over time the district could accommodate as much as 17 to 24 million s.f. of new mixed-use development.

The MEPA Office has been involved in the simultaneous review of four major waterfront projects, totaling over 11 million s.f.: the Fan Pier, Pier 4, Massport's Commonwealth Flats, and the McCourt properties. In addition, EOEA has reviewed the City's Municipal Harbor Plan (MHP) for 128 acres of land within the jurisdiction of M.G.L. Chapter 91. The MHP area includes the entire Fan Pier and Pier 4 sites, and portions of Commonwealth Flats and the McCourt properties. Both in its MEPA reviews and in its MHP decision, EOEA has looked to the consistency of project plans with the City's district-wide planning, as embodied in the Public Realm Plan and the Boston Transportation Department's South Boston Transportation Study.

Providing good transportation access will be a key to unlocking the development potential of the South Boston waterfront. The state and federal government have invested billions of dollars in new public investments to serve the area: the Central Artery / Tunnel project, the MBTA's Silver Line, and new surface streets. Unlike suburban settings, an urban area like South Boston can rely upon a wide range of alternatives to cars: fixed transit, local and commuter buses, private shuttles, water transportation, bicycling, and walking. Up to 60% of peak-hour trips are projected to be modes other than single-occupancy autos. Nevertheless, MEPA review of project impacts must ensure that transportation demand is in balance with capacity, both in the short term and the long term. Otherwise, traffic congestion would increase air pollution and hinder truck access to the working port.

To address these issues, in September 2000 EOEA convened the South Boston Transportation Summit. Over 150 participants, including state and city officials, developers, South Boston residents, environmental and business advocates, and other interested parties, met to discuss the transportation challenges of waterfront redevelopment. The Summit is producing concrete results, to be reflected on ongoing MEPA reviews of individual projects, including:

- an updated set of district-wide build-out projections;
- the coordination of water transportation facilities and services among different projects;
- a heightened role for the Seaport Transportation Management Association; and
- a commitment to the principle that each individual development project should take responsibility for its fair share of any shortfall in the needed transit capacity for the district, both short-term and long-term.

In December 2000, EOEA approved, with conditions, the City's MHP for the South Boston waterfront. Under the Municipal Harbor Planning Regulations, 301 CMR 23.00, EOEA may authorize significant departures from the baseline requirements of DEP's Waterways Regulations, 310 CMR 9.00, so long as a municipality's plan satisfies statewide policy goals to protect rights of waterfront use and access defined under the public trust doctrine.

The South Boston decision allows significantly increased heights for private development adjacent to the waterfront, in return for increased public open space and other offsetting public benefits. By setting out clear standards for Chapter 91 licensing of projects within the harbor planning area, the EOEA decision also creates a predictable pathway for individual project approvals.

Jay Wickersham, an architect and lawyer, has been director of the MEPA Office since 1998. He is a lecturer in planning and environmental law at Harvard's Graduate School of Design and Kennedy School of Government, a contributing author to Rathkopf's The Law of Zoning and Planning (Clark Boardman Callaghan), and principal author of "The State of Our Environment," issued by EOEA in April 2000.

RLUIPA (continued)

Preservation to offer a special one-hour audio conference on regulating religious land use under RLUIPA.

The audio conference will focus on such issues as the impact on zoning, legal practicalities, an overview of current litigation, implications for historic preservation, the relationship between RLUIPA and smart growth initiatives, trends in state religious land use laws and suggestions for coping with the new statute without providing complete exemption to religious organizations. Speakers will include a municipal attorney, planner, elected official and expert in historic preservation. Anyone involved in crafting or enforcing local land use regulations should plan now to participate.

The audio conference will be held on Wednesday, May 9, 2001, at 4:00 p.m. (Eastern). Participants can join the conference remotely from anywhere in the country. Your organization can register for a site license for the conference that allows any number of participants to listen in on the call. The early registration rate is just \$70. Along with the site license, you will receive a complete agenda, speaker bios and an information packet.

The information packet will provide numerous articles, legal analyses, abstracts of filed litigation and tips sheets on coping with the new law. The program is interactive with participants able to ask questions of the expert panel and special information will be provided online. Tapes and written transcripts of the conference also will be available.

For complete event and registration information, contact APA's Policy Office at 202.872.0611 or go online at www.planning.org. For more information, contact APA's Government Affairs Coordinator Jason Jordan at 202.872.0611 or jjordan@planning.org.

EMPLOYMENT

Transportation and Commercial Development Project Manager, City of Somerville Office of Housing and Community Development

DUTIES: Works under the general policy direction of the Executive Director and reports to the Director of Transportation and Commercial Development; Assists the Director in implementing policy, planning and development in the following areas:

- Organize and coordinate programs and projects associated with the enhancement of commercial districts.
- Implement transportation improvement projects such as pedestrian improvements, alleviation of traffic congestion, and promotion of public transportation.
- Development of RFP's, Scopes of Work, and other documents associated with the selection and management of consultant services.
- Research funding sources and prepare grant applications.

Participate in public meetings and hearings including neighborhood groups, business interest groups, and the Somerville Chamber of Commerce; Coordinate division activities with other City departments.

SALARY RANGE: \$37,500 to \$42,000 annually. **QUALIFICATIONS:** Applicants must have experience in the revitalization of commercial districts, transportation planning and public outreach. Minimum qualifications include at least (a) a Bachelor's degree in Urban/Regional Planning or a related field. Master's degree preferred; and (b) three or more years of relevant full-time work experience related to the above referred duties. A valid Massachusetts Class III drivers' license is helpful. Evening work will be required as part of regular duties and responsibilities of this position.

Send cover letter and resume by April 30, 2001, to Personnel Department, City Hall, 93 Highland Avenue, Somerville, MA 02143. FAX: 617-666-4426 EOE/AA/M/F/D/V.

Senior Land Use Planner/Permits Manager, City of Northampton

The City of Northampton is seeks a Senior Land Use Planner/Permits Manager. This planner is a key part of our comprehensive and strategic planning team, coordinates our permit processes, supports the Planning Board, Zoning Board and Conservation Commission, assists in oversight of a part-time planner, and assists with special projects and other planning and administrative activities. Approximately 60% time is current planning and 40% time is long-range planning.

Northampton is a progressive planning community. City Council and the public help create a supportive planning environment. On-going projects include rail trail development, comprehensive planning, open space acquisition, affordable housing development, and economic development. See www.northamptonplanning.org

Bachelor's degree in planning or related field and three to five years of experience in municipal planning or related field required; Master's degree in planning and AICP certification desirable; or any combination of education and experience. Knowledge of the above responsibilities, ability to communicate clearly both orally and in writing and work as a team player is essential. Expected hiring range is between \$35,000 and \$36,200. Please forward a resume and cover letter to Human Resources Dept., 240 Main Street, Northampton, MA 01060 by 4/24/01. EOE

Planning Internship, Town of Lexington

Hands-on municipal planning opportunity in a historic and active community: The Town of Lexington, Massachusetts is offering a unique opportunity to gain real experience in a busy local planning office. This position is a full-time one year planning internship, with a possibility for a second year extension. The candidate may be a recent college graduate or a mature person looking to enhance credentials or re-enter the work force.

The person occupying this position will have the opportunity to become involved in the Planning Board's dynamic Comprehensive Plan process, involving topics that range from economic development to natural and cultural resources preservation, and from affordable housing to innovations in land use, including big house control and changing land uses in Lexington Center. There will also be the chance to be involved with our development permitting processes and large scale inter-town development projects on the former Metropolitan State and Middlesex Hospitals. State initiatives such as the Community Preservation Act and Executive Order 418 offer further possibilities for experience.

The candidate must possess, at a minimum, a bachelors degree in urban planning, geography, engineering or a related field. Past or current work experience of a relevant nature is not the primary factor in selection; the desire to learn and be enthusiastic about the opportunity is the key consideration.

Geographic Information Systems experience (Arc Info/Arc View or other) would be highly desirable, if the candidate's familiarity with GIS is limited, then he or she must be willing to take sufficient training. It will also be necessary to have reasonable word processing skills, preferably in a Microsoft environment. MS Access and MS Excel or similar data base and spreadsheet programs would also be helpful. The Planning Department is willing to participate in training and skills enhancement programs.

The annual salary is limited, at \$30,000, but the position offers health insurance and a full benefits package, including paid vacation. We can also offer flex-time work

schedules. The person will work with a highly experienced and supportive professional planning staff.

Please send resume, cover letter and any other pertinent material to: Planning Department, Lexington Town Offices, 1625 Massachusetts Avenue, Lexington, MA 02420. Submissions must be received no later than May 11, 2001.

Planning Director/Economic Development Coordinator, Town of Burrillville

The Town of Burrillville located in northwestern Rhode Island with a population of 17,000 is recruiting for the position of Planning Director/Economic Development Coordinator. Person filling this position should have a minimum of a Bachelor's degree in municipal planning or a related area with five years working experience in a state or local planning agency. Master's degree in community planning is highly desirable. Familiarity and experience in such areas as land use planning, development, implementation of a comprehensive plan, ability to work effectively with a local planning and zoning board, economic development experience, ability to write and administer various state and federal grants, and familiarity with the capital improvement budget process. Salary for this position will be in the \$50 to \$58K range depending on experience and this position will be bonus eligible. The Town of Burrillville offers an attractive benefit package including Blue Cross and HealthMate Coast-to-Coast.

Send letter of application and resumes to: James H. Moran, Chairman, Personnel Board, 105 Harrisville Main Street, Harrisville, RI 02830. Phone (401) 568-9468, fax (401) 568-0490. All applications must be received by mail or fax no later than May 11, 2001. Residency in Burrillville is required unless specifically exempted for a particular person by the Town Council. The Town of Burrillville is an Equal Opportunity Employer.

Town of Mashpee, Assistant Town Planner

Rapidly growing Cape Cod town seeks highly energetic, flexible, results-oriented professional to provide plan review and support services to Planning Board, manage Planning Department GIS operations, assist in implementation and update of Comprehensive Plan, and perform other functions in the areas of site plan review, economic development, environmental protection, transportation planning, affordable housing, municipal facilities planning, and public outreach. Requires Masters Degree in planning with one year of planning experience or equivalent education and experience. GIS training and experience a strong plus. Thorough knowledge of principles and practices of zoning and subdivision law will be expected, along with strong computer skills and ability to communicate effectively in oral and written form. Seaside small town working environment with excellent benefits. Current annual salary range of \$35,131 - \$41,725. Valid driver's license required.

Send resume with address and phone of three professional references to Mashpee Personnel Department, 16 Great Neck Road North, Mashpee, MA 02649. Deadline for application is May 18, 2001.

Town Planner, Town of Leicester

The Town of Leicester (population 11,000) is seeking applications for a full-time planning professional to serve as the Town Planner. Position includes all town employee benefits and a performance contract.

Under the direction of the Planning Board, the successful candidate's work program will include implementation of the newly adopted Master Plan with emphasis on Zoning By Law and Subdivision ordinance analysis and preparation of comprehensive amendments as a primary task. The Town Planner is responsible for coordination with the Town Engineer and construction oversight for compliance with project conditions, all day to day operations, including subdivision and site plan reviews, coordination with other town departments and boards, and supervision of a part time planning assistant.

The position requires a customer friendly attitude, a working knowledge of laws pertaining to municipal land use, experience in drafting amendments to local ordinances, excellent oral and written communication and time management skills, ability to accurately read and interpret plans, computer operating skills and availability for evening meetings. The successful applicant must have a Bachelor's Degree in Planning or a related field and four years of progressively responsible planning experience, or a Master's Degree and two years of progressively responsible planning experience, or a minimum of eight years of planning experience.

Salary range is \$45,000.00 to \$50,000.00 and includes a comprehensive benefit package. The Town of Leicester is an Equal Opportunity Employer, male/female. A complete job description and application are available at the Selectmen's office, Monday-Friday, 9:00 a.m. to 4:00 p.m. and at www.ci.leicester.ma.us. Please submit completed application, resume, salary history and cover letter (FAXs will not be accepted) no later than 4:00 p.m. Friday May 25, 2001 to: James P. Purcell, Town Administrator Town of Leicester, 3 Washburn Square, Leicester, MA 01524-1333.

CALENDAR

April 9: "Business Location: Balancing Community & Corporate Needs"

How can your community shape business and individual development to balance other local needs? Using a regional perspective, we'll explore several ways communities have accommodated business, including the city of Lowell, Clock Tower Place in Maynard and Cisco in Boxborough. Part of the Sudbury Valley Trustees "Greenprint for Growth" Forum Series. 2 Clock Tower Place, Maynard MA, 5th floor Auditorium, 7:30 pm - 9:30 pm. Info: Heather Bruce at 978-897-5500 ext. 35

April 18: MAPA Economic Development Committee meeting

Brown-bag luncheon on State-level economic development programs available to local governments. Thomas P. O'Neill Federal Building, 10 Causeway Street, Room 900, Boston. Info: Justin Hollander at (617) 565-6528 or justin.hollander@gsa.gov.

April 26-28: Best Practices Symposium, ICMA

Sponsored by the International City/County Management Association. Newport, RI. Info: ICMA, 202-289-4262. April 27-29: Civic Initiative Regional Charrette, Boston

Sponsored by the BSA, EPA, MAPA, Lincoln Institute, Urban Land Institute, Boston Bar Assoc., and others. \$25. Info: www.architects.org or 617-951-1433 x225.

May 3-4: "New England Farms in Transition: Supporting the Generational Transfer of Farmland and Farm Assets", Concord, NH

A two-part seminar on farm succession for attorneys, accountants, financial planners, extension personnel, land trust staff and others who assist farm families in transition. This event is sponsored by the Conservation Law Foundation, FarmNet/Cornell University, Land Link Vermont/University of Vermont, and the New England Small Farm Institute. You may register for one or both days. For a brochure and registration materials, please contact the New England Small Farm Institute at kruhf@smallfarm.org or Land Link Vermont at dheleba@zoo.uvm.edu.

May 12: AICP Exam

Visit www.planning.org for more info, or contact your chapter VP for Professional Development.

May 14: "Transfer of Development Rights"

Transferring development rights from one parcel or area of town to another can focus growth in a preferred district, avoiding haphazard, sprawling development. We'll hear how the town of Groton has used this technique to preserve open space. Part of the Sudbury Valley Trustees "Greenprint for Growth" Forum Series. 2 Clock Tower Place, Maynard MA, 5th floor Auditorium, 7:30 pm - 9:30 pm. Info: Heather Bruce at 978-897-5500 ext. 35

May 24-25: MAPD Annual Conference

Come celebrate 40 years of planning. Workshops include CPA, E.O. 418, Downtown Revitalization, Environmental Issues, Comprehensive Permits, and the ever-popular Zoning Clinic. Hawthorne Hotel, Salem. Registration: \$70 for MAPD members, \$100 for non-members. Info: Kathy Joubert, 508-393-5019.

June 8-10: Civic Initiative Future Search

Sponsored by the BSA, EPA, MAPA, Lincoln Institute, Urban Land Institute, Boston Bar Assoc., and others. \$25. Info: www.architects.org or 617-951-1433 x225.

June 11: "Implementing Regional Open Space Networks"

In order to preserve viable tracts of open space, it is often necessary to cross town boundaries. We'll hear about the initiative of four communities to preserve land surrounding Callahan State Park and from the five communities involved in the Upper Assabet Riverway Plan. Part of the Sudbury Valley Trustees "Greenprint for Growth" Forum Series. 2 Clock Tower Place, Maynard MA, 5th floor Auditorium, 7:30 pm - 9:30 pm. Info: Heather Bruce at 978-897-5500 ext. 35.

October 4-5: MA/RI/CT Fall Regional Conference, Lowell

Save the date and be sure to join your colleagues at our fall regional APA conference October 4-5 in Lowell at the Doubletree hotel. This year's program includes an all day track on Press and Media relations conducted by APA's Denny Johnson which is specifically designed for planners. Anyone wishing to volunteer for work on the conference should contact Peter Lowitt, at 978-772-8831 ext.313 or by email at peterlowitt@devensec.com.

New from Planners Press



Al Zelinka and Dean Brennan. 2001. 285 pages; 453 illustrations, many in full color. (APA Planners Press.) \$75 (hard cover); APA members \$70.

SafeScape Creating Safer, More Livable Communities Through Planning and Design

Gates, video surveillance, and electronic security systems can't eliminate crimes against people or property. The best deterrent is natural human activity—walking, shopping, visiting, working, and playing in public places. But after decades of sprawl, auto-dominated planning, and "urban renewal," many public places are uninviting, inaccessible, or dilapidated. At worst, they are threatening and downright dangerous. *SafeScape* offers a practical prescription for change.

SafeScape shows how to integrate public safety considerations into land use planning, urban design, and community development and build—or rebuild—safe, inviting neighborhoods and downtowns. Authors Al Zelinka and Dean Brennan isolate specific elements of the built environment that affect public safety, such as sidewalks, building orientation, lighting, landscaping, signs, entryways, and parking. Through text, photographs, and drawings they show how to design and execute each element to minimize criminal opportunity and contribute to a safer public realm that people will use and enjoy.

After outlining principles and identifying best practices, the authors tackle the nuts and bolts of implementing *SafeScape*: collecting and analyzing data, changing laws and procedures, and choosing and using appropriate planning and design tools. Seventeen detailed community case studies illustrate successful projects that enhanced public safety and livability.

Who should read *SafeScape*? Urban planners, concerned citizens, elected officials, law enforcement professionals, developers, architects, landscape architects, and planning educators.

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NEW ENGLAND PLANNING NEWSLETTER INFORMATION

Changes of Address: *New England Planning* does not maintain address lists. All lists are maintained at the national office and mailed to local chapters each month. If you have moved, write: Membership Department, APA National Headquarters, 122 S. Michigan Ave., Suite 1600, Chicago, IL 60603-6107.

Employment Ads: Employment and jobs wanted ads are \$25.00 per listing, which includes the newsletter and posting on the MAPA website. Send copy to the newsletter editor (email preferred) with a name and billing address.

Consultant Directory: Rates are \$35.00 per business card listing (one month) or \$350.00 for an annual listing (ten issues). Send business card or camera ready copy (2.33" x 1.4") to the editor.

Membership Information: APA National Headquarters, 122 S. Michigan Ave., Suite 1600, Chicago, IL 60603-6107; (312) 431-9100.

Questions: Please try to call the appropriate chapter officer (see panel on left for contact info).

Back Issues: For copies of back issues, contact the Administrative Office at (617) 287-5607.

Internet: National, www.planning.org; MAPA, www.massapa.org; RIAPA, www.riapa.org.

Submissions: We welcome articles, letters to the editor, photos, calendar items, project profiles, etc. Please do not hesitate to send anything you think of interest, or query editor to discuss an idea. We may need to edit due to space limitations. If possible, please send electronic version in .txt format via email or disk.

Calendar Listings: Please send listings in calendar format (see inside this issue).

Send Items to: Ezra Glenn, APA Newsletter Editor, c/o McGregor & Associates, 60 Temple Place, Boston, MA 02111. Phone: (617) 338-6464 x18; Fax: (617) 338-0737; Email: egleenn@mcgregorlaw.com

MAPA Administrative Office: Dennis Leigh, Urban Harbors Institute, University of Mass—Boston, 100 Morrisset Blvd., Boston, MA 02125-3393. Phone: (617) 287-5607; email: ma.apa@umb.edu

**INFORMATION FOR THE APRIL ISSUE
IS DUE NO LATER THAN
WEDNESDAY, APRIL 25, 2001**