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Published by the Massachusetts and Rhode Island Chapters of the American Planning Association

NEW ENGLAND PLANNING

Massachusetts Chapter & Rhode Island Chapter

APA Announces Federal Policy Agenda for the 107th Congress

Based on APA's adopted legislative priorities, these ten items constitute an important agenda for the 107th Congress to promote smart growth and livability in the nation's communities. A recent APA/AICP national survey found that 78% of voters believe that it is important for Congress to help communities solve problems associated with urban growth and land-use. APA calls on Congress to take these steps to help make great communities happen:

- *Provide federal support for state planning reform by passing the Community Character Act;*
- *Oppose attempts to preempt local land-use decision-making and expand "takings" doctrines;*
- *Make the federal government a better neighbor in America's communities by locating federal facilities consistent with local smart growth plans;*
- *Promote reinvestment in urban areas through tools such as targeted tax incentives, brownfield reform and historic preservation;*
- *Protect open space, parkland and sensitive coastal areas by fully funding the Land Conservation Preservation and Infrastructure Improvement Trust Fund programs and providing new incentives for land conservation;*
- *Direct additional funding to support community transit, transportation options and multi-modal connections;*
- *Address the nation's affordable housing crisis;*
- *Improve habitat and species conservation planning;*
- *Make federal investments in community data and information programs that support local planning decisions; and*
- *Provide needed and necessary financing and support for communities as they maintain an infrastructure needed for continued economic growth.*

PROJECT PROFILE

Bicycle and Pedestrian Planning: A Graduate Course

Carlos Balsas, AICP

How many times have you read or heard that the US is a car-dominated country and that, in addition to independence and convenience, continued automobile usage causes serious environmental and social problems? Traffic accidents; congestion; air, water, and noise pollution; global warming; resource depletion; public health; and suburban sprawl are some examples of

problems associated with high levels of "automobility." It is true that our education system reflects the needs and aspirations of society. But as in other cases, such as social equity, the education system has not been able to address the needs of the most unprotected street users: pedestrians, people with disabilities, and bicyclists. Traditionally in the US, the transportation planning curriculum has benefited the automobile over alternate forms of transportation.

A survey conducted in the beginning of the 1990s by the non-motorized committee of the American Society of Civil Engineers

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Fall Regional Conference—October 4-5

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. Our friends in Lowell want to top the fine time we all had in New Haven last fall. 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.

Rhode Island Chapter

Thomas E. Deller, AICP, RIAPA President

We are in the legislative session and things are getting interesting. This year, some of the bills that we fought in the senate last year have appeared in the house. Could it be that since the sponsor of those bills last year is Senate Majority Leader there is a hope of getting the bills through the house for easy passage in the senate? We need to watch very carefully what is going on. Yesterday, the executive committee met and reviewed a number of bills. I will summarize our position. I hope that you will contact your representatives and senators and urge them to either support or oppose the following bills.

H 5301 - Amendment to the Zoning Enabling Legislation: **OPPOSE**. This bill changes the definition of day care to be the same as the licensing law. It creates a number of problems and permits commercial daycare in residential zones.

S 0072 - Amendment to the Zoning Enabling Legislation. This bill changes the notice provisions for appeals of the zoning enforcement officer's decisions. The executive committee has no objection to the proposed 45-24-64.1 but **OPPOSES** 45-24-69.1, which requires notice for appeals to superior court.

H 5751 - Newspaper and magazine vending machines: **SUPPORT**. This bill would allow cities and towns to regulate the placement of these vending machines. We are going to propose that the bill be expanded to permit regulation anywhere in a community, not just historic districts.

H 6091 - Amendments to the Comprehensive Planning, Land Development and Zoning laws: **OPPOSE**. We were able to get a similar bill killed last year. This bill would require that any limitations on building permits or land use approvals can only be imposed if the limitation is incorporated in to a municipality's comprehensive plan. Basically, this language would prohibit many of the growth controls that communities are now using. The executive committee has no objection to requiring municipalities to base limitations on 'reasonable, rational assessment of the municipalities sustainable capacity for growth' we are concerned that the language in the bill is far too limiting and would make it virtually impossible for communities to impose growth controls.

H 6054 - Amendments to various laws relating to housing and open space: **SUPPORT** with modifications. This bill amends five different laws. First the bill requires the establishment of a board to administer the

housing and conservation trust fund and requires that the fund be capitalized from a new real estate transfer tax. Second, the bill sets up a mechanism to fund the housing and conservation trust fund through the imposition of a transfer tax on housing that sales for a price above the Rhode Island median sales price. Third, the bill expands and clarifies the provisions of the Real Estate Non-Utilization Tax law. This is a program available only to the states urban communities. The law allows those communities to impose an added tax when a property is left vacant. Fourth, the bill amends the zoning enabling act to permit residents, whether or not incorporated, to appeal the enactment of or amendment to a zoning ordinance. Finally, the bill would create six planning positions in the Department of Administration to perform the functions required by the Comprehensive Planning and Land Use Regulation Act. This section would also clarify what is meant by state agency for comprehensive plan purposes. The one point of the law that we disagree with is that the Housing and Conservation Board would serve as an advisory committee to the department in the hiring and deployment of staff. We believe that the state planning council should continue to have that roll and responsibility.

H 6005 - The drive thru bill: **OPPOSE**. This bill would amend the zoning enabling legislation to make drive thru windows permitted uses with any pharmacy. We call this the CVS bill. The proponents are trying to justify this bill because a drive thru will meet the needs of the elderly.

H 5840 - Buildings in blighted Areas: **SUPPORT**. This bill would amend the Mill Building Revitalization Act to expand the types of projects that would be eligible for the state tax credit if the property is reused.

H 5547 - Historic Tax Credit: **SUPPORT**. This bill changes the definition of the types of properties that are eligible for historic tax credits.

These are the major bills that we have identified. We are constantly watching. If you know of bills that we have missed, please let us know. You can get copies of these bills, or any others that you may be interested in at <http://www.rilin.state.ri.us/BillText/BillText01/BillText01.html>.

Notices will be coming out on the next luncheon shortly. Mark your calendar for August 10th for the Rhode Island Annual Clambake.

Finally, I'm looking for proposals for the maintenance of the RIAPA web page. If anyone is interested in managing our web page, please call and we will discuss what we are looking for. I will accept proposals until April 15th. Thanks.

APA Launches Online Legislative Action Center

APA is pleased to announce the launch of a new service for those interested in promoting progressive planning policies in Washington. The APA website now features a Legislative Action Center where users can get complete contact information for all Members of Congress and congressional committees; committee and floor schedule information; and APA legislative alerts and sample letters. Users can also send email to their Senators and Representative directly from the APA website. Grassroots activism has never been easier. Check out the new service today at cw2k.capweb.net/planning.

Massachusetts Chapter

Tom Broadrick, AICP, MAPA President

March 10th through the 14th is the National Planning Conference in New Orleans. I was disappointed to find that I could not attend due to the Annual Town Meeting on March 10th in the Town of Duxbury where I work as Planning Director. I had hoped to attend the FAICP Award Ceremony this year because a special man from Massachusetts had been accepted into the Fellows of the American Institute of Certified Planners. I am sad to report that Hermann Field, FAICP passed away Friday, February 23, 2001.

Hermann Haviland Field was the founder and first director of the Department of Urban and Environmental Policy at Tufts University and continued his association with Tufts as Professor Emeritus of the Department. He had a long association (1961-1972) with the Tufts-affiliated New England Medical Center as planning director. He was chairman of the Planning Board in Shirley, Massachusetts for many years, a past director of the Massachusetts Association of Conservation Commissions, and a member of the Commission on Environmental Planning of the International Union for Conservation of Nature and Natural Resources (IUCN).

In 1995 he was appointed to the Devens Enterprise Commission following three years of involvement in the Reuse Plan and By-Laws for the former army base, for which he received a Quality of Life Award by the AIA New England Council for his leadership role. He was the co-author of *Angry Harvest, Duck Lane, and Trapped in the Cold War: An Ordeal of an American Family* and co-editor of *Sustaining*

Tomorrow: A Strategy for World Conservation and Development. In 1996, he received the Massachusetts APA Chapter Professional Planner award "for sustained contribution to the planning profession through distinguished practice, teaching or writing." He was a charter member of the American Institute of City Planners and a fellow of the American Institute of Architects.

Hermann was credited by Ed Logue and others as a visionary who helped redefine urban redevelopment projects through his work at the Tufts New England Medical Center. His early understanding of the importance of transit oriented development and its importance for urban redevelopment projects is a lesson many planners are applying to this day.

Hermann was a true planning mentor. He influenced the careers of many planners, such as Ralph Wilmer, AICP, and Michael Oman, and was a leader in the field of sustainability planning. Hermann was acknowledged as the driving force in integrating the concepts of sustainability into the reuse of Fort Devens which has been acclaimed by the Department of Defense as a model for successful base closures. Hermann's interdisciplinary approach created well-rounded policy analysts and planners.

Hermann was kidnapped by the Polish Secret Police and held for five years. His disappearance became a focal point of the Cold War. His dignity, tenacity, and integrity triumphed over those years of isolation and imprisonment.

We have lost a true hero, someone who really knew how to "Make Great Communities Happen".

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

WASHINGTON UPDATE

Jason Jordan, APA Government Affairs Coordinator

Supreme Court Hears Major Property Rights Case

On February 26, the U.S. Supreme Court will hear oral arguments in the biggest property rights case since the Lucas decision in 1992. In *Palazzolo v. State of Rhode Island*, a property owner is seeking more than \$3 million from Rhode Island because officials have refused to allow him to build a beach club on a salt marsh. A Superior Court and the Rhode Island Supreme Court have both ruled in favor of the State of Rhode Island. At issue for the Supreme Court are such key issues as: Should compensation be barred if regulations restricting development were in place when a person bought property? If a government agency bans a proposed use, must the landowner submit a proposal for a less ambitious use before a takings claim can be made? How far can regulations go before they amount to a taking? The case has attracted a wide array of interest groups on both sides. Mr. Palazzolo case has been brought by a property rights advocacy group, the Pacific Legal Foundation, and supported in an *amicus* brief by the National Association of Home Builders. Legal briefs supporting Rhode Island have been filed by APA and a numerous states, environmental organizations and associations representing state and local government. The U.S. Solicitor General will argue before the Court in support of Rhode Island based on a defense of national policy protecting coastal wetlands, and in an indication of the case's importance, Rhode Island Attorney General Sheldon Whitehouse is preparing to

argue the state's case himself. Copies of APA's *amicus* brief can be obtained by contacting Jason Jordan in APA's government affairs department at 202.872.0611 or jjordan@planning.org.

CZMA Heads for Fast Track in the Senate

A bipartisan group of Senators, led by last year's APA Senate Legislator of the Year Sen. Olympia Snowe (R-ME), has reintroduced legislation to reauthorize the Coastal Zone Management Act. Sen. Snowe was joined by Sens. John McCain (R-AZ), Ernest Hollings (D-SC), John Breaux (D-LA) and John Kerry (D-MA) in introducing S. 328. The Coastal Zone Management Act (CZMA) has demonstrated a history of wide support. Since its enactment in 1972, 34 of 35 states and territories have voluntarily developed plans to protect and manage their coastal resources in exchange for federal funding to do so. Legislation to reauthorize the CZMA enjoyed broad bipartisan support in the Senate last year, passing by unanimous consent twice.

The measure would reauthorize the CZMA program for five years and increase funding for coastal zone management grants and state programs. The bill also authorizes the coastal nonpoint pollution control program as part of CZMA. The proposed reauthorization would provide \$55 million in fiscal 2000 for developing state plans and an additional \$30 million to create new grants to increase local involvement in coastal management.

Passage last year was derailed by opposition in the House

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Massachusetts Green Building Tax Credit

Courtesy of The Green Building Coalition

The construction and operation of buildings has the single greatest environmental impact of any human activity. In order to reduce this impact, the Green Building Tax Credit will provide tax credits to building developers, owners and tenants who, for commercial and multi-family residential buildings, invest in measures to:

- a. increase energy efficiency,
- b. improve indoor air quality, and
- c. reduce the environmental impacts.

This bill is based on the New York State Green Building Tax Credit Statute that became law in May 2000. Lead coalition participants in New York included the Natural Resources Defense Council, the Real Estate Board of New York and the New York Environmental Business Association. The bill also received strong support from labor communities.

Environmental and Economic Benefits

The bill will promote better environmental standards for building construction and design and increasing the demand for new, clean technologies and environmentally preferable building products and services. The bill will also reduce water and energy consumption and landfill demand, thus addressing a host of environmental problems including ozone depletion, acid rain, toxins, and climate change. Finally, this bill will create industry and public awareness of resource management that will improve the quality of life for building occupants in a sustainable and profitable way.

Eligibility Summary

The application must include certification by a licensed architect or engineer that the base building and/or tenant space meets the criteria set forth in the legislation. Standards

will be developed by state agencies, including:

- a) Energy Efficiency: Energy use for new buildings must not exceed 65% of use permitted under the Massachusetts Building and/or Energy Code (rehabilitated buildings must not exceed 75%).
- b) Indoor Air Quality: Ventilation, thermal comfort and air quality must meet specified requirements.
- c) Building Materials: Materials must meet specified criteria regarding minimum percentages of recycled content and renewable source material and maximum levels of toxicity.

Tax Credit Provisions

The bill includes the following tax credits spread over a five year period:

1. Green Whole Building: Up to 7% tax credit on overall capital costs and up to 8% tax credit if built in an economic development area.
2. Green Base Building (whole building minus tenant spaces): Up to 5% tax credit on overall capital costs and up to 6% tax credit if built in an economic development area.
3. Green Tenant Space: Up to 5% tax credit on overall capital costs and up to 6% tax credit if built in an economic development area.
4. Photovoltaic Module Credit Component (solar power): 100% of the incremental cost for integrating PV modules.
5. Fuel Cell Credit Component: 30% of the incremental cost for integrating fuel cells.

For more information, contact Rep. Jim Marzilli at (617) 722-2460, Deane Rykerson at (617) 407-6042, or Michael Charney of Mass. Climate Action Network at (617) 492-6614.

Massachusetts and Rhode Island Join Forces to Conduct Buildout Analysis

Kathleen Crawley, Principal Planner, RI Statewide Planning Program, and Sally Spadaro, RI Project Coordinator

The historic mill villages and scenic landscapes of the Blackstone Valley straddle the border of Rhode Island and Massachusetts. So do efforts to plan for the future of the valley as a coalition of local, state and federal agencies kick off a comprehensive bi-state buildout analysis. The analysis will provide baseline planning data for eleven Rhode Island communities that will be consistent with data that already exists for Massachusetts.

The study creates a new opportunity for a valley-wide view of the 24 Rhode Island and Massachusetts communities that comprise the Blackstone River Valley. "This project represents a unique opportunity to see the potential impact of growth throughout the Blackstone River watershed," said Jan H. Reitsma, Director of DEM. "Sound environmental management requires knowledge based on natural boundaries, not political ones. This study will establish a first-ever watershed basis for future planning and management decisions."

At the local level, the eleven Rhode Island communities

will have better tools to estimate future residential, commercial and industrial growth and their impacts on school construction, traffic, water and sewer capacity and open space. The information will enhance local efforts to preserve the unique character of the places that define the Blackstone River Valley. "Community preservation is about maintaining quality of life in our municipalities by empowering cities and towns to preserve what is important to their individual character," said John O'Brien, Chief of RI Statewide Planning. "This effort is also about recognizing the potential negative effects of sprawl development and the potential for disproportionate growth in certain regions. It will give us another tool to assist towns in the visualization of growth as they work to complete revisions and updates of their comprehensive plans."

The project is funded by the John H. Chafee Blackstone River Valley National Heritage Corridor. Partners include the Rhode Island Department of Environmental Management, the Rhode Island Statewide Planning Program, RIGIS, the Blackstone Valley Tourism Council, the Massachusetts Executive Office of Environmental Affairs (EOEA) and the valley communities.

Over the next two months, the consultant, Applied

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*Joseph P. J. Vrabel, Esquire, Bowditch & Dewey, LLP
Benjamin F. Goodrich, Jr. and Natalie S. Goodrich, as
Trustees of the Benjamin F. Goodrich, Jr. Realty Trust v. Town
of Duxbury Planning Board
Land Court Miscellaneous Case No. 255727*

Approval Not Required Plans— Constructive Approval

The Massachusetts Land Court recently issued an interesting decision on the subject of whether an “Approval Not Required Endorsement” should have been constructively granted due to the action or inaction of the Duxbury Planning Board. The Plaintiffs claimed that the Duxbury Planning Board did not following the correct procedure required by M.G.L. Ch. 41 § 81P, which requires a Planning Board to act “expeditiously” on an ANR Application and provide notice of its action to the Plaintiffs and the Town Clerk. The Plaintiffs claimed that the Planning Board “failed to act” and “failed to notify” the Duxbury Town Clerk and the Plaintiffs in a timely manner, with the result that the requested ANR endorsement should be constructively granted. The Defendant Planning Board claimed that even though there may have been a minor procedural defect under Ch. 41 § 81P, any such procedural defect was not sufficient to warrant constructive approval of the ANR Application.

The facts of the case were not in dispute. The Plaintiffs filed a copy of their ANR Application with the Duxbury Town Clerk, and the Duxbury Planning Board voted to continue consideration of the ANR Application into the next month. The Plaintiffs agreed in writing to extend the twenty-one day ANR deadline to March 30, 1999. On March 22, 1999, the Plaintiff was present at the hearing with his attorney. That evening, the Board determined that the ANR Plan showed a subdivision and voted unanimously to deny the ANR Application. On March 24, 1999 the Duxbury Planning Director filed a one-page Memorandum with the Duxbury Town Clerk summarizing the Board’s activity for the night of March 22, 1999. The Memorandum specifically stated that “the Planning Board voted 6-0 finding this plan constitutes a subdivision under the provisions of the Subdivision Control Law”.

Following this determination, the Plaintiffs again appeared before the Board on April 5, 1999 contending that constructive approval had occurred due to the Board’s failure to comply with Ch. 41 § 81P. The Planning Board rejected this request. That same evening, the Board voted to accept the minutes of the March 22nd meeting, including their oral vote denying the ANR Application. The Land Court noted that for the Planning Board to avoid constructive approval, its actions prior to March 30, 1999 had to conform to the requirements of Ch. 41 § 81P. The court then considered whether the Planning Board’s vote at the March 22nd meeting, combined with the Memorandum that had been sent to the Town Clerk, was legally sufficient to avoid constructive approval of the ANR Application.

The Plaintiffs argued that the Planning Director’s Memorandum could not be considered notice to the Clerk because it came from the Planning Director, not the Planning Board itself. The Plaintiffs also claimed that the Memorandum could not be considered “notice” to them, because they never

received a copy. As a result, the Board’s failure to issue the written notice required by Ch. 41 § 81P should have automatically resulted in constructive approval of the ANR Application. In support of this proposition, the Plaintiffs cited *J & R Investment, Inc. v. City Clerk of New Bedford*, 28 Mass. App. Ct. 1 (1989), where the Appeals Court held that “for an official vote to constitute a determination that a particular plan requires subdivision approval, it should minimally be capable of being read by a reasonable person both as making such a determination and as relating to that plan”. In the *J & R Investment* case, an oral vote was taken but the Plaintiff’s plan in that case was never specifically named as one of the plans affected by the Board’s vote. The Plaintiffs argued that the facts of this case were on point with *J & R Investment* because Planning Board had only issued an oral determination, and nothing in writing. The Plaintiffs also asserted that a competent written record of the decision, reflecting final action, was not created until April 5, 1999, when the Board reviewed and approved the minutes from its March 22nd meeting, six days after the March 30, 1999 deadline.

Surprisingly, the Defendants also relied upon the *J & R Investment* decision, but claimed that it supported their argument that final action did occur within the twenty-one day period, because the 6-0 vote taken at the March 22nd meeting in the presence of Plaintiff would clearly inform a reasonable person that the ANR Application had been rejected. Although the Defendants admitted to the procedural oversight of not sending written notice to the Plaintiffs, they argued that the Land Court should treat whatever technical failures had occurred as being insufficient to warrant the extreme remedy of constructive approval.

The Land Court agreed with the Defendants. The Court could not find that the facts of this case were any less compelling than those of the *J & R Investment* decision and could not find that the Planning Board had “failed to act” within twenty-one days. In this case, the Planning Board specifically denied the Plaintiffs ANR Application by unanimous vote taken after discussion of the ANR Plan, and in the presence the Plaintiff and his attorney. The Land Court found that the *J & R Investment* standard, where an official vote must “be capable of being read by a reasonable person both as making such a determination and as relating to that Plan”, had been met. The Court also found that the Memorandum from the Planning Director was sufficient to constitute written notice to the Town Clerk. Although the Planning Director was not a member of the Board, it was apparent that he was acting in a representative capacity in conveying Board action to the Clerk. This action was sufficient written notice to the Clerk as required by c. 41, § 81P.

Finally, the Court considered whether the Board’s failure to send written notice to the Plaintiffs should have triggered the remedy of constructive approval. The Land Court saw this issue as involving competing public policy concerns but, ultimately, held that the Board could not “be deemed to have determined that approval under the subdivision control law was not required” within the meaning of Ch. 41 § 81P. Recognizing the public policy considerations that underlie the

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LEGAL NOTES (cont'd)

constructive approval provisions of Ch. 41 § 81P, the Court concluded that the facts of this case simply did not lead to the conclusion that constructive approval was an appropriate remedy. Here, the Plaintiffs clearly had been notified of the public hearing and attended with counsel present. The Board specifically discussed the merits to the ANR Plan and unambiguously rejected Plaintiffs ANR Application by unanimous oral vote. The Memorandum memorializing this vote was filed with the Clerk by a representative of the Board within the twenty-one day period. Plaintiffs could have, and in fact did, file a timely appeal from this action, so they suffered no discernable harm as result of the procedural error.

In sum, the Land Court saw constructive approval as extraordinary remedy and did not find sufficient factors to warrant its grant in this case. Although, the Planning Board ultimately had its actions upheld, Planning Boards should take note that procedural compliance with Ch. 41 § 81P should always be observed and that attempting to bootstrap your way into compliance is not an advisable path to follow. Here, the Duxbury Planning Board ultimately was upheld but the lesson to be learned for Planning Boards is be careful on how you make and file your decisions. Always send timely notice to the Town Clerk and always send timely notice to the applicant on any determination made under Ch. 41 § 81P. Being careful about your procedural steps will almost always save you the time, effort and expense of a Land Court proceeding.

Scenic America Seeks Nominations for "Last Chance Landscapes 2001"

Scenic America, a national scenic conservation organization, is now accepting nominations for its 2001 Last Chance Landscapes program. These endangered landscapes are places of beauty or distinctive community character with both a pending threat and a potential solution. Nomination forms will be accepted until June 1, 2001.

"Change is inevitable, but ugliness is not," said Scenic America's President Meg Maguire. "Unless we reverse our course, many of the landscapes and communities we love will be buried in this decade under billboards, cell towers, huge roads, and strip malls."

A Last Chance Landscape can be a scenic vista, a distinct region, an urban neighborhood, or some other place people cherish and want to preserve. Scenic America will judge nominations on the scenic quality and/or distinct character of the area, the extent and urgency of the threat, and the opportunities to save the landscape.

"Often we look around our communities and countryside and ask 'How did this happen?'" said Maguire. "The challenge is to take action before it's too late to protect scenic landscapes, save open space, preserve community character, and ensure a better quality of life for future generations."

Last Chance Landscape nomination forms are available at Scenic America's website, <http://www.scenic.org>, or by calling Scenic America at (202) 543-6200, extension 12. There is no fee to submit a nomination.

Scenic America launched the Last Chance Landscapes program in 1999 to highlight the growing challenge of

New Grant Round for UPARR Announced

New grant funds for the Urban Park and Recreation Recovery Program (UPARR) are available. For this grant round, \$28.9 million is available for funding rehabilitation projects (no pre-applications for innovation grants will be accepted). Rehabilitation grants awarded will focus on neighborhood park and recreation sites and facilities that have "deteriorated to the point where health and safety are endangered or the community's range of quality recreation service is impaired." Grant funds may be used to remodel, rebuild or develop existing recreation areas and facilities.

The National Park Service will accept pre-applications on or before June 18, 2001. UPARR grants are awarded on a 70/30 (Federal/local) matching basis. Applications and additional requirements can be found in the "UPARR Preapplication Handbook" available from the NPS field offices (see below) or online at www.ncrc.nps.gov/uparr.

For further information on grant timelines and for assistance, contact: Northeast Stewardship and Partnerships Team, Philadelphia Support Office, National Park Service, 200 Chestnut Street, 3rd Floor, Philadelphia, PA 19106; Tel: (215) 597-9195.

preserving natural beauty and distinctive community character. The 2000 Last Chance Landscapes report listed places ranging from the Verdugo Mountains in southern California to Mount Tom and Mount Holyoke Ranges in western Massachusetts. In 2000, for the first time, Scenic America named an entire state, Colorado, as a Last Chance Landscape.

Local individuals or groups nominated the areas, which included a scenic roadway, open space in metropolitan areas, historic towns, and other places treasured for their natural beauty or distinctive character.

"A word for any group interested in applying for Last Chance Landscape status: Do it! The process of applying will, of itself, help citizens coalesce around common goals. Those of us lucky enough to bear the designation have found that it helps citizens rally around efforts to protect the places in which we live and to recognize once again our responsibilities to pass our landscapes on to the next generations." – John Sinton, Trustee of the Connecticut River Watershed Council, nominator of Mt. Tom and Mt. Holyoke, MA Last Chance Landscape 2000

Scenic America is a national, nonprofit organization based in Washington, DC whose mission is to preserve and enhance the scenic character of America's communities and countryside. The organization supports strong sign control, progressive transportation policy, responsible land-use planning, and other measures to preserve natural beauty and distinctive community character. For more information on Scenic America, including memberships and our other publications, please visit <http://www.scenic.org>.

WASHINGTON UPDATE (cont'd)

where a takings amendment was attached to the bill. Last year's House version also eliminated the nonpoint program. Sen. Snowe is expecting quick action by the Senate where a vote could happen as soon as early March. APA supports reauthorization of CZMA. S. 328 is critically needed this year to provide sound environmental management of our nation's coastal areas.

CARA Returns

The Conservation and Reinvestment Act (CARA) is back. Last year's lead House sponsor, Rep. Don Young (R-AK) has reintroduced the measure, which has the same number as last time - H.R. 701. CARA provides guaranteed funding to wide array of conservation programs through revenues generated by continental shelf oil and gas leases. Last year the bill passed the House and was approved by a Senate committee but was never taken up by the full Senate. Instead of approving CARA, appropriators crafted a compromise trust fund that sets aside funding for CARA programs. The trust fund was established for five years. However, CARA advocates were disappointed in the final compromise because funding levels were reduced, the time frame shortened and all funding is still subject to the appropriations process.

Prospects for House action are again strong with the new Resources Committee Chairman, Rep. Jim Hansen (R-UT) and Ranking Member, Rep. Nick Rahall (D-WV) joining Rep. Young as original cosponsors. The new bill increases the funding from the House-passed version of \$2.8 billion per year to \$3.1 billion per year.

H.R. 701 would fully fund the Land and Water Conservation Fund at \$900 million. Coastal States would get \$1 billion for shoreline restoration. The bill also would earmark \$350 million for wildlife conservation and restoration; \$125 million for the Urban Park and Recreation Recovery program; \$150 million (an increase of \$50 million from last year) for the Historic Preservation Fund; \$200 million for federal and Indian lands restoration; and \$50 million (a decrease of \$100 million) for endangered and threatened species recovery, according to House Resources Committee staff. Also new from last year's version, the National Maritime Heritage Act would be funded with \$10 million, the committee staffer said. Another \$350 million would bolster payment in lieu of taxes (PILT) and refuge revenue sharing (an increase of \$150 million).

The measure will again face stiff opposition from private rights advocates and congressional appropriators. The Bush Administration has not yet taken a position on the bill.

State Update: Oregon Ballot Initiative Declared Unconstitutional

Oregon Circuit Court Judge Paul Lipscomb ruled on February 22 that Ballot Measure 7 violates Oregon's constitution. The controversial takings initiative, approved in last November's election, would require payments to landowners for reductions in property values caused by state or local government regulations.

The basis for Judge Lipscomb's ruling was that the measure violated the procedures for amending the state

Constitution through the ballot initiative process. He found that the language of the initiative presented the amendment out of context and actually contained multiple amendments. Both are violations of the provisions for amending the constitution at the ballot box. The ruling is a major victory for the state's planners, environmental activists, and smart growth proponents. Supporters of Measure 7 have indicated they will appeal the decision to the state Court of Appeals. No decision from the appellate court is likely before the end of the year.

"Urban Agenda" Act Introduced

On the first business day following the inauguration, Sens. Arlen Specter (R-PA) and Richard Durbin (R-IL) introduced their New Urban Agenda Act (S. 23). The legislation seeks to build on economic development and affordable housing measures passed in the waning days of the 106th Congress. Main components of the proposal include: mandated percentage of federal purchases from business in designated areas; preferences for the location, construction and improvement of certain federal facilities in urban areas; a variety of tax incentives to stimulate urban economic development; homeownership assistance for municipal employees; and brownfields liability relief. The bill also calls for HUD to study the feasibility of consolidating existing low-income housing programs into a comprehensive block grant program. The bill has been referred to the Senate Finance Committee. With jurisdiction over tax issues, the Finance Committee may opt to include some of the incentives of S. 23 in larger tax cut legislation already under consideration.

Senate Confirms Martinez as HUD Secretary

The nomination of Mel Martinez to be the new Secretary of Housing and Urban Development sailed through the Senate with unanimous votes by the Banking Committee and full Senate. In an early indication that smart growth issues would be a priority at HUD, Secretary Martinez called for "a national dialogue on the challenges of growth and its impact on quality of life" in his testimony to the Banking Committee. In response to questions on what HUD's role should be in smart growth, Martinez answered that managing growth is part of HUD's mission. He emphasized the need to look for partnerships and interagency relationships. Martinez suggested that HUD would take a leading role in a federal partnership with communities on smart growth. However, he also stressed that a federal response to growth issues goes beyond HUD and would involve the Department of Health and Human Services, the Department of Transportation and the Environment Protection Agency. Martinez touched on his experience as chief executive of one of the country's fastest growing counties and noted that he expects to work closely with state and local elected officials as well as non-profit organizations in confronting the challenges facing the nation's communities. Other issues described as priorities for HUD in the Bush Administration were Individual Development Accounts, timely implementation of new legislation for the use of Section 8 vouchers for homeownership, tax credits and grant programs to encourage homeownership and housing rehabilitation in distressed communities and improvements in FHA programs.

BIKE AND PED PLANNING (cont'd)

(ASCE) has shown a lack of formal bicycle and pedestrian planning education in graduate transportation planning programs. In 2000, I surveyed all 66 accredited planning programs and confirmed that little progress had been made to educate future transportation planning professionals regarding the needs of bicyclists and pedestrians. In addition, a review of current literature has shown that European planning students have ten times more possibilities to study bicycle and pedestrian planning than their counterparts in the US. In this short essay I review the first graduate course on bicycle and pedestrian planning ever taught in Massachusetts, and one of the first in the US. I start by illustrating several myths that have been used by some practitioners and faculty members regarding the needs of bicyclists and pedestrians. Then, I place this course in the larger US movement towards more sustainable transportation modes. And finally, I give a brief description of the course's content, teaching methods, and achievements.

Why aren't transportation professionals educated to take into consideration the needs of bicyclists and pedestrians? The reasons more commonly mentioned are that the field is too narrow, few people use bicycles or walk, professors and practitioners were not trained in this area, lack of support from professional transportation associations, lack of funding, institutional support, and training materials. Well, in my opinion these are just some myths that need some clarification.

The field is too narrow and few people ride bicycles or walk:

If this was partially true in the 1980s, the 1990s have seen a growing interest in bicycling and walking. A new professional association – the Association of Pedestrian and Bicycle Professionals – has been launched in 1995. There are now hundreds of bicycle and pedestrian practitioners, including planners, engineers, recreational trail designers, state and local coordinators, bike cops, and many others who work to improve bicycling and walking (see <http://www.apbp.org>). In addition, the ProBike ProWalk conference is a major event that every other year gathers professionals, users, and activists from all over the US. In September 2000, the last conference in Philadelphia had more than 500 participants. If everybody walks, many people also ride bicycles with transportation or recreational purposes. Since about 60 percent of all trips are less than 5 miles long – a suitable distance for a bicycle ride – the potential to increase bicycling and walking is very high.

Professors and practitioners were not trained: This is not a myth, it is very true. In fact, just ask any practicing transportation professional whether (s)he received any formal education regarding these modes and you will get the answer. Their knowledge and expertise to plan and design bicycle facilities have mostly come from their personal interest, and only with very few exceptions from formal academic training. The myth is perhaps more visible in academia. "Why?", you may also ask; because of the fact that professors that did not get training in a certain subject do not see the need to teach it to their students. This is often a self-perpetuating phenomenon.

Lack of support from professional transportation associations:

Major professional associations such as the American Planning Association (APA), the Institute of Transportation Engineers (ITE), the American Society of Civil Engineers (ASCE), and

the Transportation Research Board (TRB) have all subsidized research, and updated manuals and reference books recently. Many have non-motorized committees and sponsor regular presentations on these issues at national and regional conferences. In fact, non-motorized transportation was one of ITE's "hot issues" in 2000, and this association's September 2000 journal was totally dedicated to bicycling and walking issues.

Lack of funding, institutional support, and training materials: The ISTEA and TEA 21 legislation have changed this situation drastically. The federal funding available for bicycle and pedestrian projects increased thirty times in the last decade. Every state now has a bicycle and pedestrian coordinator and these two modes are required to be integrated in all transportation plans and programs. In Massachusetts, Chapter 90E of the General Laws requires the Massachusetts Highway Department to make all reasonable provisions for the accommodation of bicycle and pedestrian traffic in the planning, design, and construction, reconstruction or maintenance of any project undertaken under its umbrella. During the 1990s, the Department of Transportation (USDOT) has conducted extensive research on these issues and many publications are available for download on the internet. Many advocacy groups have created manuals, brochures and web-sites dedicated to provide information on these two alternate modes (see e.g. <http://www.massbike.org>). Finally, as part of the congressionally mandated National Bicycling and Walking Study, the Federal Highway Administration (FHWA) released a graduate curriculum on bicycle and pedestrian planning in 1999.

Even before I was aware of this new curriculum, I started researching the training needs of bicycle and pedestrian planning professionals and the educational opportunities available in US planning schools. Preliminary searches on the internet revealed the existence of some new courses with promotional titles such as: "America's First University Course in Bicycle and Pedestrian Transportation" (State University of New York, Albany), "Bikeways Planning and Design" (University of Florida, Gainesville), "Bicycle Transportation Engineering" (University of California, Santa Cruz), and "The Bicycle: Vehicle for Societal Change" (Babson College, Wellesley, Massachusetts).

After receiving the FHWA's materials in August 2000, I volunteered to teach this course at UMASS, Amherst. With administrative support from the Department of Landscape Architecture and Regional Planning and some peer support from senior faculty I was able to offer the course in Fall 2000. Ten students officially registered to take it and another five students attended classes throughout the semester. Registered students came from the Regional Planning and Landscape Architecture Master's programs. No transportation planning student from the engineering department attended the class, despite my efforts to advertise it widely on campus. Besides personal motivation, the strong historical greenway planning influence in the LARP Department contributed to this reasonable number of students. During the semester we used the FHWA's materials and covered the following areas:

1. The need for bicycle and pedestrian mobility
2. Pedestrian and bicycle activity in America today
3. Bicycle and pedestrian planning overview
4. Pedestrian and bicycle crash types
5. Adapting suburban communities for ped/bike travel

6. Neo-traditional neighborhood design
7. Using land use to encourage non-motorized travel
8. Tort Liability and Risk Management
9. Bicycle and pedestrian connections to transit
10. Off road trails
11. Traffic calming
12. Pedestrian and bicycle facilities in work zones
13. Walkways, sidewalks and public spaces
14. Pedestrian signage and pavement markings
15. Pedestrian accommodations at intersections
16. Mid-block crossings
17. Pedestrians with disabilities
18. Shared roadways
19. Bicycle lanes
20. Re-stripping existing roads with bike lanes
21. Bicycle facility maintenance
22. Bicycle parking and storage
23. European approaches to bike/ped facility design
24. Education, encouragement and enforcement

The teaching methods included lectures, discussions, assignments, presentations and a term paper. An important part of the course was devoted to discussing the FHWA's reading materials. Classes were complemented with lectures by the following invited speakers:

- the chair of a local bicycling advocacy group to highlight motivational issues;
- a transportation professor to teach safety aspects;
- a transportation engineer to address traffic calming issues;
- a professor *Emeritus* to lecture on off-road trails;
- a public transit manager to discuss integration with mass-transit;
- a colleague that had recently traveled to Denmark to show slides of best European practices;
- a physical exercise professor to talk about the advantages of regular exercise;
- three police officers from local bike patrols to address enforcement;
- and a local planner to talk about planning at the regional level and the organization of the bike-to-work week in the Pioneer Valley.

The local surroundings were used as learning laboratories, since students very often chose places on campus and in town to do their assignments. These assignments ranged from the identification of good and bad planned routes, key statistics on bicycling and walking, a report on off-road trails, to the planning and design of pedestrian (walkways, crosswalks, medians) and bicycle (bike routes, bike lanes, intersections) facilities. At the end of the class, there was a brainstorm charrette on how to improve bicycling and walking conditions on the UMass campus. In addition, one student wrote a term paper on what other campuses have done to improve bicycling and walking in their precincts. This was then sent to several university committees. The same happened with some letters recommending the installation of bike racks at some locations throughout campus. Other term papers addressed issues such as walkability in Boston, greenway planning, automobile dependence, bicycle planning in the developing world, and mobility and new urbanism.

Despite typical automobile dependence, bicycling and

walking are growing in popularity in the US. Although some people think that bicycles can only be used with recreational purposes, experiences from Nordic countries – and even from some American localities, such as Davis and Santa Barbara in California – show that bicycling and walking can be viable modes of transportation in urban settings. I argue that education is the best and most effective way to change mentalities. Only new seeds can yield new crops. Formal education can prepare a new generation of professionals that is more cognizant of the needs of bicyclists and pedestrians.

This course was an attempt to convey professional and academic responsiveness, environmental activism, and community service. I would like to publicly thank faculty in the LARP Department, guest speakers, and most important of all, the first students with whom I exchanged ideas and shared hopes. All of you made this educational experience possible. Finally, I want to announce that the LARP Department has provisionally expressed support to the continuation of this course in the Fall 2001. Because organizations are slow moving and take time to change, probably the results of this course will only be seen many years from now. In the meantime, it is up to all of us to mainstream more equitable transportation practices in our communities.

Carlos Balsas is a Ph.D. student and instructor in Regional Planning at UMASS, Amherst. He can be contacted at balsas@larp.umass.edu.

Office Sprawl: The Evolving Geography of Business

Suburbs now contain the majority of office space in many of the country's top metropolitan office markets, according to a new study by the Brookings Institution Center on Urban and Metropolitan Policy. Before 1980, central cities dominated the office market, but over the last two decades, office space has become much more dispersed. The old, central-city downtown has lost its primacy in most major office markets.

In addition to examining the city-suburban trend in office space, the study compares the amount of office space in a metropolitan area's primary downtown with the amount found in "edgeless cities." An edgeless city is defined as a highly dispersed office cluster, lacking clear boundaries, and containing less than 5 million square feet of office space (as compared to an "edge city," which has recognized borders and contains at least 5 million square feet). Nationwide, 38 percent of office space was found in traditional downtown areas, while 37 percent was found in edgeless locations in 1999. Based on the percent of office space in a traditional downtown versus in an edgeless city, the study classifies thirteen top metropolitan office markets as either "core dominated," "balanced," "dispersed," or "edgeless."

The full report is posted at www.brookings.org/es/urban/officesprawl/report.htm

EMPLOYMENT

Transportation Planner I, MAPC

Regional Planning Agency seeks an individual to assist with state, regional, and local officials in developing the region's annual transportation improvement program and provide transportation database and planning functions for a wide range of projects and studies. This individual will work with other members of the transportation planning team to provide staff support to the Boston Metropolitan Planning Organization Local Subcommittee, review development projects, assist sub-regional community groups with transportation projects and undertake other projects as required. Strong oral and written skills required. Experience with Microsoft Office/Access, and Arc/Info or ArcView desirable. Candidate should have a degree in planning or related field. B.A./B.S. or Masters with no or limited professional experience required. Starting salary commensurate with experience. Send resume and cover letter to: Ingrid Johansson, Metropolitan Area Planning Council, 60 Temple Place, Boston, MA 02111. MAPC is an AA/EOE/ADA Employer.

Transportation Planner II, MAPC

Regional Planning Agency seeks an individual to assist with state, regional, and local officials in developing the region's annual transportation improvement program and provide transportation database and planning functions for a wide range of projects and studies. This individual will work with other members of the transportation planning team to provide staff support to the Boston Metropolitan Planning Organization Local Subcommittee, review development projects, assist sub-regional community groups with transportation projects and undertake other projects as required. Strong oral and written skills required. Experience with Microsoft Office/Access, and Arc/Info or ArcView desirable. Candidate should have a degree in planning or related field. B.A./B.S. with 4 years professional experience or Masters degree with 1 to 2 years professional experience required. Starting salary commensurate with experience. Send resume and cover letter to: Ingrid Johansson, Metropolitan Area Planning Council, 60 Temple Place, Boston, MA 02111. MAPC is an AA/EOE/ADA Employer.

Environmental Planner, MAPC

Regional Planning Agency seeks an environmental planner to conduct regional and local projects involving water quality, coastal resources, land use, and natural resource protection. Applicants must have strong oral and written skills and ability to develop and manage projects and produce deliverables in a timely manner. Experience working with local governments preferred. Work assignments will include, among others, providing technical assistance to a group of coastal communities for management and protection of coastal watersheds and marine resources, and other environmental planning projects. B.A./B.S. with 1 to 3 years professional experience or Masters degree with no or limited experience required. Starting salary commensurate with experience. Send resume and cover letter to: Ingrid Johansson, Metropolitan Area Planning Council, 60 Temple Place, Boston, MA 02111. MAPC is an AA/EOE/ADA Employer.

Site Planning Instructor (Fluent in Spanish), APA Research Dept.

The American Planning Association's research department is seeking an individual to serve as a site planning instructor for the program Site Planning Fundamentals: A Training Course for Central America and the Caribbean. The program will include 9 one-day training workshops in the Fall of 2001—three in the Dominican Republic, three in Honduras, and three in Nicaragua. APA is designing the curriculum for the training course and is developing a course workbook and a trainers guide. Candidates must be fluent in Spanish (preferably a native speaker), as the workshops will be conducted entirely in Spanish. Candidates with experience teaching site planning, either on the university level or in a continuing education program, will be preferred. Prior planning or teaching experience in Central America or the Caribbean is a plus.

The instructor may be asked to "team teach" the workshops with a trainer from each host country. Responsibilities will include taking the lead with the in-country trainer and coordinating duties with those individuals. Further descriptive information about the program, including a draft outline of the course, may be found at <http://www.planning.org/cac-siteplanning/>. Please send your resume and list of references by February 28, 2001, to: Megan Lewis, AICP, Senior Research Associate, American Planning Association, 122 S. Michigan Avenue, Suite 1600, Chicago, IL 60603; mlewis@planning.org.

Project Manager, Transit & Rail Planning/Operations Team, VHB

Interested candidates should have a minimum of 8-12 years experience in transit planning. The successful candidate must exhibit clear understanding in all areas of transit planning and be with familiar multi-mode planning studies and area-wide transportation planning. Must have ability to develop multi-modal transit strategies and analyze transportation and economic impacts. Knowledge of Windows-based word-processing and spreadsheet computer applications is a must. Strong project management and technical skills, excellent oral and written communications and teamwork skills are essential. BSCE or a BA in Planning a must; Masters in Planning desirable. Interested candidates should their resumes and letters of interest to the following address: Vanasse Hangen Brustlin, Inc., Attn: APTA 0201, 38 Chauncy St., Suite 601, Boston, MA 02111-2301; resume@vhb.com; 617 923-3646; <http://www.vhb.com>.

Transit Planners, VHB

Interested candidates should have a minimum of 0-3 years experience in transit planning. The successful candidate must exhibit clear understanding in all areas of transit planning and be familiar with multi-mode planning studies and area-wide transportation planning. Must have ability to develop multi-modal transit strategies and analyze transportation and economic impacts. Knowledge of Windows-based word-processing

and spreadsheet computer applications is a must; CAD and GIS experience desirable. Strong technical skills, excellent oral and written communications and teamwork skills are essential. BSCE or BA in Planning a must. Interested candidates should their resumes and letters of interest to the following address: Vanasse Hangen Brustlin, Inc., Attn: APTA 0201, 38 Chauncy St., Suite 601, Boston, MA 02111-2301; resume@vhb.com; 617 923-3646; <http://www.vhb.com>.

Civil Engineer, VHB

Interested candidates should have a minimum of 5 - 10 years experience of progressively challenging civil engineering design projects with an interest in transportation. The person must demonstrate a strong knowledge of site design and drainage related issues. Familiarity with track design is a plus. The ideal candidate will possess excellent CAD skills and be comfortable working in a fast paced, dynamic team environment. BSCE is must; PE or ability to obtain within 12 months desirable. Interested candidates should their resumes and letters of interest to the following address: Vanasse Hangen Brustlin, Inc., Attn: APTA 0201, 38 Chauncy St., Suite 601, Boston, MA 02111-2301; resume@vhb.com; 617 923-3646; <http://www.vhb.com>.

Architects—Project Managers, MA Division of Capital Asset Management

Ideal opportunity to help guide the development of the next generation of public building projects in Massachusetts. Conceptual thinkers with creative problem-solving skills; 4-6+ years professional experience, to work on inter-disciplinary teams in the Office of Programming. Involves directing the work of design consultants in planning and design of facilities for higher education, state/county corrections, courts, youth services, human services, etc. Professional degree in architecture (registration is a plus), or related field; interest and/or experience in new technologies, sustainable design, etc. Excellent interpersonal, communication skills; ability to handle multiple assignments. Resume and cover letter to: Dolores Ciarlante, Personnel Manager, Division of Capital Asset Management, One Ashburton Place, 15th Floor, Boston, MA 02108.

Planner, Town of Danvers, MA

The Town of Danvers is seeking qualified candidates for the position of Planner in the Department of Planning and Human Services. This position provides direct staff support to the Conservation Commission and other committees and regulatory boards as assigned by the Director. Responsibilities as staff to the Conservation Commission include reviewing development projects for compliance with applicable wetland regulations, scheduling and attending site visits and meetings, and monitoring construction of approved projects. Good oral, graphic, and written communication skills are required as is a working knowledge of wetland and planning regulations and practices. Qualified candidates should have a degree in Planning or related field with a minimum of two years relevant experience. The salary range for the position is \$32,629-\$42,716. Send cover letter and resume to Human Resources, Town Hall, Danvers, MA 01923. Resumes will be accepted until the position is filled. E.O.E.

Senior Land Planner/Development Coordinator, Land Resources Associates

Boston land planning and residential development firm seeking a senior land planner/development coordinator with 5-7 years experience to design, purchase and manage limited development projects north and west of Boston. Must be self-starter with strong communication and problem-solving abilities. Excellent salary and benefits, commensurate with experience. Send resume and cover letter to Land Resources Associates, 581 Boylston Street, Suite 321, Boston, Massachusetts 02116

Department of Planning and Development, Town of Salisbury

1) **Program Manager:** A full-time position with responsibility for supervision of the Salisbury Housing Rehabilitation Program & other grant projects. Reports to the Planning Director. Duties include, but are not limited to: writing & submitting grant applications, qualifying applicants & underwriting loans, managing construction schedules & budgets. Bachelor's Degree in Planning or related field req. CDBG/HOME experience preferred. Starting salary range \$35-37 K.

2) **Rehabilitation Specialist:** A full-time position providing a rehabilitation specialist services to the Salisbury Housing Rehabilitation Program. Job Tasks include, but are not limited to: property inspections, identifying code violations, developing work specifications, cost estimates & bidding, overseeing construction projects. A technical degree & 3-5 years experience or equivalent required. Prior experience with CDBG related programs preferred. Starting salary range \$34-36 K

3) **Secretary/Bookkeeper:** A part time position providing secretarial & bookkeeping services to Salisbury's Housing Rehabilitation Program. Job Tasks include but are not limited to sending all correspondence, maintaining financial records, preparing quarterly reports, word-processing & performing other duties as needed. An Associates degree and/or 3-5 years related experience is required. Starting Salary range: \$12,000- \$14,000

Positions funded for one year under the MA Community Development Fund. Continuation of this position is contingent upon availability of CDF funds. Resumes by Friday March 23, 2001 at 1:00 p.m. at Salisbury Department of Planning and Development, 5 Beach Road, Salisbury, MA 01952. AA/EOE

CALENDAR

March 10: Civic Initiative Forum, Framingham

"Do Suburbs Have Sprawl?" 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.

March 12: "Villages and Downtown Areas"

Well-designed town centers focus development, encourage mixed uses, create more walkable neighborhoods and can allow for more open space preservation while accommodating growth. Maynard and Natick will be highlighted. 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.

March 14: "Meet Your Legislator Night: Helping Protect the Nature of Massachusetts"

Part of the Mass. Audubon Society "Open Space Tool Box" Series, featuring Deb Cary, Chris Hardy and Gail Howe of Mass Audubon. 7:00 - 9:00 P.M. on Wednesday evenings, Broad Meadow Brook Conservation Center and Wildlife Sanctuary, 414 Massasoit Road, Worcester. All programs are free and open to anyone. Register by calling 508-753-6087.

March 20: Central Artery Environmental Oversight Committee meeting

J. Richard Capka, Massachusetts Turnpike Authority (MTA) Executive Director and Michael Lewis, MTA/CA/T Project Director will be guests of the Central Artery Environmental Oversight Committee (EOC). 3:30 - 5:00 p.m., Hale and Dorr, 60 State St., Boston, 26th floor.

March 20: Central Artery Corridor Meeting

Public Forum on the Preferred Plan. 6:00-8:00 p.m., Federal Reserve Bank Auditorium, 600 Atlantic Ave., Boston. Info: 951-6066.

March 21: "Boston's Planning Agenda"

An architectural slide lecture featuring BRA planner Linda Harr, presented by the BSA. Rabb Lecture Hall, Boston Public Library, Copley Square, Boston. 6:00 p.m., free.

March 29: "What is Smart Growth and why Should I care?"

Come and discuss Smart Growth with Alison Walsh of EPA New England. Nashua River Watershed Association River Resource Center, 592 Main St., Groton. 7:00-8:30PM at NRWA. RSVP/Info: 978-448-0299.

April 4: "Conservation Options for Central Massachusetts Landowners"

Part of the Mass. Audubon Society "Open Space Tool Box" Series, featuring Bob Wilber, Director of Land Protection, Mass Audubon. 7:00 - 9:00 P.M. on Wednesday evenings, Broad Meadow Brook Conservation Center and Wildlife Sanctuary, 414 Massasoit Road, Worcester. All programs are free and open to anyone. Register by calling 508-753-6087.

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 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 kruhfh@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

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 APAs 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.

MIT Offers AICP Exam Prep Course

This course is being offered for the fifth year by faculty of the MIT Department of Urban Studies and Planning, with the participation of several practicing planners and urban specialists from the Eastern Massachusetts region. It will include six 2 1/2-hour evening lecture and discussion sessions starting at 7:00 P.M. on Wednesdays, beginning on April 4, 2001 and concluding on May 9, 2001. The course is timed to lead up to the AICP Exam to be held on May 12, 2001.

The course is a fully comprehensive, very practice-focused treatment of urban planning. There are readings for each session, mostly from the ICMA's *Practice of Local Government Planning*, *The APA Chapter Presidents Guide*, and some special manuals now prepared specifically for the exam. Planners who have taken the MIT course pass the AICP Exam consistently at a rate of over 90%.

Tuition for the course is \$200, or for full-time students tuition is \$50. The first class is introductory and free to everyone. For further information contact Holly Kosisky at MIT (617-253-7736; holly@media.mit.edu).

BUILD OUT (cont'd)

Geographics, Inc., will visit city and town halls to collect data and talk with planners. The goal is to complete the analysis by May, 2001. "With this information we hope to generate a dialogue between town officials, citizens and state legislators about how to plan effectively for growth and preserve your community's character", said R. Christopher Noonan of the Blackstone Valley Institute. "As we complete these studies, the Blackstone Valley Corridor will hold "Community Preservation Summits" to present the findings of the analyses and to discuss how we can help your community achieve its chosen goals."

Questions may be directed to Blackstone Valley Institute Director, R. Christopher Noonan at (401) 762-0250 ext. 25.

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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.

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

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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: eglennc@mcgregorlaw.com

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WEDNESDAY, MARCH 28, 2000**