



JULY/AUGUST  
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**Special  
Mass.  
Election  
Issue**

*See  
pullout  
section,  
pp.9-14*

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Massachusetts and  
Rhode Island Chapters  
of the American  
Planning Association

# NEW ENGLAND PLANNING

Massachusetts Chapter & Rhode Island Chapter

## Get Out the Vote, Mass

September is right around the corner. Make a difference by voting in the state primaries. Use your vote to determine who the candidates will be in the November elections. In order to vote in the primaries, the last day to register to vote or to change your party enrollment is Wednesday, August 28, 2002. The state primaries are September 17, 2002. Make a note to vote. Please note, if you are an unenrolled [independent] registered voter, you can vote in the primaries without enrolling in a party prior to voting. You will remain unenrolled [independent] unless you change your party enrollment status.

To help you make your decision, we've put together a special Election Issue this month containing a "pullout section" starting on p. 9, with statements from most of the major candidates concerning planning issues. All candidates were invited to submit one-page statements. We received comments from Shannon O'Brien, Jill Stein, and Warren Tolman. For the remaining candidates, we sifted through their websites for material related to planning, housing, transportation, community development, and environmental issues. *[Note: the only candidate not included is Libertarian Carla Howell, as we found no material specific to these issues.]*



## Clashing Values? Planning Ethics and Smart Growth

### AICP Symposium/Audio Conference

September 12, 2002  
10:00-11:30 a.m. E.S.T.  
Region I Fall Conference Westin Hotel  
1 W. Exchange St. Providence, RI 02903

Does smart growth conflict with planners' ethical obligations? Is this a legitimate conflict or just a convenient smokescreen? What are planners' obligations in policy discussions around smart growth, affordable housing, exclusionary practices, and expansion of choices for all? What guidance is provided by the AICP

*continued on page 2*

## See you in Providence!

On September 12-14, there will be a one-of-a-kind planning conference in Providence, RI. Region I (New England to Pennsylvania) of the American Planning Association will be holding its first ever regional conference. More than 400 people are expected, including planners, students, academics, citizen planners and colleagues from affiliated professions. Highlights include:

- Over 35 panel sessions on a wide variety of topics
  - Seven mobile workshops, including one to the new CMGI Football stadium in Foxborough
  - A Special Plenary session by the New York Metro Chapter on the one year anniversary of the planning and rebuilding efforts in Lower Manhattan
  - An AICP Symposium on Ethics and Smart Growth (see left)
  - An AICP Training session on Mediation and Negotiation (you can register for this even if you are not attending the conference)
  - A New England clambake on Friday night
  - A special performance of 'Waterfire' after the Opening Reception on Thursday night
- There are options for full conference or one-day registrations.

Details and the registration form can be found at [www.massapa.org](http://www.massapa.org) or [www.riapa.org](http://www.riapa.org). Join your colleagues from Region I and the APA/AICP Leadership and staff at the Westin Hotel in Providence in September.

## COMMENTS

### Congratulations!

*New England Planning* welcomes the most recent members of the American Institute of Certified Planners.

#### Massachusetts

- Erik Balsey
- Karen Berchtold
- Richard Bourre
- Peter Butler
- Beth Debski
- John DiModica
- Nancy Doon
- John Driscoll
- Jacqueline Etsten
- Susan Glazer
- Ezra Glenn
- Michael Hale
- Jennifer Ide
- Alexandra Jacobson
- Galeeb Kachra
- Katherine Lacy
- Andrew Lenton
- Marianne Luhrs
- Susan Lynch
- S. Brent McElreath
- Jeffrey Milder
- Hadrian Millon
- James Miner
- Erika Jerram
- James Palma
- Philip Perlin
- Steven Santa Maria
- Andreas Savvides
- Lisa LaGrassa Schwartz
- Andrew Sheehan
- Robert Swierk
- Bryan Taberner
- Scott Turner

#### Rhode Island

- Richard Crenca
- Christopher Hawkins
- Katherine Maxwell

Nationally, 1,377 candidates took the May 2002 exam, and 782 (57%) passed. Last year, 1,334 candidates took the exam, and 75% passed. This year, Massachusetts's pass rate was 77% and Rhode Island's was 75%, second and fourth highest in the country (Kentucky led the nation, where 83% of all applicants passed the exam).

The application date for the 2003 exam is Monday, December 9, 2002. The 2003 exam will take place on Saturday, May 10, 2003. Visit [www.planning.org](http://www.planning.org) for more information. **Note:** beginning in 2004, AICP will move from the current pen-and-paper exam to a computer-based format.

#### *AICP SYMPOSIUM (continued from page 1)*

Code of Ethics?

In the midst of intense political debate on land use and takings and mounting attacks from smart growth adversaries, planners are reexamining ethics and social equity. Analyze competing claims and learn to balance conflicting interests while fending off accusations and attacks.

For whom do planners plan? For whom *should* they plan? What principles should guide their decisions?

Don't miss this opportunity to learn how planners around the country have found workable answers to these tough questions. Symposium/Audio Conference speaker and program updates will be available on the APA website.

#### Two Ways to Participate

**1. Live:** Attend the AICP Symposium in Providence, RI, or dial in & participate in the live Audio Conference

**2. Delayed:** Dial in & listen to a delayed tape of the Audio Conference, or purchase the CD-ROM package

#### Registration Fees:

**Option A:** Attend the AICP Symposium in Providence, R.I. \$25 (before 8/30), \$35 (after 8/30);

**Option B:** Audio Conference (Live Audio Conference, with the option of listening via delayed taping, course book, and web access), \$90 (before 8/30), \$120 (after 8/30);

**Option C:** Audio Conference and CD-ROM Package (Live Audio Conference, with the option of listening via delayed taping, course book, web access, and CD-ROM of the program), \$120 (before 8/30), \$150 (after 8/30). Canceled

### Massachusetts Historic Preservation Conference, 2002

*September 27-28, 2002*

*New Bedford, MA*

Please join the Massachusetts Historical Commission (MHC) and Historic Massachusetts, Inc. (HMI) for the 2002 Massachusetts Historic Preservation Conference on September 27-28, 2002 in New Bedford. For the first time, the annual statewide conference features an expanded two-day format. The Friday program, coordinated by MHC and organized under the theme "Preservation Works: The Economics of Preservation," is composed of over 20 breakout sessions and tours. On Friday evening, conference attendees have the option of attending a wine tasting gala to benefit New Bedford's WHALE (Waterfront Historic Area League). Saturday's program, sponsored by HMI, is titled "Staying on Track," and focuses primarily on the work of local historical commissions and historic district commissions.

Complete information and registration materials will be available in August. Separate registration is required for each day. For more information regarding the conference, please visit the MHC website [www.state.ma.us/sec/mhc](http://www.state.ma.us/sec/mhc) or call MHC at (617) 727-8470. Contact HMI at [www.historicmass.org](http://www.historicmass.org) or by calling (617) 723-3383.

## Oliver Gillham, *The Limitless City: A Primer on the Urban Sprawl Debate*

### Realism about Controlling Sprawl

James C. O'Connell

There has been a lot of buzz about "smart growth" in Massachusetts in recent years: zoning reform proposals, legislation for state funding of municipal and regional master plans, planning coalitions in Southeastern Massachusetts and the I-495 Corridor, adoption of regional land use regulation on Cape Cod and Martha's Vineyard, and the Boston Society of Architects' Civic Initiative charettes.

People are concerned about sprawl and inefficient development patterns in the Bay State. They are pursuing a grab bag of initiatives with uneven results. Every gubernatorial candidate has made some proposal to curb sprawl and encourage affordable housing. Yet no consensus has emerged about comprehensively tackling the issue in this state.

It may be time to do some fresh thinking, especially with a Massachusetts state election taking place. A good place to start might be Oliver Gillham's book *The Limitless City: A Primer on the Urban Sprawl Debate* (Washington, DC: Island Press, 2002). This book is different from others on sprawl in that Gillham, an architect and planner based in Cambridge, has started from scratch in analyzing the phenomenon of sprawl. Setting out to create a "primer" on the topic, Gillham has deftly examined the definitions and the history of sprawl. He has analyzed the issues that drive the sprawl debate: open space preservation; endless traffic jams; water and air quality; affordable housing; geographic social segmentation; the ugliness of the strip; and promoting a sense of community in sprawling suburbs.

One of the benefits of Gillham's approach is that he looks at the different sides of the sprawl debate. He quotes critics of "smart growth," such as Randal O'Toole and the Heritage Foundation, who argue the current pattern of sprawl provides optimal social and economic benefits. Gillham marshals tables, maps, and arguments from many sources to synthesize a position for each major issue. Ever the realist, Gillham eschews rhetoric to find out what is happening and what can likely be done about it.

*The Limitless City* sees sprawl as the outcome of a national automobile-based pattern of development that can only be modified place by place. There is no silver bullet, only a set of tools that must be utilized pragmatically according to the setting. What works in Portland, Oregon, may not work in New England.

Gillham does say there should be core objectives such as compact, mixed-use, transit-oriented development, but recognizes that such projects can only work in certain locales. Though they may be resisted in some places, compact developments should be attempted wherever they are practical.

*The Limitless City* is a sourcebook that should be on planners shelves or used as texts in planning classes. It describes the tools of growth management, from Transit Oriented Neighborhoods (TOD) to Transfers of Development Rights (TDR) to principles for making public transit viable,

though other books may offer greater detail about specific planning tools. The book has a few shortcomings. In providing a national overview, the book does not mention the innovative regional planning on Cape Cod or Martha's Vineyard or the state-enacted planning reforms in Florida, New Jersey, and Vermont.

What Oliver Gillham in *The Limitless City* ultimately tells New England about the sprawl issue is that it should not be treated piecemeal, but as an integrated whole. Any effective sprawl policy must deal with open space preservation, transportation, affordable housing, community character, municipal tax revenues, and creating widespread economic development opportunities. Each of these issues is connected with the others. If each is addressed in a vacuum, it may create new problems in other areas.

Growth management is a tall order for a new governor to face in Massachusetts, but it is going to be one of the top two or three issues for years to come. Gillham states that total metropolitan development will double over the next 50-75 years so that "some states may be entirely built-out [particularly in Southern New England], a situation that may not be tolerable to many people and may adversely affect the ability to sustain the expansion of suburban development."

Sprawl intimidates politicians because it resists easy answers. Gillham surmises that: "There will be mostly mixed results in achieving smart growth goals for the future?. In the absence of major interventions at the state level led by coalitions of interest groups, the tendency toward expanding suburbanization will continue."

Gillham strikes a realistic tone in advising what should be done: "The main issues are how to slow the outward expansion process, how to modify the suburbs we have to make at least parts of them a bit more transit and pedestrian friendly so that the roadway system that serves them can continue to function, and how to preserve what remains of the open space that is so important to so many." We are on track to create a "limitless city" in this country, but we can modify our course and achieve improvements if we take the pragmatic, rational approach advocated by Oliver Gillham's *The Limitless City*.

James C. O'Connell is a community planner with the National Park Service, Boston Support Office. He has written the article "Thinking Like a Region," published in *Governing Greater Boston* (Cambridge: Rappaport Institute for Greater Boston, Kennedy School of Government, Harvard University, 2002).

## Legislative Update

*Jeff Lacy, Zoning Reform Working Group*

First, please let me apologize for the delay in sending out an update on how zoning reform fared in the Environmental Bond Bill. I was waiting to get the last piece of news so it could be included in today's message.

In short, the EBB did not end up with any zoning reform measures or a study commission included (nor did the Sustainable Development Act make it, so I understand). Actually getting Zoning Act and Subdivision Control Law amendments passed this way would have been a very long shot, but after seeing the \$200,000 line item for the study commission in the initial cut, we were hopeful there for awhile. I would like to thank all of you who worked to exert some influence on this process. Land use regulation is not a user-friendly topic for most in the legislature and every bit of education you provided will surely help in the long run.

That's not quite all the bad news, though. A bill the Zoning Reform Working Group had opposed, Senate 1011 - Transfer of Development Rights, was signed into law by the Governor. This kind of legislation, apparently written by and

for the real estate development industry, and with misguided support from several environmental and planning groups, is a step back rather than one into the twenty-first century. Please see the ZRWG review of this bill (below) for the particulars of our objections. Of course we do have an alternative bill, which will be included in upcoming filings, I'm sure.

A number of people, including several legislators, have recommended the Zoning Reform Working Group prepare a comprehensive package of planning, zoning, and subdivision reforms for this next session, and that we actively solicit co-sponsors in the House and Senate. We are now putting together a list of key legislators who are committed to this effort. There is still drafting work to be done, but many of our statutory amendments are already in bill form, so I tend to agree with this approach for fall.

### ***Review of Senate Bill 1011: "An Act Facilitating the Use of Land Transfer of Development Rights"***

Transfer of Development Rights is a useful planning tool that deserves to be promoted in Massachusetts, and the Zoning Act is the right place to address it.

Given that Massachusetts is a "home rule" state, our Zoning Act is not so much an enabling act, but rather more of a limiting act. Therefore, anything added to it should carefully scrutinized lest it in some way limit local authority to plan and regulate land use. In theory, cities and towns may adopt transfer of development rights (TDR) provisions in their zoning ordinances and bylaws, unless such action is contravened by the Zoning Act. As a number of Massachusetts communities have already done so without any successful challenges, it appears there is no such impediment now in the Zoning Act.

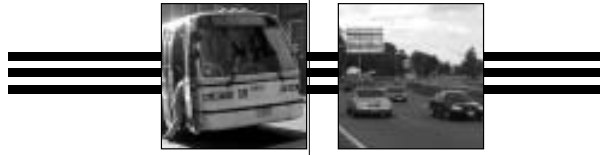
However, the fact sheet accompanying the bill states the problem of under-use of TDR is perceptual and stems from a lack of "explicit authorization" of TDR in the Zoning Act. The bill does that, but provides only the special permit as a way to use TDR, thereby eliminating a "by right" option. (This is reminiscent of a similar, long-standing limitation upon cluster development, which was only recently corrected in the Zoning Act.) Although many municipalities will opt for the special permit, the language would be better, more flexible if it stated that zoning ordinances and bylaws may provide for TDR by special permit, applicable provisions of the Subdivision Control Law, other special provisions of a zoning ordinance or bylaw, or a combination of the aforementioned. This way, we won't be inadvertently launching a fifteen-year crusade for "TDR by-right" as we did with cluster.

More importantly though, the thrust of the amendment seems to be in the second sentence, which requires the zoning ordinance or bylaw include increases in density, intensity, floor area or lot coverage as incentives to encourage the use of TDR. This is troubling as it is mandatory.

TDR inherently permits increases in density or intensity in the "receiving" areas, while draining away development rights from the "sending" areas. Therefore, we are not sure why this must be made explicit in this act. Does this passage have another possible meaning - that a given unit of land with certain development rights under conventional zoning must yield even more development rights for transfer than could be exercised on-site? We hope not.

The most successful voluntary TDR program in the country - Montgomery County, MD - has built-in incentives, but they work both ways. Yes, there are density increases available in the receiving zones, but at the same time there are density disincentives to development in the sending zones. For example, under the former zoning ordinance in Montgomery County, agricultural areas could be developed at a density of one dwelling unit per five acres. Under TDR, that density was reduced to one unit per twenty-five acres if development occurred on-site. However, if TDR is used to transfer development rights off the farmland, the rights were then calculated on the old one-unit-per-five-acre basis. Therein lies the incentive to use TDR; but it is important to note that no new development rights were created to drive the program.

If this act is compatible with what Montgomery County has done, then it has promise; if not, then it is questionable. In any case, the local ordinance or bylaw and not the statute should determine how municipalities choose to implement a TDR program.



## HELP DEFINE TRANSPORTATION IN OUR REGION

**Join the Public Discussions**  
*on the*  
**Draft Unified Planning Work Program,**  
*the*  
**Draft Environmental Justice Addendum to the**  
**2000-2025 Regional Transportation Plan**  
*and the*  
**Draft Amendment to the**  
**FY 2002 Transportation Improvement Program**

There will be five workshops:

**BOSTON**

**Monday, August 19th, 12:00–2:00 PM** Conference Room 1 of the Transportation Building, 10 Park Plaza (accessible from Boylston Station, Green Line, and Chinatown Station, Orange Line).

**ROXBURY**

**Monday, August 19th, 5:30–7:30 PM** Dudley Public Library, 65 Warren St. (accessible from MBTA bus - Dudley Station, and the Silver Line).

**QUINCY**

**Tuesday, August 20th, 6:00–8:00 PM** Second Floor meeting room, Quincy City Hall, Hancock St. (accessible from the Quincy Center station, Red Line, Braintree Branch).

**FRAMINGHAM**

**Wednesday, August 21st, 6:00–8:00 PM** Ablondi Room, Framingham Town Hall, Memorial Building, 150 Concord St., (accessible from Framingham Commuter Rail Station, Framingham/Worcester Line).

**SALEM**

**Tuesday, August 27th, 6:00–8:00 PM** City Hall Annex, 120 Washington St. (on the #450 or #455 bus from Haymarket Square in Boston, or four blocks from Salem Depot commuter rail station on the Newburyport/Rockport Line).

The discussion will begin with a short plenary session and continue in an informal small group format. MPO personnel will be on hand to lead the discussions, answer questions, and receive feedback. The public comment period closes at 5:00 PM Tuesday, September 3rd.

*If you have questions or comments, please contact Pam Wolfe of the MPO Staff, 617-973-7141 or by E-mail at [pamwolfe@ctps.org](mailto:pamwolfe@ctps.org).*

## Amicus Notes

Lora A. Lucero, AICP, Esq.

Planners are no strangers to conflicts and disputes. From the council chambers, to the community centers, to the courtrooms around the country, more often than not we find ourselves in the middle of it. Why?

Can you think of another profession that must balance the aspirations for the future with the needs of today? ... protect community resources for everyone and ensure that the rights of the individual are safeguarded? ... regulate as well as educate? The very nature of our work requires a balancing of interests and finding ways to resolve differences of opinion. What happens when the disputes end up in court? Who speaks for the planning profession and the public interest in a forum where the parties are adversarial and the decision-maker is a judge or a panel of justices?

The American Planning Association, through the work of its *Amicus Curiae Committee*, is the only voice in the country that speaks up on behalf of both the public interest and the interest of the planning profession. Amicus curiae means, literally, "friend of the court". The APA's *Amicus Committee* is chaired by Dean Patricia Salkin from Albany Law School in New York and includes some of the most knowledgeable land use attorneys and planners in the country who meet once each month, more frequently if needed, to review potential cases that might have significance for the planning profession. The other members include:

- Daniel R. Mandelker, AICP, Washington University School of Law - St. Louis, Missouri
- Vivian Kahn, FAICP, Kahn Mortimer Associates - Oakland, California
- Charles Wolfe, Foster, Pepper & Shefelman, PLLC - Seattle, Washington
- Deborah M. Rosenthal, AICP, Cox, Castle & Nicholson, LLP - Irvine, California
- Richard Lehmann, AICP, Boardman, Suhr, Curry & Field - Madison, Wisconsin
- Nancy Ellen Stroud, Weiss, Serota, Helfman, Pastoriza & Guedes - Boca Raton, Florida
- Rodney Cobb, Cobb and Associates - Scottsdale, Arizona

If the *Amicus Committee* decides to participate in a case, they work closely with an attorney who volunteers his or her time and expertise in drafting the brief which will be presented to the court. APA has been fortunate to draw upon a wealth of talent. The following attorneys have assisted in the past year.

Randal R. Morrison from San Diego, CA \* Howard D. Cohen from Roseland, NJ \* Scott D. Bergthold from Scottsdale, AZ \* Richard A. Judd from Oakland, CA \* Zane O. Gresham, William M. Fleishhacker and Aaron P. Avila from San Francisco, CA \* Matthew R. Steinke from Dayton, OH \* James E. Ryan from Charlottesville, VA \* Timothy J. Dowling from Washington, DC \* Robert H. Freilich, E. Tyson Smith and Jason M. Divelbiss from Kansas City, MO \* John Hayes from Denver, CO \* Doug A. Jorden from Scottsdale, AZ

Why is the work of the *Amicus Committee* so important?

Because decisions made in the courtroom have a tremendous impact on our profession. Think what life would be like

without *Village of Euclid, Ohio v. Ambler Realty Company*, 274 U.S. 365 (1926), the case in which Alfred Bettman filed an amicus curiae brief, influencing the U.S. Supreme Court to uphold zoning as a constitutional exercise of the community's police power.

Because decisions made in the courtroom usually last a very long time, while decisions made by the planning commission or city council may last only as long as the next election. Generations of planners will be calculating the "rough proportionality" of their exactions and dedications.

Because decisions made in the courtroom, especially the appellate courts, touch a much greater audience than just the combatants arguing the case. Appellate decisions have precedential value that lower courts must follow. Their sphere of influence extends much further than just city "X" or township "Y".

APA has intervened as a "friend of the court" in some of the most important planning-related cases in the past twenty years! Here's just a few of them:

*Agins v. Tiburon*, 100 S.Ct. 2138 (1980), 32 ZD 256

*Williamson County Reg'l Planning Comm'n v. Hamilton Bank of Johnson City*, 105 S.Ct. 3108 (1985), 37 ZD 286

*City of Renton v. Playtime Theatres, Inc.*, 106 S.Ct. 925 (1986), 38 ZD 310

*First English Evangelical Lutheran Church of Glendale, Inc. v. County of Los Angeles*, 107 S.Ct. 2378 (1987), 39 ZD 206

*Yee v. City of Escondido*, 112 S.Ct. 1522 (1992), 44 ZD 172

*Lucas v. South Carolina Coastal Council*, 112 S.Ct. 2886 (1992), 44 ZD 93

*Dolan v. City of Tigard*, 114 S.Ct. 2309 (1994), 46 ZD 232

*City of Edmonds v. Oxford House*, 115 S.Ct. 1776 (1995), 47 ZD 212

*Suitum v. Tahoe Reg'l Planning Agency*, 117 S.Ct. 1659 (1997), 49 ZD 200

*Mark Schenck v. City of Hudson Village*, 114 F.2d 590 (6<sup>th</sup> Cir. 1997), 49 ZD 351

*City of Monterey v. Del Monte Dunes at Monterey, Ltd.*, 119 S.Ct. 1624 (1999), 51 ZD 131

*Palazzolo v. Rhode Island*, 121 S.Ct. 2448 (2001), 53 ZD 291

*Lorillard Tobacco Co. v. Reilly*, 121 S.Ct. 2404 (2001), 53 ZD 270

*Animas Valley Sand and Gravel, Inc. v. Board of County Commissioners of the County of La Plata*, 2001 WL 1598634, Supreme Court of Colorado [highest court], Decided December 17, 2001

*Alameda Books v. City of Los Angeles*, No. 00-799, oral argument was heard in the U.S. Supreme Court in early December 2001. APA filed a brief in support of the City of Los Angeles, contesting the 9<sup>th</sup> Circuit's ruling that a specific study is required in order for the city to prevent two types of adult uses from existing within the same building.

*Tahoe Regional Planning Association v. Tahoe-Sierra Preservation Council, Inc.*, No. 00-1167, oral argument was heard in the U.S. Supreme Court on January 7, 2002. See the February issue of *Land Use Law & Zoning Digest* for excerpts from that transcript. APA filed a brief in support of the Tahoe Regional Planning Association.

How does the *Amicus Committee* select cases?

In 1990, criteria were established to guide the *Amicus Committee's* selection process. Cases which generally will warrant intervention include:

- Cases implicating APA policy positions
  - Cases concerning fundamental constitutional principles
  - Cases involving planning/regulatory approaches
  - Cases involving planning/regulatory approaches with undefined legal status
  - Cases reflecting conceptual misunderstandings
  - Cases involving wrong-headed legal doctrine
  - Cases which may warrant intervention include:
    - Cases involving issues for which APA has no adopted policy position
    - Cases involving heavy presumption of validity
    - Cases involving established planning law principles
- So keep your eyes open!

If you come across a case in your community or State that you think has national implications for the planning profession and APA's *Amicus Committee* should review it, please contact me. If you're an attorney interested in participating pro bono on some of the cutting-edge issues of our time, we want to talk with you!

## Planning Editor Wanted

Like working with words? Care deeply about planning issues? Got some extra time on your hands? Consider volunteering as Editor of *New England Planning*.

Skills required:

- Knowledge of Massachusetts and Rhode Island planning issues;
- Attention to detail;
- Experience with PageMaker, Adobe Illustrator, and other graphics, publishing, and word processing software (or willingness to learn).

To learn more, contact:

Ezra Glenn, Editor, *New England Planning*  
617.338.6464 x18 or  
eglenn@mcgregorlaw.com

Note: In addition to all the fun of preparing ten issues of the newsletter each year, the Editor also holds an appointed seat on the MAPA Board of Directors—a great way to get to know the planning community better and stay on top of the issues.

## PLANNING IN THE NEWS

### Bike-Walk Group Hopes Grant Will Get Americans on Their Feet

The National Center for Bicycling & Walking has received a multiyear grant to support the development of more bicycle friendly and walkable communities, particularly efforts to help Americans get some physical activity on a daily basis. The organization says that the grant from the Robert Wood Johnson Foundation will help the organization meet some of its goals, including distribution of printed materials outlining the process for building active living environments, expansion of the center's website with more support for public health officials and community advocates, and beginning direct technical assistance to communities seeking help.

Read about the center's plans: [http://www.bikewalk.org/PDF/RWJF\\_Press\\_Release.pdf](http://www.bikewalk.org/PDF/RWJF_Press_Release.pdf) Visit the Robert Wood Johnson Foundation site: [www.rwjf.org/index.jsp](http://www.rwjf.org/index.jsp)

### Some City Walks on the Wild Side

Planum, the European online planning journal, offers a compendium of websites it calls "City Walks: imagining the postmodern, postindustrial urban landscapes." In addition to the Detroit ruins site featured in *Dateline* in May 2001, the links include sites on the Politics of Space in the Ghetto, the transformation of urban Berlin, the New York Surveillance Camera Project, and a virtual tour through contemporary Bilbao. Visit the Planum homepage at [www.planum.net/](http://www.planum.net/)

### D-Lib Magazine

From 1867 through 1970, writes the librarian-author, "the Sanborn Fire Insurance Maps documented the rise of American cities, and their block-by-block detail has assured their popularity and importance to modern-day researchers. ... Aside from the intended audience of insurance companies, the maps have been of value to genealogists, demographers, environmentalists, urban planners, historians, and laypersons,

and it is no surprise that attempts have been made in recent years to digitize the maps." The article discusses technical issues, copyright, and past abortive attempts to make the maps available digitally, and the portion of the collection made available online by the University of Utah. Read the article at [www.dlib.org/dlib/july02/arlitich/07arlitich.html](http://www.dlib.org/dlib/july02/arlitich/07arlitich.html) See some maps already online at [www.lib.utah.edu/digital/san](http://www.lib.utah.edu/digital/san).

### Urban Life on Your Computer's Speakers

"Smart City" is a weekly hour-long radio show that delves into all aspects of urban life. Recent topics include summer festivals, transforming neighborhoods, re-engaging citizens in public policy, and urban design in America. An archive of past shows is available for listening on the website of the show's producer, the marketing and public relations company Coletta and Company. The program is based at WKNO-FM, in Memphis, Tennessee. Visit the show's homepage at [www.colettaandcompany.com/public/4\\_3-smart\\_city.cfm](http://www.colettaandcompany.com/public/4_3-smart_city.cfm)

### The History of Building, Virtually

The National Building Museum in Washington, D.C., has launched a new virtual exhibition, Building America, accessible through the Internet. Building America will explore the broad scope of American achievement in architecture, engineering, construction, planning, design, and landscape architecture. The new exhibition is meant to augment the museum's main site, which has been redesigned and expanded. The new exhibit is reached through the museum site's homepage. To view the Building America exhibition, you must have Flash installed on your computer. Visit the museum homepage and Building America at [www.nbm.org](http://www.nbm.org).

## RESOURCES

### **Making Local Land Use Decisions by Choice and Not by Chance**

The National League of Cities's recent publication *Building Quality Communities* is a guide for local officials and citizens on how to make local land use decisions by choice and not chance. One section, called *Watch Your Language*, identifies terms such as sprawl and density that can pose problems because they are either unclear or poorly understood. The report also contains analyses of the ways that race and racism affect and are affected by land-use patterns; talking points for dealing constructively with the private property/public interest debate; and the need for area-wide perspectives and solutions. The full report is available in PDF format at [www.nlc.org/nlc\\_org/site/files/reports/futrpt01.pdf](http://www.nlc.org/nlc_org/site/files/reports/futrpt01.pdf)

### **Mayors Release National Housing Agenda**

The U.S. Conference of Mayors released a comprehensive set of recommendations to address the country's affordable housing crisis. The mayors' recommendations, to be presented to HUD Secretary Mel Martinez and members of Congress, include: creating a new national homeownership tax credit to make buying a home more affordable for those with low- and moderate-incomes; establishing a national affordable housing trust fund to provide a reliable and dedicated stream of funding to address the housing needs of primarily those with very low incomes; working with Fannie Mae and Freddie Mac to promote a vast expansion of employer-assisted housing programs for working families. The full report is available in PDF format at [usmayors.org/uscm/news/press\\_releases/documents/housingreport\\_052202.pdf](http://usmayors.org/uscm/news/press_releases/documents/housingreport_052202.pdf)

### **Valuing America's First Suburbs: A Policy Agenda For Older Suburbs In The Midwest**

This new report from the Brookings Center on Urban and Metropolitan Policy focuses on older, inner-ring (or first) suburbs. These suburbs have their own unique set of assets and challenges that set them apart from newer suburban areas further out from the core of metropolitan areas, but also from their center cities. Despite their assets, many first suburbs are beginning to experience challenges normally associated with age and disinvestment. In many places, the stresses they face are beginning to hamper their ability to remain, or become, economically competitive.

This report finds that, unfortunately, first suburbs are caught in a policy blind spot. They tend to not be poor enough to qualify for federal and state aid and not large enough to receive federal and state funds directly. The authors call upon the Federal and state governments to do more to help strengthen the health and vitality of first suburbs before they become the next ring of decline. Coalitions of first suburban leaders can work to change the rules of the development game to ensure more balanced transportation, land use, economic development and reinvestment policies that are focused specifically on the unique issues and challenges they face. The full report is available in PDF format at [www.brookings.edu/dybdocroot/es/urban/firstsuburbs/firstsuburbsexsum.htm](http://www.brookings.edu/dybdocroot/es/urban/firstsuburbs/firstsuburbsexsum.htm)

### **Study Sheds New Light on Gentrification Process**

A new study from the Citizens Housing and Planning Council (CHPC) finds that low-income households actually seem less likely to move from gentrifying neighborhoods than from other communities. Improving housing and neighborhood conditions appear to encourage the housing stability of low-income households to the degree that they more than offset any dislocation resulting from rising rents. The authors, a Columbia University planning professor and the executive director of the CHPC, analyzed data from the New York City Housing and Vacancy Survey. The data also indicate that rent stabilization is quite effective in restraining rent increases in gentrifying neighborhoods, thus weakening the link between gentrification and secondary displacement.

CHPC is a nonprofit, nonpartisan policy research and advocacy organization specializing in housing, planning, and economic development issues in New York City. The study was published in CHPC's bi-monthly newsletter *The Urban Prospect*, which is available in PDF format at [www.chpcny.org/prospect.html](http://www.chpcny.org/prospect.html)

### **Status Report on State Government Incentives for Habitat Conservation**

This report from Defenders of Wildlife is the result of comprehensive research done across the country on a wide range of incentives for habitat conservation available to private landowners from state governments. It contains a summary of the organization's findings, including a breakdown of the different types of state government incentives, examples of successful programs, and recommendations and profiles of some of the conservation incentives available across the 50 states.

The results reveal that there is a wide array of incentives among state agencies for habitat conservation on private land. Increased funding, improved data collection, centralized information and coordinated planning are needed to boost the effectiveness and efficiency of these much-needed programs. Yet despite the needed changes, incentives are clearly an important mechanism to encourage voluntary conservation efforts. The full report and state profiles are available at [www.biodiversitypartners.org/Incentives/Report/Intro.html](http://www.biodiversitypartners.org/Incentives/Report/Intro.html)

### **Updated State of the Cities Data**

The Historical Census Data system, part of HUD USER's State of the Cities Data Systems (SOCDS) portal, now includes 2000 Census statistics, culled from the Census Bureau's Demographic Profiles Sample Data. The update covers such topics as: Poverty and income; Rent and house value; Educational attainment; and Industry and occupation of employed residents.

The updated data are provided for all 331 metropolitan areas, their 542 central cities, and 11,397 suburban places. To access the data, visit HUD USER's Web site at: [socds.huduser.org/Census/Census\\_Home.htm](http://socds.huduser.org/Census/Census_Home.htm). Established and maintained by HUD's Office of Policy Development and Research since 1998, the SOCDS provides data on the social and economic conditions of metropolitan areas, cities, and

*Continued on page 17*

## Thomas Birmingham

### Housing

“Finding affordable housing is difficult not only for those who are poor, but also for a large segment of our working and middle-class residents,” explained Senate President Birmingham. Whereas some are willing to rely on the market, Tom knows that we need more housing that is within reach of ordinary working people, so he proposed and secured a new \$100 million fund to help support the construction, rehabilitation and acquisition of new housing units. He fought to keep this fund alive even in a difficult budget, and he is backing a new \$509 million housing bond bill to build even more affordable housing. Finally, he has worked to improve the state’s comprehensive permit law by encouraging towns to adopt their own affordable housing plans, while defending the essence of “chapter 40B” to ensure new affordable housing throughout the Commonwealth.

### Preserving the affordable housing we do have.

When affordable housing developed with state and federal funds was on the verge of being converted to market rates, Tom supported its preservation for tenants of modest means. The new housing bond bill also contains substantial funds to maintain the affordability of this “expiring use” housing. Finally, Tom helped to craft a rent escrow law that balances the legitimate needs of good landlords and good tenants.

### Community Preservation Act to meet local needs.

Tom worked hard to pass this new law that provides state funds to cities and towns where voters decide to increase property taxes for affordable housing, open space and historic preservation.

### Tom proposes lead paint removal assistance.

Lead paint poses public health risks to children and challenges to maintaining affordable housing. Tom wrote the law and funded the no-interest and low-interest loan programs that help landlords and tenants maintain safe housing.

### The Environment

Tom Birmingham is leading efforts to protect precious open space and is helping communities preserve local character.

Tom worked with activists and legislators to steer a strong and effective Community Preservation Act past the objections of Governor Cellucci. As finally enacted, this law allows cities and towns to raise new funds for open space, affordable housing and historic preservation. The dollars raised locally are augmented by state matching funds championed by Tom. To date, 45 Massachusetts communities have adopted the Act and are planning ahead for sustainable growth. The Trust for Public Land has called the Act “a powerful new weapon in the fight to protect our communities from suburban sprawl.”

Tom proposed a new rule to dedicate 15% of all future state surpluses to land protection programs. He then overrode Governor Swift’s veto to make the plan law. Based on data from the last six years, it would have generated over \$185 million and protected well over 40,000 acres. Moving forward, as governor, Tom will make certain that the protection

of our vistas, green spaces and wildlife habitats is a top priority for state government.

Tom worked closely with environmentalists to craft the Senate version of the \$389 million 1996 Open Space Bond Act to fund state programs that protect wildlife habitat, local parks and state recreation areas. He is now working on a new bond spending plan to extend these programs.

### Tom Birmingham is making our waters safer and cleaner.

Tom helped pass the Beaches Bill to ensure regular testing and warn the public of pollution threats at over 1000 public beach areas. He fought hard for the funds the new law requires, funds that were vetoed by Governor Swift.

Tom helped establish the Senate’s leadership role in the long effort to win enactment of the landmark Rivers Bill, a measure that prevents polluting development from encroaching further on the corridors of 9000 river and stream miles in Massachusetts.

### Tom Birmingham protects communities and children from toxic hazards.

Tom worked with environmental advocates to pass the Brownfields Law, which is accelerating the clean up of abandoned and polluted sites. He helped create special incentives to speed the recovery of contaminated areas in the most economically distressed neighborhoods. By encouraging the reuse of these sites, the Brownfields Law also helps reduce sprawl.

Tom led the Senate as it passed an Environmental Justice Bill to give communities overburdened by noxious facilities new leverage in state siting and permitting decisions.

Tom again worked with environmental groups to pass the Children and Families Protection Act, a new law that will prevent the unnecessary exposure of children to pesticides, promote safer alternatives, and ensure clear and accurate notification of when pesticides will be used.

Tom also helped win Senate approval of the Environmental Enforcement Bill. The legislation would increase fines for environmental violations and require the Department of Environmental Protection to issue comprehensible public reports on its enforcement record. The bill also bars repeat environmental violators from qualifying for state grants and contracts.

### Tom Birmingham champions clean transportation alternatives.

Tom pushed hard for the construction of new bike paths, including the Cape Cod Rail Trail. Tom himself is a big cycling fan. He often commutes to work on his bike and last year peddled 260 miles across the state—from the Berkshires to the Cape!

In his role as Senate Ways and Means chair and later Senate President, Tom has helped authorize hundreds of million of dollars to expand commuter rail service and upgrade public transit systems.

# Jill Stein, Green Party

## Open Space

We can halt the loss of open space and biodiversity in Massachusetts by implementing a comprehensive plan to protect our land and natural resources. Our investments in preservation and restoration must be adequate to counterbalance the forces that are investing in the destruction of these irreplaceable resources.

## Housing

What we have now is a housing system dominated by developers and speculators. As a result, enormous capital is invested in luxury housing or tax write-off construction while affordable housing disappears. This is evident not only in out-of-control home ownership and rental costs, but in the increasing number of homeless people and overpopulation in the remaining shelters that haven't been closed due to lack of funding.

Many politicians on Beacon Hill are closely allied with real estate interests, and are heavily funded by real estate lobbies. In this environment government has lost touch with the needs of the people of Massachusetts. Children, the elderly, the mentally ill, single parents, and people of modest income — all are vulnerable to a manipulated market that works against them.

The truth is that the American Dream of home ownership is not impossible in the 21st century, it has simply been co-opted by vested interests. As governor, I will work for innovative zoning that creates housing for the elderly and low income families. And I will work to have public funding for affordable housing directed to community-based non-profit organizations, housing authorities, and programs that permanently preserve affordable housing units.

Health, happiness, self-esteem, and a sense of optimism begin and develop in the home. It is my mission to ensure that decent housing is available to all Massachusetts citizens, and not an unaffordable luxury.

## Sprawl

We can revise our archaic zoning laws that virtually guarantee sprawl development. We can give communities technical support and financial incentives to develop master plans for smart growth – solutions that generate economic growth but preserve and improve the quality of life, protect essential natural resources, provide affordable housing, and preserve cultural resources.

- ### **Building a Sustainable Economy**
- Invest in urban areas by promoting business development, training workers, and investing in public schools, community colleges and state universities
  - Encourage smart growth by promoting new, environmentally-friendly industries – Massachusetts should take the lead in the renewable energy sector
  - Protect open space and prevent urban sprawl with sound, environmentally-aware plans for housing and business development
  - Improve public transportation to ease traffic congestion, reduce pollution, and provide working people with affordable, safe, reliable alternatives to driving

## Environmental Policy: Protecting Children's and Workers' Health

- Protect the health of today's children – and future generations – by reducing toxic exposures. This can be accomplished with a citizen-based problem solving and planning process that uses science, democracy and precautionary action to reduce the use and emissions of known and suspected toxic substances.

- Empower workers to participate in decisions to eliminate toxic and other hazards to their health in the workplace. Create jobs in industries that protect worker health and the environment, and provide financial support, re-education and training to transition workers from hazardous industries to those that are safe and sustainable.

- Specific immediate initiatives to protect children's and workers' health include improving air quality in neighborhoods with high asthma rates; promoting safer alternatives to pesticides; phasing out mercury containing products and keeping mercury out of the waste stream; and using safer materials for schools, medical devices, and cleaning materials.

### Additional details on program initiatives

- Implement a "Healthy Air Action Plan" in neighborhoods with the worst air pollution and highest rates of asthma.

- Create an "Alternative Pest Management Resource and Education Center" to promote safe alternatives to pesticide and herbicide use in homes, schools, daycare centers, workplaces, farms, lakes/ponds, and along highways. Fund the Center by restoring the sales tax for pesticides, so pesticide sales will be taxed like the sale of other products.

- Phase out mercury-containing products as quickly as possible, and no later than 2008. All mercury containing products should be recycled to keep mercury out of the waste stream and out of the environment. Mercury exposures harm brain development in children, and these exposures are common because mercury has become a widespread contaminant of fish.

- Initiate a "Safer Cleaning Program" for schools, day care centers, hospitals and all state buildings to reduce exposure of children, workers, pregnant women and future parents to a variety of hazardous cleaning materials.

- Phase out the use of PVC medical products in the care of infants, children and pregnant women where ever PVC-free alternatives are available. Early life exposures to a chemical contained in PVC medical products are increasingly linked to male reproductive abnormalities.

- Phase out the use and emission of substances that contaminate human breast milk for which there is credible evidence of potential harm to developing children.

- Use the safest building materials in building new schools and renovating old ones to provide healthy indoor air quality for children and staff.

This policy is derived from the "Campaign to Protect Child Health", a campaign is being promoted by the Alliance for a Healthy Tomorrow (AHT). AHT is a broad coalition, in which Jill was a founding member, working to protect our health from toxic hazards.

## Shannon O'Brien, Democrat

I believe that unmanaged development is one of the most important environmental matters facing Massachusetts today. Therefore, we Chris Gabrieli and I have developed a plan for smart growth and development in Massachusetts called A Vision for Sustainable Growth (attached).

The O'Brien-Gabrieli Plan for Smart Growth in Massachusetts takes action in four key areas:

### 1. Effective Leadership on Growth

Appointing a Director of Smart Growth Planning. The O'Brien-Gabrieli Administration will appoint a Director of Smart Growth Planning within the Governor's Office to manage sprawl in coordination with the offices of Economic Development, Housing, Transportation and the Environment. This director will coordinate standards, policies, and programs to advance sound land use, the efficient movement of people and goods, and smart development. It will also ensure that the Commonwealth's capital spending is done in a prioritized manner, so our limited resources are directed toward achieving and reinforcing our goals regarding smart development.

Establishing the Governor's Smart Growth Task Force. To ensure that the views and experiences of community leaders, industry, planning agencies, the environmental community, and the public are integrated into the work of the Office of Smart Growth Planning, a Governor's Smart Growth Task Force will be created to formally advise and assist in the development of effective growth management strategies and decisions.

Reducing Obstacles to Smart Development. The Director of Smart Growth Planning will work to reduce obstacles placed on local planning efforts. The O'Brien-Gabrieli Administration will file legislation to reduce the eight-year period land owners are given to submit plans when a planning board wants to make alterations in the local zoning law. This overly long "grandfather" period undermines local planning and is longer than that allowed by any other New England state.

### 2. Investment in our Neighborhoods and Communities

Smart Growth Priority Funding Areas. State funding and subsidies are a very powerful force in shaping development across the Commonwealth. However, state funding for roads, water infrastructure, school construction, and other infrastructure is often not utilized strategically to advance wise land use. The O'Brien-Gabrieli Administration will instruct the Director of Smart Growth Planning to undertake a major initiative in determining "smart growth priority funding areas." The Director will assist localities in determining those areas that are priority areas for state capital spending and, conversely, areas where new development is less appropriate. Determination will be based upon such criteria as the number of people served, access to mass transit, utilization of existing infrastructure and environmental impact.

Repository of Brownfield Sites. While the existing Brownfields Act has been essential in cleaning up and converting these sites, the state must do a more efficient job of assisting developers in locating, and facilitating the recovery of marketable brownfields properties. The O'Brien-Gabrieli Administration will develop a central repository of the thousands of marketable sites that remain undeveloped to create "one-stop-shopping" so that developers can both find suitable sites and secure appropriate insurance coverage and financing.

Long Term Initiatives. In recognition of the state's current budget crisis, the O'Brien-Gabrieli Administration will seek to implement the following investments in neighborhoods and communities over the long-term, when state revenues can better sustain them:

Incentives to Locate in Priority Areas. We need to build more affordable housing units near available transportation and ensure that transit access is within the reach of first-time homebuyers. The O'Brien-Gabrieli Administration will propose legislation to create low-interest mortgages for home-buyers who purchase in and near existing communities and near transportation facilities, including reducing the down payments and settlement expenses of people who re-locate to priority funding areas.

Live-Near-Your-Work Program. State government can encourage development in existing areas by offering incentives to homeowners to live close to their employment. The O'Brien-Gabrieli Administration will form a partnership with housing and community development agencies, local governments, and the business community to provide cash incentives for employees to live near their work in targeted neighborhoods. Through this partnership, participating employees will receive a \$3,000 grant for costs associated with the purchase of their home. This program will strengthen neighborhoods through increased homeownership, promote linkages between employers and nearby communities, increase land values and revenue to local governments, and offer workers the opportunity to own homes.

### 3. Expanded Access to Transportation Choices

Regional Transportation Plan. Air travel has consistently increased over the past decade and is likely to continue to do so in the years ahead, adding stress to the airports and abutting communities in Massachusetts and our neighboring states. It is essential that we take a regional approach to assessing which airports are most appropriate for which kinds of air travel. In the 1970s, Massachusetts took a broad look at its transportation needs and resources. In so doing, it engaged the public and community groups and allowed for a thorough assessment of the balance of public transportation and new roads. The O'Brien-Gabrieli Administration will convene a Transportation Summit to reassess the state's transportation system to develop a balanced approach to growing demand, an aging infrastructure, and environmental concerns. The goals of the Summit will include the development of a regional air travel plan that is sensitive to both harmful impacts on economic opportunities for affected communities, and minimizes environmental impacts such as aircraft air emissions, noise, traffic and airport infrastructure development. Input from the affected communities is a vital component of any successful plan.

### 4. Protection of Open Space and our Natural Heritage

Environmental Bond Bill. The O'Brien-Gabrieli Administration strongly supports the passage of an Environmental Bond Bill. This important legislation will provide funds for high priority environmental needs, including land acquisition, forest and parks improvements, watershed management, and habitat restoration.

Long Term Initiatives. In recognition of the state's current budget crisis, the O'Brien-Gabrieli Administration will seek to protect open space and our natural heritage over the long-term, when state revenues can better sustain them:

Boston Harbor Islands. The Boston Harbor Islands represent a great natural, recreational, and economic resource. Current plans for the Islands include developing an eco-retreat and family camp at Peddocks, and creating new mainland gateways downtown and in surrounding communities to enhance access. Increased tourism is projected to generate \$209 million in spending, resulting in \$22 million in tax revenue, and 4,000 new jobs. The O'Brien-Gabrieli Administration will work to attract investment and support for this project from the federal government as well as the private sector.

## Robert Reich, Democrat

### Affordable Housing

“Sky-high rents and housing prices are strangling our economy, forcing many of our young people to leave the state and turning new businesses away at the door. When a middle-class income can no longer afford a median-priced home, something is terribly wrong. We must right the imbalance by increasing the supply of affordable housing.” — Robert Reich, March 25, 2002

Elevate Housing As A Top Priority: Greater coordination is desperately needed across an alphabet-soup of state government agencies, as well as with business, labor, and non-profit sectors.

- Restore cabinet-level status to the Department of Housing and Community Development. Hold it accountable for doubling the production and preservation of affordable housing from 3,000 units to 6,000 units per year.

- Convene a housing summit during the first three months of my administration to determine the most effective strategies for preserving and producing affordable housing. A broad-based advisory committee will report annually on how well we are meeting our goals.

Leverage State Authority Where It Counts: All of the Commonwealth’s assets must be brought to bear, with all of the stakeholders, to increase and preserve affordable housing stock.

- Offer state matching funds and tax credits to employers who provide employees direct benefits such as reduced interest rates on mortgages and security deposits.

- Devise programs with universities to build more dormitories and thereby reduce pressure on local housing demand and prices.

- Make unneeded state institutional land available at low cost to developers of low-cost units.

- Preserve our current investments in affordable housing. We’ll apply federal and state resources, and existing regulations, to keep 18,000 affordable units from succumbing to deterioration and market rates over the next five years.

Promote smart zoning and building codes: By cutting costs and bureaucracy for developers who use land more efficiently, we can increase housing and preserve the environment at the same time.

- Encourage developers to rebuild where infrastructure already exists, and cities to promote mixed-use properties that make residential units more affordable through “cluster zoning” and “transferable development rights.”

- Streamline and standardize building codes, with fast track permitting for low-priced projects.

Use aggressive and creative financing to put our money where our mouth is: Financing levels for low-cost housing have dwindled dramatically over the last decade. And incentives in place for municipalities don’t always provide enough of a “carrot” to make them effective.

- Increase the bond cap for housing use to more aggressive historical levels as soon as the state budget allows. It is now less than 1/3 of the 1989 level.

- Reinvest the projected decline in funding for the SHARP program back into other targeted housing programs, and continue the state housing trust and state tax credit

programs.

- Provide a “Good Neighbor” bonus to towns that meet and exceed their Chapter 40B obligations to minimum levels of affordable housing. Also supply technical aid to implement housing action plans for all communities.

- Promote the use of Community Preservation Act funds for affordable housing. Allow municipalities to levy an extra surcharge—matched by state funds—not only on local property taxes, but also on property sales.

### Environment

As Governor, one of my highest priorities will be to preserve and protect our environmental heritage.

I want to jump-start renewable energy: I support vigorous expansion of the Renewable Energy Trust, and tough and timely regulations to accelerate the Renewable Energy Portfolio Standard.

As Governor I’ll also make sure we fully implement our power-plant emissions rules, requiring a 50 to 75 percent decline in emissions of nitrogen oxides and sulfur dioxide over the next few years, and reducing emissions of mercury and CO<sub>2</sub>.

I’m in favor of low-emissions rules for automobiles and encouraging hybrid vehicles and I’ll explore ways of economically encouraging the purchase by consumers and businesses of fuel efficient, low emission vehicles.

Open space is a high priority. I will use every tool at my disposal to encourage communities to participate in the Community Preservation Act, to protect open space. I strongly support the Environmental Bond Bill — essential to protect and restore rivers, streams, lakes, and water supplies, as well as habitats and open spaces across the Commonwealth. And I will reauthorize the major open space accounts at a level that allows managers to plan and allocate resources over the longer term. I’ll extend the Self-Help and Urban Self-Help programs to provide direct acquisition grants to nonprofit land trusts for the purchase of open space.

I’ll also use “smart growth” economic-development strategies to focus growth on older communities with under-utilized infrastructure that can be rehabilitated and retrofitted — while at the same time discouraging suburban sprawl, strip malls, and destruction of open spaces. There’s no reason why the growing need for affordable housing must be traded off against our environment. Ecologically responsible high-density zoning can permit affordable housing while preserving surrounding open space.

I’m committed to preserving the purity of our ground water. I’ll vigorously enforce our water resource laws and take extra precautions to ensure that aquifers and lakes were free of pollutants. I’ll support efforts to eliminate power-plant waste from our drinking water. And I’m in favor of restoring chemically contaminated sites through “Brownfield” development that’s socially just.

## Mitt Romney, Republican

Mitt Romney is convinced that Massachusetts can translate its extraordinary human and natural resources into better education, better health care and a better environment for our state's families and citizens. The key is leadership. From his experience in the private sector and in the nonprofit world running the 2002 Winter Olympic Games in Salt Lake, Mitt Romney has the background and management skills to end politics as usual on Beacon Hill and make Massachusetts great.

### Housing Policy: "Operation Breakthrough"

Noting that housing is becoming more and more unaffordable in Massachusetts, former Winter Olympic chief Mitt Romney and his lieutenant governor running mate Kerry Healey unleashed a bold new plan that will help people achieve the American Dream of home ownership.

The plan, "Unlocking the American Dream," would fast track the revitalization of vacant and underused housing, recapture lost entry level rental units and reward cities and towns that balance growth and open space objectives.

Romney outlined the problems confronting our state: Teachers, nurses, police officers and firefighters struggle to live in the communities they serve. The cost of home ownership is skyrocketing as demand outstrips supply. The number of affordable rental units is shrinking. And housing stock, moving from our cities and town centers, is gobbling up suburban and rural green space.

"Massachusetts housing policies have been bad for Massachusetts families," said Romney. "Housing prices are escalating faster than incomes across Massachusetts, turning the dream of home ownership into a nightmare for people who are locked out of the rental market and can't save enough to buy a home. Home ownership in Massachusetts is fast becoming unattainable. And if you're African-American or Hispanic, the problem is even worse," he said.

According to Romney, Beacon Hill's housing policies have failed. Overlapping authorities and special interests have choked off new permitting and increased building and rehab costs. Ten percent of state-subsidized housing units are vacant and unlivable. And long range planning is virtually non-existent.

Romney, speaking at the Codman Square Health Center in Dorchester, said he would face the housing shortage head on with the goal of doubling the number of housing units coming onto the market while at the same time stopping the sprawl and green space invasion that threatens to gobble up open land.

He proposed the following solutions, dubbing his eight-point action plan "Operation Breakthrough":

#### Create a Green Space Fund

Require builders who encroach on green space to contribute to a fund, which in turn will be used to give grants for the revitalization of depressed brownfield sites.

#### Reform the Land Court

Shift responsibility to collect outstanding taxes on homes with liens against them from the bogged-down Land Court to the Department of Revenue, helping to expedite the return of property to the market.

#### Expand University Housing

Collaborate with colleges and universities to facilitate dormitory construction, which will increase the supply of entry-level rental housing and lower prices.

#### Encourage rental entrepreneurship

Encourage owners to bring their double and triple decker units to the market by grandfathering existing housing stock from non-safety related codes and balancing owner-tenant rights.

#### Adjust state aid formulas to reward meaningful housing creation

Direct more money to cities and towns that add a meaningful number of housing units while minimizing open land construction.

#### Establish a uniform statewide building code

Move to a statewide code that provides builders with a consistent set of operating standards, eliminating the current hodge-podge of standards that discourages new development and increases costs.

#### Streamline permitting

Reduce by 75 percent the time involved with permitting by eliminating redundant bureaucracies and establishing statewide process standards.

#### Provide safe harbor for brownfield development

Limit future liability for unknowable hazards in brownfield areas in order to encourage redevelopment.

Said Healey: "Flogging the same old ineffective policies that created our housing problems will not solve anything. Our plan will not only create new housing, it will protect green space from encroachment and target building activity in areas that are ripe for redevelopment."

## **Warren Tolman, Democrat**

### **Land Use and Planning**

*"We abuse land because we regard it as a commodity belonging to us. When we see land as a community to which we belong, we may begin to treat it with love and respect." - Aldo Leopold*

Scientists now recognize that inappropriate land use represents one of the most serious contemporary environmental problems. The threats to water quality and species protection resulting from conversion of wetlands and forests to suburban uses are well recognized. Less apparent, but perhaps more serious, are the threats that continuing suburban sprawl pose to air quality as commuters add contaminants and greenhouse gases to the air each year. The lack of a statewide plan or vision for "smart growth," - growth that is mixed-use, environmentally friendly and appropriately located - has resulted in land consumption in the 1990s at seven times the rate in population growth.

As Governor, I will implement a comprehensive land use policy to preserve open space, reduce traffic and sprawl, and revitalize the state's urban communities. I will also work to ensure that we have a comprehensive statewide transportation plan that is adequately funded.

### **Open Space Preservation**

As Governor, I will implement a series of open space initiatives and reforms. I support the Massachusetts Agricultural Preservation Restriction Act, which provides assistance to our state's farmers who commit to keeping their land in agricultural production. We also need to implement a more effective system of tax incentives for those who voluntarily impose conservation easements upon their property or who wish to donate their property to land conservation organizations. Many of these organizations have been very effective in preserving open space and deserve our support through targeted grants, loans, and regulatory relief. As Governor, I will also use the bully pulpit to publicize the Community Preservation Act and to encourage local communities to take advantage of this program, which promotes open space. I will develop a comprehensive plan for the state's parks and forests to protect old-growth trees and the more than 250 species of wildlife that call our parks and forests home. Finally, the Tolman Administration will evaluate comprehensively the ecological significance of our remaining open areas and act to protect threatened ecosystems that provide the most significant biological diversity.

### **Smart Growth and Urban Revitalization**

The Tolman Administration will pursue targeted economic development and housing programs that preserve open space, conform to a comprehensive transportation plan, and limit sprawl. Cities and towns need development and planning assistance to promote smart growth, which must be part of a statewide effort. Long before state officials recognized the need to clean up and revitalize contaminated brownfield sites, I served on and worked with a local coalition of Watertown residents to clean up and redevelop that town's Arsenal facility. The Arsenal is now a vibrant mixed-use facility with offices, restaurants, and ample open-space. As Governor, I will promote targeted financial support and tax incentives to

encourage similar efforts. Perhaps most importantly, we must invest in our urban areas and older communities to make them attractive, livable places to live and work. A smart growth policy recognizes that fighting crime, improving education, providing job opportunities, and rehabilitating housing stock in our urban areas are critical environmental issues. By re-examining zoning legislation aimed at separating residential and business uses, both suburban and urban municipalities may be able to provide denser and less expensive land for affordable housing. The state must also assist in the rehabilitation of environmentally damaged brownfield sites, distressed properties, and abandoned sites within a business or town center district.

### **Regional Transportation Plan**

As Governor, I will promote a comprehensive transportation plan that takes into account a range of solutions to increasing the potential capacity of all of our regional airports, as well as improvements in train, bus, and highway systems. More thought must also be given to those who wish to walk, bike and use other forms of alternative transportation. Expanded train and bus service, including Amtrak's new high-speed Acela service, must be promoted. Roads and highways are the arteries of our state's economy and will continue to be a central responsibility of a Tolman Administration. We must be cautious, however, that we do not finance road construction in a manner that continues to encourage urban sprawl. Rather, the principal focus of our highway expenditures should be in maintaining our existing roads and adding features, such as "HOV" lanes, that encourage car-pooling and the use of mass transit. Public transportation is a necessity and its promotion will be another top priority in my administration. We must expand the hours of the MBTA to encourage people working second- and third-shift jobs to use public transportation for commuting and make sure that public transportation is accessible for the disabled. As Governor, I will also explore the North-South Rail Link, a proposed rail tunnel between North Station and South Station. This project will allow Amtrak's Acela high-speed rail service to extend through Boston to benefit the entire region, while connecting the two commuter rail systems operated by the MBTA. Finally, I have endorsed, and will promote as Governor, the "On the Move" coalition's Platform for Transportation Justice and Livable Communities, a thoughtful and comprehensive outline for environmentally sound transportation planning to benefit low-income, minority and other communities in the Boston area.

## Smart Growth: Form and Consequences

The concept of smart growth developed from statewide growth management legislation dating from the 1970s and 1980s. Specific smart growth legislation began with Maryland Governor Parris Glendening's pioneering legislation in 1997, and continues today to extend to other initiatives from New Jersey to the West Coast. A common thread in the different statewide initiatives is the array of incentives and requirements to direct public and private investment away from the creation of new infrastructure and development that spreads out from existing built areas.

A diverse coalition of interest groups has given smart growth both credibility and momentum. Some states' planning initiatives are based on smart growth principles, but, other than its inherent definition of being the opposite of stupid growth, what does it mean? To some, smart growth is simply a euphemism for better choices about future development and land use. To others, smart growth principles are specifically those that embody viable alternatives to prevailing suburban sprawl. These principles when put into practice promote compact, mixed-use, transit-oriented, and environmentally sound development and land use patterns. But if we hold up the term smart growth as the all-purpose umbrella for antisprawl policies, is there any room underneath for the many other issues and questions that underlie the choices to be made about our future settlement patterns?

What smart growth is, and how it should direct us in future planning and development, remain cryptic and unclear to many observers, including decision makers in the public arena who must learn a new vocabulary and offer more than rhetoric to citizens hungry for strong policy, planning and design solutions. Whether one sees smart growth as a slogan, a catch phrase, a call to the barricades or perhaps even the battle flag waved by the enemy, it raises questions that we need to answer:

- Have the most important lessons from past development practices been fully absorbed and learned?
- In striving to advance alternatives to low-density, haphazard forms of development, where are viable models to be found?
- Have practical, ethical and distribution considerations been appropriately brought to bear on proposed smart growth interventions?
- Are the components of what we call smart growth constitutionally permissible?
- What consequences may unfold to affect various stakeholders and constituencies?

Editors Terry S. Szold and Armando Carbonell organized a symposium to bring together academics, planning and design practitioners, citizen planners and others to address these questions. The symposium "Smart Growth: Form and Consequences" was cosponsored by the Lincoln Institute and the Department of Urban Studies and Planning at the Massachusetts Institute of Technology (MIT) and was held on March 10, 2000, in Cambridge, Massachusetts.

The chapters in this book, adapted from the presentations at the symposium, offer eclectic and wide-ranging essays that

take the reader through the history of suburban growth to the spatial and temporal consequences of the current state and stages of growth and technological change, and across the normative assumptions about design, urban and suburban neglect and revival, private versus public property rights, and environmental ethics.

Foreword, *John P. DeVillars*

1. Introduction and Overview: And Then There Was Smart Growth (*Terry S. Szold*)

2. What Is Suburbia? Naming the Layers in the Landscape, 1820–2000 (*Dolores Hayden*)

3. How They Lost Their Way in San Jose: The Capital of Silicon Valley as a Case Study of Postwar Sprawl (*Glenna Matthews*)

4. Electronic Cottages, Wired Neighborhoods and Smart Cities (*William J. Mitchell*)

5. How Do We Know Smart Growth When We See It? (*Arthur C. Nelson*)

6. Seven Wise (Though Possibly Impractical) Goals for Smart Growth Advocates (*Alex Krieger*)

7. Smarter Standards and Regulations: Diversifying the Spatial Paradigm of Subdivisions (*Eran Ben-Joseph*)

8. Smart Growth: Legal Assumptions and Market Realities (*Brian W. Blaesser*)

9. The Constitution Neither Prohibits nor Requires Smart Growth (*Jerold S. Kayden*)

10. Ethical Principles for Smart Growth: Steps Toward an Ecological Ten Commandments (*Timothy C. Weiskel*)

11. Smart Growth and Urban Revival (*Harvey Gantt*)

Afterword (*Armando Carbonell*)

*Terry S. Szold is principal of Community Planning Solutions and adjunct associate professor in the Department of Urban Studies and Planning at Massachusetts Institute of Technology.*

*Armando Carbonell is senior fellow and cochairman of the Department of Planning and Development at the Lincoln Institute. He also lectures in the Department of Urban Planning and Design at the Harvard University Graduate School of Design. Contact: [tsszold@mit.edu](mailto:tsszold@mit.edu) or [acarbonell@lincolninst.edu](mailto:acarbonell@lincolninst.edu).*

2002. 210 pages, paper. \$25.00

**Ordering Information:** Call 1-800-LAND-USE (800-526-3873)

## **RESOURCES (continued from page 8)**

suburbs throughout the United States. In addition to the Historical Census Data, the SOCDS includes the following information:

- Current Labor Force Data - labor force statistics for individual cities collected from the Local Area Unemployment data by the Bureau of Labor Statistics. [http://socds.huduser.org/Bls\\_laus/BLS\\_LAUS\\_Home.htm](http://socds.huduser.org/Bls_laus/BLS_LAUS_Home.htm).
- County Business Patterns Special Data Extract - information from special tabulations of the Standard Statistical Establishment List (SSEL) provided by the U.S. Census Bureau. [http://socds.huduser.org/CBPSE/CBPSE\\_Home.htm](http://socds.huduser.org/CBPSE/CBPSE_Home.htm).
- FBI Crime Data - statistics for 542 metropolitan cities in 1992, 1997, 1998, and 1999. [http://socds.huduser.org/FBI/FBI\\_Home.htm](http://socds.huduser.org/FBI/FBI_Home.htm).
- Building Permits Database - data on permits for residential construction at the permit-issuing jurisdiction level from the Census Bureau's Building Permits Survey. <http://socds.huduser.org/permits/index.html>.

To access the main SOCDS page, visit <http://socds.huduser.org>.

## **Report Finds Metro Areas Key to U.S. Jobs & Economy**

The nation's metropolitan areas were responsible for "driving the economic performance of the nation as a whole last year," accounting for 98% of job growth and 86% of national economic growth, according to a new report prepared for the U.S. Conference of Mayors by DRI/WEFA. The report contains data on each of the nation's 319 metro areas, including 2001 gross metropolitan product, as well as growth and employment figures. Economic forecasts are also provided for the 20 largest U.S. metro areas. The full report is available in PDF format at [usmayors.org/70thAnnualMeeting/madisonmetro\\_061402.asp](http://usmayors.org/70thAnnualMeeting/madisonmetro_061402.asp)

## **Lack of Affordable Homes Rivals Health Care as a Problem for Working Americans**

A new study released by the Fannie Mae Foundation finds that working families consider the lack of affordable housing to be as big a problem as the lack of affordable health care, a benchmark concern that has dominated public policy discussions over the past several years. Roughly the same percentage of working Americans (41 percent) believe the lack of affordable homes is a very or fairly big problem compared with the lack of affordable health care (39 percent), and more believe it is a very or fairly big problem than high unemployment (34 percent) or crime (20 percent).

The study also revealed regional differences in Americans' concern about the lack of affordable homes. Half of Americans living in the West (55 percent living specifically on the Pacific Coast) and 40 percent of those living in the Northeast think the lack of affordable homes is a big problem, compared with 34 percent in the South and 28 percent in the Midwest. Meanwhile, 48 percent of Americans who say they reside in a large city believe it's a very or fairly big problem compared to only 37 percent of those who describe themselves as residing in a medium city and 30 percent of those in small towns or rural areas. The full report is available at

[www.fanniemaefoundation.org/news/pr/ResultsFMFSurvey02.shtml](http://www.fanniemaefoundation.org/news/pr/ResultsFMFSurvey02.shtml)

## **The Growth of Biotechnology Centers in the U.S.**

Biotechnology is at the heart of a fast-growing new sector of the U.S. economy, and as the industry expands, it has become a focal point of many local, regional, and state economic development strategies. This report from the Brookings Institution Center on Urban and Metropolitan Policy provides an analysis of biotechnology activity in the 51 largest U.S. metropolitan areas and finds that the industry is heavily concentrated in nine regions.

These nine areas excel because they possess two key ingredients necessary for biotech growth: strong research, and the ability to convert that research into commercial activity. By comparing the 51 metro areas on their research and commercialization capacities, this report can help inform regions seeking to capture a share of the nation's biotechnology growth. The full report, regional profiles, and a PowerPoint presentation are available at [www.brookings.edu/dybdocroot/es/urban/publications/biotech.htm](http://www.brookings.edu/dybdocroot/es/urban/publications/biotech.htm)

## **Building Community Tool Kit**

The Innovation Center for Community & Youth Development has created the Building Community Tool Kit with detailed activities, tips, stories, handouts, and resources to plan for positive community change and build partnerships between young people and adults. It is designed to be accessible to teens and adults and involves youth not just as data collectors but also as analysts, publicists, coordinators, and designers. It includes sections on Core Principles, Building Readiness, Visioning and Planning, Moving to Action, and Change and Sustainability.

The Tool Kit is based on a model that has been implemented in more than 20 diverse communities by neighborhood coalitions, local and tribal governments, and youth groups. Outcomes of the Building Community process include the creation of shared community visions that are translated into strategic action; new awareness and use of unique community resources; increased youth participation and leadership; new funding to implement priority projects; and increased collaboration among community-based organizations and groups.

The Innovation Center for Community & Youth Development seeks, tests and promotes innovative concepts and practices, providing cutting edge tools for youth workers in diverse settings. Formerly a division of National 4-H Council, the Innovation Center is now an independent organization that operates as a project of the Tides Center. To download free excerpts of the Building Community Tool Kit and to find out how to order the complete kit, visit [www.theinnovationcenter.org](http://www.theinnovationcenter.org).

## **Papers on Building Aging-Sensitive Communities and Reversing School Sprawl**

The Funders' Network for Smart Growth and Livable Communities has released two new Translation Papers as part of its series to translate the impact of suburban sprawl and urban disinvestment on issues of importance to America's

communities and to suggest opportunities for progress that would be created by smarter growth policies and practices.

Translation Paper #7 on Aging and Smart Growth contends that the sprawling, automobile-dominated landscape so prevalent throughout the United States seriously limits the continued mobility and independence of older people, a reality that is of enormous consequence to the aging experience. The paper, written by Deborah Howe, Ph.D., FAICP, with the School of Urban Studies and Planning at Portland State University, underscores the importance of transforming our communities so that they are aging-sensitive, making it possible for people to maintain their health and independence even as needs change. Leadership is needed to support planning processes and implementation efforts that improve the interface between the aging experience and the built environment.

Translation Paper #8 on Education and Smart Growth describes how the trend toward building new schools on large sites far from existing development centers, called school sprawl, can have far-reaching impacts on school children, school districts and the larger community. Rather than build shopping mall schools at the edge of town, smart growth advocates encourage the continued use of existing schools and the construction of new schools on infill sites within existing neighborhoods. Smart growth advocates' interest in neighborhood schools dovetails with education reformers' interest in small schools, presenting an important opportunity for collaboration. Both papers are available in PDF format at [www.fundersnetwork.org](http://www.fundersnetwork.org).

## Planner's ListServe

The Massachusetts Association of Planning Directors, with the help of Umass-Boston, has just developed a free email list for professional planners in Massachusetts. This email list will operate like a listserv, in which subscribers can post questions which are then sent to all the subscribing planners on the list. This will provide a unique opportunity to connect planners across the state together in a simple, efficient and mutually beneficial way. As of July 11, 2002, over 60 planners around the state have joined. If you would like to join, please follow the instructions below:

Send an email message to [massplanners-request@cs.umb.edu](mailto:massplanners-request@cs.umb.edu) with the body (not the subject line) consisting of the word "subscribe" only. Do not put any words in the subject line. Then, you will receive instructions on how to post messages to the list.

Info/problems/contact: Christopher C. Skelly (617) 727-8470 Fax: (617) 727-5128; [Christopher.Skelly@sec.state.ma.us](mailto:Christopher.Skelly@sec.state.ma.us)

## Transit-Oriented Development Report

Intensive mixed-use development projects around transit stations, commonly known as transit-oriented development or TOD, have moved into the mainstream debate over metropolitan growth and development. Such projects are generally considered to have positive benefits in terms of economic development and transit ridership. However, this report finds that true, comprehensive TOD projects remain relatively scarce in this country and that often projects labeled "transit-oriented" are merely "transit-related," in that they do not take full advantage of their potential to also be environmentally sustainable and socially just. In order to reframe the debate, this paper offers an expanded definition of TOD that focuses primarily on functions and outcomes rather than on physical form and project configuration. It identifies challenges that must be addressed and offers policy recommendations to achieve optimal TOD projects. Info: [www.brookings.edu/urban](http://www.brookings.edu/urban).

## Rudy Bruner Award for Urban Excellence Call for Entry

Applications are now available for the 2003 RBA award cycle from the Bruner Foundation. The Rudy Bruner Award for Urban Excellence is a biennial award for urban projects that demonstrate excellence in architectural design, process, financing, and other aspects of urban placemaking. One Gold Medal Winner is awarded \$50,000 and four Silver Medal Winners are given \$10,000 each. For more info, visit [www.brunerfoundation.org](http://www.brunerfoundation.org) or Bruner Foundation, 130 Prospect Street, Cambridge, MA 02139. 617-715-3184 or fax 617-876-4002. Deadline for application submittals is **December 16, 2002**.

## Third Annual Regional Sustainable Development Conference MIT, September 23

Initial Sponsors: New Ecology, Inc., Massachusetts Association of Community Development Corporations, Tellus Institute, Massachusetts Institute of Technology, Chelsea Center for Recycling and Economic Development, and Sustainable Measures. The format for this year's forum will emphasize small group discussions and focus on getting to the details of the issues presented. With that in mind, there will be nine concurrent breakout sessions which will provide more detail about specific issues encompassed by three broader "main topic" sessions. The main topic sessions are: Green Design, Brownfields Redevelopment: Green Re-Use, and Smart Growth. Participants are encouraged to bring their own project-specific questions as they will have the opportunity to listen to presentations and then really explore the essence of the issues with the speakers and each other.

Info: [www.newecology.org](http://www.newecology.org) or [fraser@newecology.org](mailto:fraser@newecology.org).

## EMPLOYMENT

### Director of Planning, Boston Redevelopment Authority

The Boston Redevelopment Authority, is seeking a Director of Planning. Reporting to the Chief Planner, will lead, manage and direct the BRA's Planning Division and its planning agenda, staff and activities in support of the BRA's and City's policy priorities, through a range of planning efforts focused to achieve citywide, neighborhood and economic sector goals for growth and development of Boston's communities. The candidate will oversee the basic functions of planning including community planning, urban design, zoning and regulatory planning, as well as policy-oriented efforts on topics of citywide and neighborhood-specific relevance. Additionally, will oversee planning efforts including short-term as well as long-range planning, with staffing and expertise coordinated among the Division's departments, other BRA divisions, and City departments. As appropriate, oversight responsibilities will also include the involvement of other public agencies and/or civic or community organizations' staff and members for effective planning, including staff liaison with the Zoning Commission and Zoning Board of Appeals. Responsible for advising the Chief Planner and the Director regarding key planning projects and policies, and participate in the general management of the Authority both as a member of the Division Heads group and the Chief Planner's senior management team. Work requires: Master's degree in Urban Planning or related field, plus ten or more years of progressively responsible related experience in urban planning and design, with expertise in some combination of land use, zoning, urban design, community relationships, public information and communications, infrastructure, public administration, and policy development, with substantial public sector experience. At least three years of public sector department or program management experience is required, preferably in a major American city, and at least five years of managing staff and/or policy is desired. Demonstrated success as a team leader, team player, consensus-builder and innovative thinker is required. Demonstrated ability to define and achieve goals is required. Boston Residency is required on the date of hire.

To apply: Submit resume/application to Human Resources, BRA, 43 Hawkins Street, Boston MA 02114. E-Mail: [hr.bra@ci.Boston.MA.US](mailto:hr.bra@ci.Boston.MA.US) FAX: 617-918-5458 An Affirmative Action/Equal Opportunity Employer Auxiliary aids and services are available upon request to individuals with disabilities.

### Environmental/Land Use Planner, Beals and Thomas, Inc.

Beals and Thomas, Inc. is seeking individuals interested in a professional career in environmental consulting and land use planning related to the development and conservation of land and water resources. Projects include private sector site development and public sector municipal planning; responsibilities are to evaluate project compliance with applicable local/state/federal regulations, prepare impact reports, present application packages for submittal to approving authorities, assist Planning Boards with development review and various planning assignments. Public presentation skills and experience with Massachusetts land use laws and environmental regulations highly desirable. Masters degree in planning or related environmental and land use fields and/or AICP or equivalent certification preferred. We offer an excellent benefits package, a high quality work environment, and performance incentives. For more information, please visit our web site at <http://www.btweb.com>. Please send resumes to Kristen Askey, Beals and Thomas, Inc., 144 Turnpike Road, Southborough, MA 01772 or email to [kaskey@btweb.com](mailto:kaskey@btweb.com).

### Editor, Land Use Law & Zoning Digest/Research Staff Attorney

APA's Research Department is seeking an experienced planner/attorney to join its present staff of 17 to serve as the department's source of legal guidance for issues involving land-use, growth management, environment, and planning law. A major responsibility of this position is to serve as editor of APA's monthly legal journal, Land Use Law and Zoning Digest. Other responsibilities include working with Washington D.C. staff to provide support to APA's Amicus Curiae Committee, developing and running the Bettman Symposium at APA's National Planning Conference each year, and contributing as a member of research teams on sponsored studies. The research staff attorney also assists the Planning Advisory Service staff in answering inquiries that have a legal component and contributes content to APA's website. More information about the activities of APA's research unit may be found at <<http://www.planning.org/highlights/default.htm>>. For a more detailed job description, send an e-mail message with the words ZD Editor/Research Staff Attorney Job Description to the following address: [bklein@planning.org](mailto:bklein@planning.org).

Candidates should have a master's degree in planning (or a related field) and a law degree, plus five to ten years experience in planning or planning law. In exceptional cases, APA will consider candidates without one of the two degrees. AICP required, or commitment to attain certification within 12 months of hire date. Send cover letter, including a statement about salary requirement, and a resume by August 1, 2001 to: William R. Klein, AICP Director of Research American Planning Association 122 S. Michigan Avenue, Suite 1600 Chicago, IL 60603

### Director, MetroWest Growth Management Committee

To manage and coordinate an alliance of ten municipalities, a subregional group of the Metropolitan Area Planning Council. Requires planning background and excellent interpersonal and writing skills; media contact; knowledge and practical experience with MA governmental agencies; transportation; water resources;

environmental impacts; land use statutes; confidence and resourcefulness in a highly public/political setting. Minimum six years experience and graduate degree in planning or public administration or equivalent. Send resume and salary requirements to: Helen Lemoine, Chairman, MetroWest Growth Management Committee, 14 Vernon Street, Suite 106, Framingham, MA 01701. An affirmative action/equal opportunity employer.

### Town Planner, Town of Reading

The Town of Reading is seeking candidates for the position of Town Planner. The Planner performs a variety of administrative, technical and professional work in the current and long-range planning programs of the Town related to the development and implementation of land use and related municipal plans and policies. Interested candidates must have experience in subdivision and site plan control, economic development planning and implementation, affordable housing programs, and neighborhood preservation strategies. Minimum qualifications include a Bachelor's Degree from an accredited college or university with a degree in planning, or a closely related field; four years experience in municipal planning; or any equivalent combination of education and experience. Certification by the American Institute of Certified Planners (AICP) and familiarity with GIS preferred. Salary open pending qualifications. Send resume to C. Roberts, Town Hall, 16 Lowell St, Reading, MA 01867 or to [croberts@ci.reading.ma.us](mailto:croberts@ci.reading.ma.us). Additional information about the Town can be found at [www.ci.reading.ma.us](http://www.ci.reading.ma.us). The position will remain open until filled. Reading is an Equal Opportunity Employer. M/F

### Principal Planner (land use), Planning Department, City of Waltham

Administer the Federal Community Development Block Grant (CDBG) Program, and assist in the administration of the HOME affordable housing program, under the direction of the Planning Director. Prepare Consolidated Five-Year and Annual Plans, the Grantee Performance Report (GPR) and other reporting / planning documents required by the Department of Housing and Urban Development (HUD). Update and maintain project and accomplishment data and conduct drawdowns in HUD's Integrated Disbursement and Information System (IDIS). Manage CDBG construction projects, ensuring compliance with federal regulations. Assist the Housing Department in managing HOME affordable housing projects. Requires a Master's Degree in City Planning plus a minimum of three (3) years of full-time, relevant professional experience in CDBG administration and planning. Strong writing, analytical and interpersonal skills, as well as ability to use MapInfo and ArcView GIS software necessary. Salary \$46,723 to \$57,194. Excellent benefits. Qualified candidates should submit resume and three letters of reference to: Ronald Vokey, Planning Director, Arthur J. Clark Government Center, 119 School Street, Waltham, MA 02451. Application deadline: Opened until filled. The City of Waltham is an EOE.

### Planner, City of Peabody

The City of Peabody seeks an energetic, team-oriented leader to head the Community Development and Planning Department. Supervise staff of 25 professionals, including planning, code compliance, housing rehab, and project management staff. Responsibilities include preparation and implementation of planning studies, business attraction and retention, coordinating liaison to all land use boards, review of development proposals, and capital project planning and implementation. Qualifications include masters degree in planning or related field plus eight years experience, including at least five years experience in municipal government. Prior supervisory experience essential. To apply, please send resume to Director of Personnel, 24 Lowell St., Peabody, MA 01960. Position open until filled.

### Junior Planner, City of Somerville

**Responsibilities:** Somerville Planning Department seeks an individual with land use planning and zoning background for a full-time position: Preparation and presentation of Planning Board cases with analysis and recommendations; Update and monitor a database system for the department; Attendance at Planning Board meetings to present reports and take minutes; Research and analysis of zoning requests; Assistance with essential administrative operations of office; Responsible for overseeing the activities of the Design Review Committee. **Qualifications:** Degree in Urban Planning or related field is required. Ability to review architectural drawings and site plans, communicate well orally and in writing and work as a team member is essential for this position. Salary is mid to high \$30s, commensurate with experience. Excellent benefits.

## CALENDAR

### August 19: Regional Transportation Workshop, Downtown Boston

12:00-2:30 p.m., conference room one, Transportation Building, 10 Park Place. See p. 5 for details. Info: 617-973-7141 or pamwolfe@ctps.org

### August 19: Regional Transportation Workshop, Roxbury

5:30-7:30 p.m., Dudley Public Library, 65 Warren St. See p. 5 for details. Info: 617-973-7141 or pamwolfe@ctps.org

### August 20: Regional Transportation Workshop, Quincy

6:00-8:00 p.m., Quincy City Hall, Hancock Street. See p. 5 for details. Info: 617-973-7141 or pamwolfe@ctps.org

### August 21: Regional Transportation Workshop, Framingham

6:00-8:00 p.m., Framingham Town Hall, Memorial Building, 150 Concord St. See p. 5 for details. Info: 617-973-7141 or pamwolfe@ctps.org

### August 27: Regional Transportation Workshop, Salem

6:00-8:00 p.m., City Hall Annex, 120 Washington St. See p. 5 for details. Info: 617-973-7141 or pamwolfe@ctps.org

### September 12-14: APA Region I Leadership Conference, Providence

Save the date, and contact your chapter officers for more information.

### September 23: Third Annual Regional Sustainable Development Conference

Initial Sponsors: New Ecology, Inc., Massachusetts Association of Community Development Corporations, Tellus Institute, Massachusetts Institute of Technology, Chelsea Center for Recycling and Economic Development, and Sustainable Measures. The format for this year's forum will emphasize small group discussions and focus on getting to the details of the issues presented. With that in mind, there will be nine concurrent breakout sessions which will provide more detail about specific issues encompassed by three broader "main topic" sessions. The main topic sessions are: Green Design, Brownfields Redevelopment: Green Re-Use, and Smart Growth. Participants are encouraged to bring their own project-specific questions as they will have the opportunity to listen to presentations and then really explore the essence of the issues with the speakers and each other. Massachusetts Institute of Technology, Building 10, Room 250, 8am to 6pm. Info: [www.newecology.org](http://www.newecology.org) or email [fraser@newecology.org](mailto:fraser@newecology.org).

### September 27-28: Massachusetts Historic Preservation Conference, New Bedford, MA

Complete information and registration materials will be available in August. Separate registration is required for each day. For more information regarding the conference, please visit the MHC website [www.state.ma.us/sec/mhc](http://www.state.ma.us/sec/mhc) or call MHC at (617) 727-8470. Contact HMI at [www.historicmass.org](http://www.historicmass.org) or by calling (617) 723-3383.


### October 25-26: Boston College Law School New England Environmental Law Conference

Boston College Law School Environmental Law Society's first annual New England Environmental Law Conference. They plan to feature and invite lawyers, practitioners, planners, etc., for two days of workshops, networking, and information exchange on the environmental challenges and opportunities in New England. General topics include: Growth (Zoning/land use, Land Trusts, Smartgrowth), Urban Issues (EJ, public transit, brownfields, public health), Resource Based (water, air, forestry, energy), Tools and Approaches (Lobbying, Health - legal causation, Teaching, Sharing and networking, watershed approaches).

### December 16: Rudy Bruner Award for Urban Excellence Deadline

Applications are now available for the 2003 RBA award cycle from the Bruner Foundation. The Rudy Bruner Award for Urban Excellence is a biennial award for urban projects that demonstrate excellence in architectural design, process, financing, and other aspects of urban placemaking. One Gold Medal Winner is awarded \$50,000 and four Silver Medal Winners are given \$10,000 each. For more info, [www.brunerfoundation.org](http://www.brunerfoundation.org) or Bruner Foundation, 130 Prospect Street, Cambridge, MA 02139. 617-715-3184 or fax 617-876-4002.

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 <p><b>NEW ECOLOGY INC.</b></p> <p>Environmental Protection and Economic Development in Urban Communities</p>	<p>New Ecology, Inc. is an environmental organization that uses law, planning, and advocacy to help community organizations, environmental groups, municipalities, and businesses implement development projects that are economically viable and socially and environmentally responsible. For more information, contact Kit Perkins at (617) 354-4099 or visit our website at <a href="http://www.newecology.org">www.newecology.org</a>.</p>
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