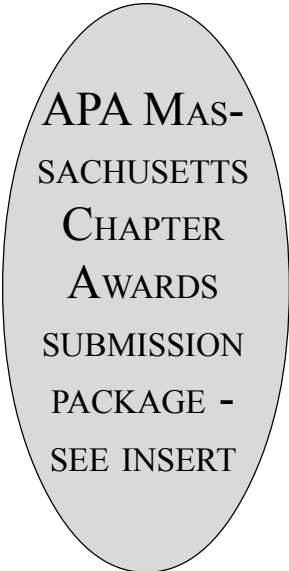




JULY /
AUGUST
2004

IN THIS ISSUE

- Comments / 2
- Planning in the News/ 3
- Editorial/ 4
- Resources/ 6
- Employment / 8
- Calendar / 9
- Consultant Directory / 9



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

New England PLANNING

Massachusetts Chapter & Rhode Island Chapter

Lowe's Developer To Pay Town Of Hadley \$410,000

reprinted from MassLand e-news, May 2004

The developer of a Lowe's Home Improvement Store has agreed to pay the town of Hadley, Massachusetts, an unprecedented \$410,000 to compensate for the loss of farmland where a new store is to be built. The \$410,000 payment is believed to be the largest such community impact agreement in Massachusetts and the second largest payment of its kind in the United States.

On May 5, Hadley Town Meeting voters approved by a narrow six-vote margin the rezoning of 12.8 acres of a local farm. The vote allows Paradigm Development of Colden, New York, to build a larger Lowe's store than zoning would normally permit on Route 9, the town's main thoroughfare. The vote was linked to a legal agreement hammered out with the developer by town officials and citizens to provide substantial funds for farmland protection, recreational amenities and long range planning. The agreement also includes a permanent restriction of 181,000 square feet on total development of the site.

"Lowe's first came in asking for special favors and offering nothing in return," says Jade Barker, a member of Hadley Neighbors for Sensible Development. "We're still not happy about the outcome but there is a silver lining. The money will help protect some of Hadley's farmland, which is among the best topsoil in the world. But we still think it's wrong to sell zoning. Zoning should benefit everyone, not just the highest bidder."

Citizens in Hadley have waged a 10-month struggle against Lowe's, which forced the town to vote four times on rezoning. Hadley Neighbors, with a core group of 20 members and many other supporters, worked to successfully block the rezoning at the first three Town Meetings. At the first vote, in August 2003, no impact payments were offered. After the third rezoning attempt failed, the developer increased the payment offer from \$150,000 to \$410,000 when it appeared that the fourth vote would also fail. Several town officials have credited citizens with forcing Lowe's to finally pay up.

Many Hadley citizens do not view the \$410,000 agreement as a victory because Lowe's can now build a larger store than zoning ordinarily allows. Lowe's will be located less than a mile from a new Home Depot, generating combined traffic increases of 50% to 80%. Because of the size of the Lowe's store - more than four football fields- the developer will also have to make numerous traffic safety improvements, erect noise and visual buffers, perform utility upgrades and improve other infrastructure. These measures are not included in the farmland protection agreement. The store will sit on a two-lane stretch of Route 9 where traffic already backs up and accidents occur frequently. Hadley has just 5,000 residents; Lowe's expects 3,000 to 4,000 shoppers a day.

"Large retail stores like Lowe's put incredible strains on roads, town services and the environment. They also force some types of locally owned stores out of business and off the

Continued on page 6

Massachusetts Chapter

by Peter Lowitt, AICP, Chapter President



Summer President's Message:

Greetings! Hope your summer has been good so far. Please plan on attending the fall regional conference in Springfield September 30 and October 1, 2004. There have been a number of resignations, relocations and new jobs for chapter leadership over the past few months. Congratulations are in order to Lynn Duncan, AICP who is the

new Planning and Community Development Director for Salem and to Robert Mitchell, AICP, the new Assistant Director of Sustainable Development for the Commonwealth of Massachusetts. Bob's new job means there is an opening for a Western Massachusetts representative, so if you are interested in serving the chapter, please contact me or another board member. Maryann McCall Taylor, our Citizen Planner Training Collaborative representative has had to step aside because of work commitments. She is being replaced on the board by Laura Harbottle. Thanks to Maryann for her past efforts and to Laura for volunteering. Steve Sadwick is joining the board as well as the MAPD liaison, welcome Steve. We still have an opening on the Board for a Planning Official Development Officer, usually a volunteer planning board of zoning board member who will act as our liaison to the Mass Federation of Planning and Zoning Boards. I know many professional planners also serve their local communities as members of these boards and we would welcome your service to the chapter as a citizen planner liaison if you can make the time commitment.

Have a great rest of the summer. I hope to see you in Springfield.

Announcements-

Jennifer Goldson, AICP, Community Preservation Planner for the City of Newton, MA, has a new family addition; a baby girl named Julia. Congratulations Jennifer!

Lynn Goonan Duncan, AICP, has a new position as Director of Planning and Community Development with the City of Salem.

Robert Mitchell, AICP, has taken a newly-created position as Special Assistant for Sustainable Development for the Office of Commonwealth Development, MA.

Rhode Island Chapter

June was Affordable Housing Month for the RI chapter.

First, RIAPA issued a major policy paper on affordable housing. The summary recommendations are as follows:

1. Solutions to improve housing availability and affordability should strengthen Rhode Island's existing state-local planning framework. Ensure that sufficient planning capacity exists to provide a sound base upon which specific implementation strategies can be built.
2. Improved procedures for expedited review of affordable housing proposals must be part of an effective implementation strategy to expand housing availability and affordability.
3. Serious consideration should be given to creation of a State Land Court as an instrument for facilitating appeals relating to affordable housing proposals (and other planning and development issues).
4. Improve the state's capacity to provide technical assistance for municipalities in implementing their affordable housing plans.
5. When approved community affordable housing plans, enhanced technical assistance capacity, and an improved comprehensive permit statute are all in place, re-engage housing producers in developing affordable housing that meets the needs and standards specified in the approved local plans.
6. Use the Growth Centers Program to direct housing and other investments to appropriate locations, and to provide infrastructure and sites needed for densities that make inclusion of affordable units feasible.
7. Develop a sustainable, dedicated, and predictable source of state funds for affordable housing initiatives.
8. Find ways to reduce reliance upon the property tax for local government finance as a means to reduce local government resistance to affordable housing on fiscal grounds.
9. Explore the applicability to Rhode Island of innovative approaches to affordable housing production being considered by other jurisdictions

Second, the chapter testified in support of House Bill 8574, an Act Relating to Housing and made several recommendations to improve the bill.

Boston Tour Bus Parking Map Released

The Boston Transportation Department has released the 2004 Tour Bus Parking Map for the peak tourist season. The map was prepared in consultation with the urban design firm Von Grossmann and Company. It is currently being distributed to tour bus companies and tourism related organizations.

The map identifies tour bus parking locations in the context of tourist attractions, hotels and access to and from area highways. Curbside tour bus **Drop-off / Pick-up** parking, typically limited to 15 minutes, is available in the Faneuil Hall area at State, Broad and Congress Streets and for the North End along Atlantic Avenue. Additional locations are on Huntington Avenue and Dalton Street in the Back Bay and Chelsea Street at the Charlestown Navy Yard. **Lay-over**, or long-term, parking is recommended to be on off-street parking lots. The map also contains information on tour bus parking regulations including the state law on bus idling.

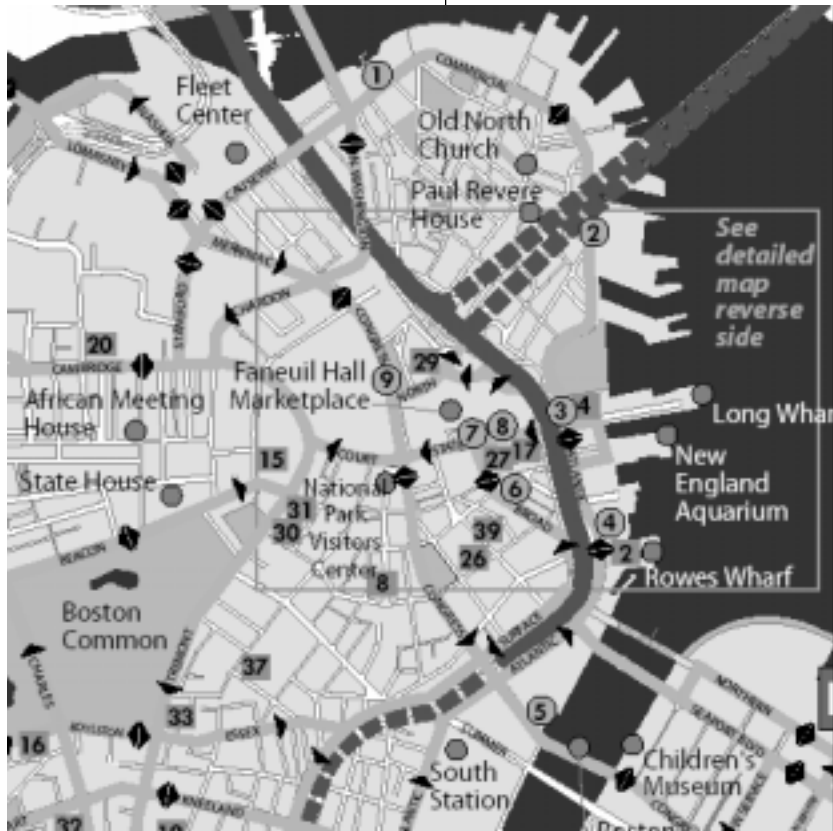
To obtain copies of the map, please either e-mail the Boston Transportation Department at accessboston@cityofboston.gov or call 617-635-3076. This map can also be viewed on-line at http://www.cityofboston.gov/transportation/tour_bus.asp.

Third, the June monthly lunch meeting showcased mill re-use projects in Providence, Bristol, Burriville and West Warwick. Housing is a major component of all the projects. Once again, attendance was great. The next lunch meeting is scheduled for July 9 with Mike McMahon, Director of the Rhode Island Department of Economic Development.

Grant Writing Workshop

The University of Rhode Island Department of Community Planning and the Rhode Island Community Development Block Grant Program will co-sponsor a grant writing course for planners and other professionals during fall semester, 2004. The course will explore federal, state and local grant development techniques. Foundation grants will also be discussed. Participants will learn how to develop a problem statement, needs assessment, logical model and budget. Important web resources will also be made available for research. Activities will include writing, reviewing and rating grant applications, independent study and guest lectures.

The Instructor will be Julia Iocono, MCP and private consultant specializing in the field of public housing. Ms Iocono has raised over eight million dollars for housing, health and social service organizations through competitive grant writing. Classes will be held at the URI Providence Campus on Wednesdays, 7:00-9:45 p.m., beginning on September 8. For more information on the course, CPL 593X: Grantwriting for Planners, call (401)277-5200.



Local Plans and Regional Visioning

Timothy Reardon, Metropolitan Area Planning Council

If all politics is local, then planning must start at that level as well. Regional planning efforts cannot rely solely on rational arguments in favor of the ‘greater good.’ Where decision making is fractious and decentralized, regional plans must capitalize on local goals and concerns, and must demonstrate the efficacy and necessity of regional cooperation as a means of pursuing those objectives.

Consequently, the Metropolitan Area Planning Council, the regional planning agency for Metropolitan Boston, has begun our current regional planning effort, known as MetroFuture, with a comprehensive investigation into local visions and values. The first phase of the program seeks to develop a regional vision through public meetings, surveys, conversations with political and academic leaders, and discussions with traditionally underrepresented constituencies such as immigrant populations. We are also working to develop alliances with organizations and institutions that have an interest in regional planning; through their networks we hope to plant a seed for social change that will transform the way residents and leaders think about their region, its future, and the role of cooperation.

In order to adequately address local concerns, however, our ambitious program has begun with a tedious task: the review of municipal planning documents from each of the 101 cities and towns in the MAPC region. Our review was conducted to identify the major goals and objectives of these plans, to ascertain primary concerns with regard to growth and development, and to determine what strategies are favored to address these concerns. Through this research, MetroFuture can capitalize on the considerable amount of research, analysis, discussion, and public participation that goes into the development of local plans.

We recognize that municipal plans are not always truly representative of the diversity of opinion within a community. Further (as every planner knows) master plans are rarely implemented in their entirety; meanwhile, many policies and goals may be articulated and advanced outside of the context of official planning documents. However, as sanctioned official documents, municipal plans come close to articulating the official policies of communities with regard to development, and this assumption was vetted through discussions with local officials at the time the plans were collected.

Plans reviewed for this study included master plans and comprehensive plans, open space plans, housing plans, community-wide transportation plans, downtown/town center plans, and other general vision statements or growth strategy documents. More technical or detailed plans such as water and wastewater plans, transportation analyses, detailed local area plans, economic development plans, and

community preservation plans were only collected and reviewed only when other community-wide plans were not available. MetroFuture staff reviewed the plans in groups corresponding to each of MAPC’s subregions, and transcribed notes and quotes onto a matrix with a row for each community and columns defined based on the reviewer’s sense of the major themes for that subregion. Thus the content of various plans with regard to a specific topic (e.g., “town center strategies”) could be compared easily across communities in order to assess common themes within the subregion.

As one might anticipate, this effort confirmed that there is considerable diversity of local concerns and objectives throughout the Greater Boston Region. Urban communities in the core of the region are commonly concerned with park maintenance, redevelopment and housing rehabilitation, and economic development that will provide employment for local residents. Meanwhile, many plans from outlying suburban communities emphasize open space preservation, downzoning and growth management, and economic development to increase the nonresidential tax base.

Despite their diversity, many plans agree on the region’s major assets. According to these plans, residents in both urban and suburban communities generally value neighborhood character and the sense of community that exists where they live. The diversity of the Greater Boston landscape, ranging from urban areas to bucolic rural farmscapes, is also commonly praised. Interestingly, a significant number of plans describe “distinguishing characteristics” that, they say, make their community distinct from other cities and towns that are generally perceived as less attractive, overdeveloped, or lacking a comparable sense of community or sense of place. In one subregion, five towns proximate to one another state that they have maintained a rural character while this character has been lost in neighboring communities. These results seem to favor a regional planning effort that emphasizes the uniqueness of communities instead of highlighting commonalities and similar conditions.

Town centers play a prominent role in the community visions expressed by many plans, especially suburban communities. The ideal of the New England Town Center is commonly expressed, though the definition of this ideal varies widely. Some communities seek to preserve a symbolic and historic town center with civic uses and limited commercial development. Others seek to revitalize their town center into a mixed use district and a center of commerce that serves as a destination for people from other communities. These disparate visions demonstrate that regional planners must be cautious when making general recommendations or statements regarding “town centers.”

Not surprisingly, our review noted a stated aversion to density in many plans, even in urban communities, and a general suspicion with regard to the urban environment and the “faceless” nature of urban “commotion” that contrasts with the idealized “small town feel.”

The acquisition and preservation of open space was a major theme in the vast majority of plans, which seek to

- a) provide land for recreation and trails;
- b) maintain the aesthetic quality of the community;
- c) preserve water quality and wildlife habitat; or d) remove land from the market so as to slow the rate of growth and increase the value of existing residences.

Despite the fact that open space protection is a major theme in many communities, plans did not demonstrate a significant willingness to pay for it. Instead, most plans recommend reliance on regulations, easements, developer set-asides, transfer of development rights, and (often unspecified) “outside sources of funding.”

These findings are just a few of the major themes, commonalities, and contradictions that emerged from our review of existing plans. To download the report and to learn more about MetroFuture, visit www.metrofuture.org

DIF: A NEW PUBLIC WORKS FINANCING OPTION FOR MASS. COMMUNITIES

Scott E. Brown
Executive Director, Mass. Office of Business and Development

District Improvement Financing (DIF), enacted last year as part of the Municipal Relief Bill, is a new financing mechanism available to municipalities within the Commonwealth to fund public works and infrastructure projects. DIF is a public financing mechanism similar to those currently used in most other states (more accurately called tax increment financing (TIF) in these states). In short, DIF allows municipalities to pledge future incremental tax revenues within a specified district to cover the debt service required to finance the infrastructure projects that will improve the district. District Improvement Financing allows municipalities to invest in roads, utilities, parking, and/or other infrastructure to stimulate private development, which typically increases assessed property values and increases tax revenues. As a result of the new DIF legislation, municipalities now have another choice – borrowing against future increases in assessed property value instead of either raising tax rates or levying a new tax.

Besides providing new financing alternatives, the District Improvement Financing legislation is highly flexible. Specifically, a municipality may pledge the increment from as little as one tax parcel up to the maximum 25% of the municipal land area. In addition, the DIF program is available to all municipalities in Massachusetts, not limited to economically depressed area. All costs associated with the planning, financing, purchasing, construction, improvements, etc. are eligible for DIF financing. Finally, financing terms are negotiable and may range up to 30 years.

The DIF program is initiated at the local level and approved at the state level by the Economic Assistance Coordinating Council (EACC). An interested municipality must craft a comprehensive development program which details the proposed infrastructure project. As part of the development program, the community must designate a development district from which the future incremental tax revenues will be captured. Additionally, the program must include a detailed financial plan, property assembly plan, and implementation plan. The municipality must then obtain required local approvals. Finally, the development program is submitted to the EACC for final approval by the state. (The EACC currently governs to Economic Development Incentive Program (EDIP) and is co-chaired by the Department of Business and Technology and the Department of Housing and Community Development).

The Massachusetts Office of Business Development (MOBD) is presently drafting the DIF regulations and anticipates completing the promulgation process this summer. The public hearing for the draft DIF regulations is scheduled for June 11, 2004 at the State Transportation Building in Boston.

For additional information, please contact the Massachusetts Office of Business Development at 617-973-8600.

**APPLY FOR
APA MASSACHUSETTS CHAPTER
AWARDS 2004
DEADLINE FOR SUBMISSION FRIDAY,
OCTOBER 8, 2004
SEE INSERT FOR DETAILS**

tax rolls. So it's only fair that large retailers be required to give something back to the communities they are inconveniencing," says David Elvin, a member of Hadley Neighbors.

Secretary Foy Welcomes Robert Mitchell to the Office for Commonwealth Development Staff

press release, July 7, 2004, from Office of Commonwealth Development, MA

Mitchell's extensive planning experience will bolster state's sustainable development efforts

In a continuing effort to work directly with cities and towns to develop and implement smart growth strategies throughout Massachusetts, Douglas I. Foy, Secretary of the Office for Commonwealth Development today announced that Robert P. Mitchell has joined his agency as a special assistant for sustainable development.

"We are delighted to bring Bob Mitchell with his 30 years of extensive hands on planning experience to the Romney Administration," said Foy. "His expertise will help guide us in furthering our statewide smart growth development goals." His objectives include, in part, identifying smart growth priorities, forging state and municipal agreements about such priorities, coping with costs and complexities sometimes associated with redevelopment, developing smart growth strategies that meet the diverse needs of urban, suburban and rural communities and addressing implementation issues associated with varied local decision-making as well as state agency processes.

"Over the years, I have worked successfully in locations that have been at the forefront of planning activities, including comprehensive land use and zoning plans," said Mitchell. "Those experiences have allowed me to organize, lead and develop in jurisdictions long recognized for their progressive, innovative programs, from Maryland to Burlington, Vermont to Amherst, Massachusetts. I look forward to utilizing my experience in those areas to advance smart growth development in Massachusetts."

Secretary Foy added, "Smart growth or sustainable development is a priority for Governor Romney and it targets growth where it makes the most sense, namely in and around central business districts or traditional city or town centers, near transit stations, or in areas that have been previously developed for commercial, industrial or institutional uses. We are fortunate, indeed, to have a planning professional like Bob Mitchell available to help us coordinate development policy for the Commonwealth that addresses the needs of housing, transportation, capital and economic development and the preservation of our state's natural resources."

Resources

APA Report Addresses Waterfront Redevelopment, River Restoration

WASHINGTON, DC — Cities and developers investing millions to revitalize downtown riverfronts should help ensure success by incorporating ecological principles into their projects, according to the authors of the new report, *Ecological Riverfront Design*.

Co-published by the American Planning Association (APA) as one of its signature Planning Advisory Service reports, *Ecological Riverfront Design* presents a comprehensive set of recommendations for integrating pollution prevention and habitat improvements into riverfront redevelopment efforts.

"It makes good business sense for communities and developers to restore the river while rehabilitating properties along the bank," said Betsy Otto with American Rivers, lead author of the report. "People spend time and money in attractive environments that emphasize natural beauty and wildlife. They avoid places where they smell sewage and see only concrete and pavement."

Ecological Riverfront Design is written for planners, mayors, developers, investors, government officials, river advocates, and others who are planning or evaluating redevelopment efforts. The report draws lessons from more than 30 riverfront revitalization and restoration efforts across the country. It provides a set of essential ideas, case studies, and best management practices that can help communities achieve their vision of waterfronts that draw people downtown to shop, work, play, and live.

"Without pollution control and sewage treatment, riverfront retail and residences would be out of the question," said Katheen McCormick, one of the report authors. "Waterfront redevelopers can do their part by using landscaping techniques to reduce stormwater and trash running into the river from their properties."

Riverfront revitalization is not a new trend. Cities have been redeveloping neglected industrial waterfronts into parks, residences, retail, and commercial spaces for more than 30 years. These efforts typically involve cooperative partnerships between local governments and developers, and a mix of tax incentives and direct investment.

Waterfront redevelopments in Chattanooga and Baltimore have become sources of both jobs and hometown pride, inspiring other cities to imitate the formula for luring suburban residents and businesses downtown. Some estimate that developers will invest half a billion dollars to revitalize riverfronts during the first half of this decade alone.

"Recycling neglected riverfronts is the cornerstone of many cities' efforts to compete with sprawling suburbs," Otto said. "We offer some recommendations on how to do it right. When river protection and restoration are an integral part of the design, cities get a better overall result. Riverfront redevelopment partnerships are part of a larger watershed picture," Otto said. "Revitalization efforts won't be successful if we don't safeguard the water quality improvements that drew people back to their rivers in the first place."

MOVING THE 495/METROWEST REGION FORWARD TOGETHER: THE 495/METROWEST CORRIDOR PARTNERSHIP'S ANNUAL CONFERENCE

*Paul F. Matthews, Public Affairs Program Manager
495/MetroWest Corridor Partnership, Inc.*

The 495/MetroWest Corridor Partnership is a public/private collaboration founded to address regional needs by enhancing the economic vitality and quality of life while sustaining natural resources in 495/MetroWest region of Massachusetts. The Partnership was formally incorporated in 2003, building from the prior activities of the I-495 Technology Corridor Initiative, MetroWest Momentum, and the affiliated chambers of commerce – the Corridor Nine Area, Marlborough Regional, MetroWest, and United Regional chambers. The Partnership has a service area of 32 communities and is a chartered non-profit organization governed by a Board of Directors representing leadership from municipal government, business, state agencies, environmental organizations, and non-profit groups.

On Friday, June 11th, the Partnership held its inaugural annual conference, *Moving the Region Forward Together*. Over 250 attendees from municipal government, businesses, chambers of commerce, environmental organizations, non-profits, the academic community, state legislators, and agency officials heard presentations on a number of topics challenging the 495/MetroWest region. Conference presentations included...

Secretary of Economic Development Ranch

Kimball, who discussed his visits to state and regional businesses, as well as economic conditions, which he viewed with “guarded optimism”. He provided attendees with an overview of tools available to cultivate economic growth, including tax increment financing, workforce development grants, and low interest loans to emerging technology companies. According to Secretary Kimball, municipalities can best position the region and the Commonwealth for economic growth by preparing sites ready for development and streamlined for permitting by high technology companies.

U.S. Congressman James P. McGovern, who focused his comments on the pending Congressional reauthorization of TEA-21 legislation, the comprehensive source of federal transportation funding. He pointed out that the legislation has been extended three times since its original expiration, and made a compelling case that the nation’s transportation infrastructure needs to be addressed. The Northeastern states make a particularly strong case, given the region’s population density, high traffic, the age of many roads and bridges, and the effects of harsh winters. The Congressman pointed out that transportation funding also acts an economic stimulant, since every billion dollars of such investment results in 47,500 jobs. Beyond transportation funding, he called on state leaders to realize the economic opportunities posed by such emerging technologies as

renewable energy, and announced that to do so, he will be holding a fuel cell summit in the fall.

Region’s ‘Top Ten Transportation Nightmares’, presented by the Co-Chairs of the Partnership’s Transportation Committee - **Kathleen Bartolini** from the Town of Framingham and **Robert Nagi** from Vanasse Hangen Brustlin, Inc.. This project, a joint venture with Community Newspapers Inc. and the MetroWest Daily News, solicited public nominations of the region’s top transportation needs, or “nightmares”. Over 150 nominations were received and evaluated by the Partnership’s Transportation Committee, consisting of town planners, transportation consultants, planning agency representatives, business leaders, and other regional leaders. This list of the region’s top transportation needs will now be used in the Partnership’s advocacy efforts with the regional, state, and federal government. (For further information, please go online at www.arc-of-innovation.org)

Regional Housing Crisis featured a panel of housing experts, including **Michael Goodman** from the UMass Donahue Institute; **Bonnie Heudorfer** from Northeastern University’s Center for Urban and Regional Policy; **Ken Daly** from Marsh & McLennan Companies; **Mark Kablack** from Home Builders Association of Massachusetts, and **Aaron Gornstein** from Citizens Housing and Planning Association. These experts presented regional and statewide housing statistics to illuminate the scarcity of available housing as well as its ramification an economic constraint on large employers. The Partnership is addressing these issues in conjunction with Citizens Housing and Planning Association and the Home Builders Association of Massachusetts, through a housing awareness campaign entitled ‘Home@Last’. This campaign makes a compelling argument for an expanded range of housing options. Further information on the Home@Last campaign is available online at www.arc-of-innovation.org.

Louis DiNatale, the Director of the Center for State and Local Policy at the UMass John W. McCormack Graduate School of Policy Studies. His presentation outlined the changing political landscape, both in Massachusetts and nationally, as well as the ever-increasing political importance of the 495/MetroWest region.

In the business portion of the conference, the Partnership thanked the outgoing Co-Chairs, **Kristina Allen** from the Town of Westborough and **David Begelfer** from the Massachusetts Chapter of the National Association of Industrial and Office Properties, while recognizing the incoming chairs, **Frank Crocetti** from Fidelity Investments and **Andrew Porter** from the Town of Holliston.

For further information on the 495/MetroWest Corridor Partnership, or to become involved in these efforts, please go online to www.arc-of-innovation.org , or contact the Partnership directly at (774)760-0495 or elisa@arc-of-innovation.org.

Land Use Planner, Aquidneck Island Planning Commission

The Aquidneck Island Planning Commission (AIPC) is a non-profit, joint municipal planning commission established by Rhode Island General Laws 45-21 and resolutions of the City of Newport, Town of Middletown and Town of Portsmouth. The mission of the AIPC is to:

- Serve as forum for communication, coordination and consensus among Middletown, Newport, Portsmouth, and Naval Station Newport, as well as the state of Rhode Island and other civic, state, and federal organizations.
- Provide Middletown, Newport, Portsmouth and Naval Station Newport with the opportunities, tools and techniques to resolve Island-wide issues.
- Recommend solutions on critical Island-wide issues such as transportation, comprehensive planning, land use, population growth and water quality.

ESSENTIAL FUNCTIONS:

The Land Use Planner is initially a one to two year position, responsible for the coordination and implementation of technical assistance projects supported by the AIPC. These projects include creating and managing an island-wide GIS database, providing TransCAD support for transportation projects, technical support for the West Side Master Plan project, municipal training and other AIPC initiatives as needed. The Land Use Planner reports to and provides support for the AIPC Executive Director.

KNOWLEDGE/SKILLS:

- BA with graduate degree in land use planning preferred
- Proficiency in Microsoft Office, PowerPoint, GIS, (TransCad preferred)
- Work experience in a municipal setting
- Familiarity with functions and operations of municipal, state and federal government
- Effective writing and editing skills for a range of materials from brochures and pamphlets to technical reports and proposals

PRIMARY RESPONSIBILITIES:

- Provide technical skills to support AIPC projects
- Manage and update GIS and TransCAD systems for the AIPC and transfer data and information to the Island municipalities
- Develop partnerships between the Island municipalities to promote technical tools that can increase the functionality and efficiency of community planning and economic development in the region
- Produce and implement technical programs to support AIPC activities such as training programs for volunteer boards and commissions that focus on ethical decision-making and creating strong land use regulations
- Work with the Executive Director to develop island-wide projects and assist in fundraising activities

COMPENSATION:

The salary for this full-time position will range from \$35,000 - \$40,000 based on qualifications and experience. The position offers healthcare coverage, paid holidays, vacation and personal days.

To Apply, send a cover letter and resume by **July 16, 2004** to:

Tina Dolen, Executive Director
AIPC
Box 4901, Middletown RI 02842
or email: tina@aquidneckplanning.org

Transportation Engineer, MS Transportation Systems, Framingham, MA

A transportation engineering and planning consulting firm in the Boston area has an immediate opening for a transportation planner/engineer with 2 to 4 years experience in conducting transportation studies, traffic signal designs and roadway safety analyses. Must have excellent writing and speaking skills and interested in doing independent research. Interested candidates should send resumes, transcripts, samples of work and references to:

MS Transportation Systems, Inc.
P.O. Box 967
Framingham, MA 01701
Attn: William J. Scully, P.E.
email address: msinatick@earthlink.net

PB LAUNCHES PB PLACEMAKING

WASHINGTON, D.C. – Building on a tradition established by William Barclay Parsons of assisting the development of communities through the design and development of infrastructure, Parsons Brinckerhoff (PB) has established a specialty service center, PB PlaceMaking.

Through PB PlaceMaking, PB will offer a comprehensive array of services focused on such practice areas as regional growth management, land use planning and public policy, sustainable community development, transit-oriented development, urban design, urban housing initiatives, transit architecture and landscape architecture. The group will emphasize the integration of PB's unique land use and transportation design skills to enhance communities – creating more vibrant and healthy environments.

“PB PlaceMaking is a logical outgrowth of PB's position as a preeminent transportation planning and engineering firm, and will advance land planning and development projects that improve investment return for all our public and private sector clients,” said William D. Smith, president of Parsons Brinckerhoff Quade & Douglas, Inc.

PB PlaceMaking will be under the direction of Paul Morris, senior professional associate at PB and immediate past president of the American Society of Landscape Architects. Mr. Morris is an internationally recognized industry leader in sustainable development, community planning and urban revitalization. GB Arrington will serve as the principal practice leader, overseeing all technical practice areas. He is one of the nation's leading experts in the field of transit-oriented development.

According to Mr. Morris, PB PlaceMaking's core mission is to connect people through quality transportation systems to make communities healthier places to live, work, shop and play. “This is particularly important in light of our nation's aging population and increased concern over the declining health of our citizens from decades of urban sprawl,” he said.

“Over 100 years ago, the founder of PB, William Barclay Parsons, served as chief engineer for the original New York City subway,” he continued. “Parsons fundamentally believed in and provided the city with a new transit system around which the city and its residents could grow and thrive, creating a unique and lasting sense of ‘place.’

“PB PlaceMaking aims to operate under a similar philosophy. By using community-based consensus building to determine what people want from their natural and built environments, we will merge the best of both to deliver economically viable and environmentally sustainable plans and designs that improve the health and well-being for all of a community's inhabitants.”

PB PlaceMaking services will be offered through PB's global network of

offices. Mr. Morris will be based in Washington, D.C., and Mr. Arrington in Portland, Oregon. They will be supported by a staff of specialists located throughout the United States.

Calendar

July 12-16: Traffic Management for Land Development

CTPS hosts this course in Conference Rooms 2 and 3, State Transportation Building, by staff of the Transportation Safety Division of Northwestern University's Center for Public Safety. For more information contact Efi Pagitsas, CTPS, at efip@ctps.org or 617-973-7106.

July 26-30: Can the City be an Ecosystem?

8:30 AM-3:30 PM, Boston College, Chestnut Hill Campus, Massachusetts. For more information, contact Betsy Stubblefield at stubblef@bc.edu or 617-552-1555.

July 28-29: Environmental Professionals

Boston College, Chestnut Hill Campus, Massachusetts. Biodiversity, community-based ecosystem restoration, and environmental management in the urban context. For more information, contact Betsy Stubblefield at stubblef@bc.edu or 617-552-1555.

Safe Spaces: Designing for Security and Civic Values

July 25-27, 2004

Hyatt Regency Chicago

Early-bird deadline: July 1, 2004

Security design should protect the public in a manner that preserves the integrity of our buildings, public spaces, and communities, while demonstrating the values of an

open and accessible society. Learn how leaders in planning, design, and related fields are meeting this challenge.

Principal conference sponsor

The American Society of Landscape Architects

Conference co-sponsors

American Planning Association

American Institute of Architects

National Institute of Building Science

The Infrastructure Security Partnership

Session highlights

- Impacts of Security Guidelines on Planning, Design, and Implementation
- Tensions between Building Perimeter Security, Open Space, and the Public Realm
- Preserving Pleasure Grounds: Security in Public Parks
- Threats to Public Spaces and Policy Tools for Determining Appropriate Responses
- Designing against terror, crime, and workplace violence
- Plus the *Security Design Expo*

Registration

Visit this website for more information and online registration: www.designingforsecurity.org/events.cfm

Land Use Inc.

IBI Group

MACP



Downtowns
Waterfronts
Brownfields
Greyfields
New Urbanism
Participation



Offices throughout
the northeast
and southeast

978.692.1913
www.dufresne-henry.com

Sabine Dietrich
Jennifer Goldson, AICP
87 Newburg Street #2
Roslindale, MA 02131

Address Changes: See Info Box Below



New England Planning is printed on recycled paper.

NATIONAL & CHAPTER OFFICERS

Frank Popper <i>Region I Director</i>	(732) 932-4009 x689
Don Krueckeberg, FAICP <i>AICP Region I Commissioner</i>	(732) 932- 2994 x735
RHODE ISLAND CHAPTER	
Daniel Baudouin <i>Chapter President</i>	(401) 521-3248
Jared Rhodes <i>Vice President</i>	(401) 780-3139
Marilyn Cohen <i>Immediate Past President</i>	(401) 294-3331 ext. 310
Pamela Sherrill, AICP <i>Prof. Development Officer</i>	(401)331-4100Ext.4141
Krista D. Moravec <i>Secretary</i>	(401) 272-6000 Ext. 255
Derwent Riding <i>Treasurer</i>	(401) 222-3949
Howard Foster, AICP <i>Chapter Historian</i>	(401) 792-2248
Deirdra Hayes <i>Membership Chair</i>	(401) 272-1969
MASSACHUSETTS CHAPTER	
Peter Lowitt, AICP <i>President</i>	(978) 772-8831 x313
Thomas A. Broadrick, AICP <i>Immediate Past President</i>	(508) 862-4703
Linda Petrella <i>Vice President for Chapter Affairs</i>	(413) 787-6020
Lynn Goonin Duncan, AICP <i>Vice Pres. for Prof. Development</i>	(978) 745-9595 x311
Lyn Billman-Golemme, AICP <i>Vice Pres. for Legislation & Policy</i>	(508) 799-0500
Peggy McDonough <i>Secretary/Treasurer</i>	(413) 533-8939
Joseph Cosgrove <i>Boston Region Representative</i>	(617) 222-4400
Matthew Coggins <i>Northeast Region Representative</i>	(978) 970-4256
Thomas Bott, AICP <i>Southeast Region Representative</i>	(781) 585-0549
Kathryn A. Joubert <i>Central Region Representative</i>	(508)393-5019
Robert P. Mitchell, AICP <i>Western Region Representative</i>	(413) 256-4040
Sabine Dietrich <i>Newsletter Co-Editor</i>	(413) 781-6045
Alison Noreau <i>Newsletter Co-Editor</i>	(978) 538-5780
Ezra Glenn, AICP <i>Chpt. Librarian/Planning Historian</i>	(617) 625-6600 x2500
Diane Gray, AICP <i>Transportation Committee Chair</i>	(617) 757-8500
Joshua Channell <i>Planning Student Representative</i>	(617) 413-1589
Laura Harbottle <i>MAPD Representative</i>	(781) 545-8730
Maryann McCall-Taylor <i>APA CPTC Representative</i>	(781) 862-0500 x242
Heidi Samokar <i>Public Information Officer</i>	(617) 451-2770 x2050

NEW ENGLAND PLANNING NEWSLETTER INFORMATION

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

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

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

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

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

Back Issues: For copies of back issues, contact Peter Lowitt, President, at 978-772-8831 x313

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

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

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

Send Items to: Sabine Dietrich, APA Newsletter Co-Editor, 123 Sackett Road, Westfield, MA 01085, phone: 413-949-3914; Email: s_dietrich@pvpc.org.

**INFORMATION FOR THE SEPTEMBER ISSUE
IS DUE NO LATER THAN
FRIDAY, AUGUST 20, 2004**