



JULY / AUGUST  
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# New England PLANNING

Massachusetts Chapter & Rhode Island Chapter

## Who Sprawls The Most?

*Contrary to conventional wisdom, cities in the East are sprawling faster than their West coast counterparts.*

*William Fulton, Rolf Perball, Mai Nguyen, and Alicia Harrison*

Most metropolitan areas are consuming land for urbanization much more rapidly than they are adding population. In that sense, most U.S. metro areas are "sprawling" more rapidly today than they have in the past. However, in many ways, the conventional wisdom about metropolitan densities and sprawl in the United States is inaccurate.

We define sprawl in terms of consumption of land resources only. In research for the Brookings Center on Urban and Metropolitan Policy, we calculated the density of every metropolitan area in the United States between 1982 and 1997. Density was defined as the population (estimated from the decennial census) divided by the urbanized land (derived from the National Resources Inventory's national survey of land use, conducted every five years). Our research was based on an actual measurement of urbanized land, rather than the Census Bureau's definition of "urbanized area," which does not measure land use.

We found that many of the densest metropolitan areas in the United States are located in the West—specifically, in California, Arizona, and Nevada. The older metropolitan areas of the Northeast and Midwest also have historically high density at their core, but their recent development has sprawled dramatically, reducing their overall population density by large amounts in only 15 years.

According to conventional wisdom, Western cities are sprawling because they are auto-oriented and older Northeastern and Midwestern cities are dense because they are dense in the

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## Project Profile

### Getting on Track: Common Sense Ideas to Expedite Rail Trail Development in Massachusetts

*A Report of the Senate Committee on Post Audit and Oversight*

*Senator Cheryl A. Jacques, Chair*

Rail trails are created when abandoned rail lines are converted into public trails for use as pedestrian walkways and bicycle paths. These trails provide a safe place for families to ride bikes or walk, and encourage people to exercise outdoors. Rail trails, which can have paved or unpaved surfaces, offer a great deal to the communities where they are located.

The effects of rail trails can include revitalizing downtowns when the trails run through or near urban/town centers, increasing the number of small businesses located near or on the trail, decreasing traffic congestion and air pollution by opening up another route for commuters who are willing to walk or bike, and increasing the area's tourism marketability. Massachusetts has several prominent rail trail success stories:

- Cape Cod Rail Trail – Very popular among tourists and residents, this scenic rail trail stretches 26 miles through environmentally sensitive and beautiful coastal ecology. The trail has also acted as a catalyst for business expansion.
- Minuteman Bikeway – Extending from Arlington to Bedford, this trail is one of the most popular trails in the country, with more than a half million users every year.
- Norwottuck Rail Trail – Located in a rural setting, this trail in the western part of the state has a unique half-mile multitrestled bridge over the Connecticut River. It connects

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## Massachusetts Chapter

*Tom Broadrick, AICP, MAPA President*

We are in the full swing of Summer! Crossing the Sagamore Bridge is a fine art and one that I have mastered now over the last 8 years of commuting from the Cape to Duxbury. I know the right times to go and the right exits to take. And I have watched the "progress" occur along Route 3 as exit 9 was transformed for the Kingston train station; exit 10 for bridge repairs; and now exit 7 as the new Route 44 interchange is being constructed.

In each of your communities I know there are just as many changes taking place. The vacant lot that everyone thought was forever unbuildable now has a house on it; that nice woods you walk every morning has surveying flags all over the place; that country lane that leads to your best friend's parents' home is soon to be widened to make way for just one more house. And we call this progress?

Well, we do need more housing if we are going to support economic development. Everyone needs a place to live. An increase in population means more homes, not just renovating existing housing. And yet there are right ways to develop and, of course, not so right ways to develop. It's simple for me to take the right exit to get home at night. It is very different to encourage the right way to develop. Who am I to say one way is more right than the other? But I know this much: it is the Community's decision that counts. It's home rule. It is all the residents voicing their opinion through Comprehensive Plans, land use decisions, Town Meetings. And that is where we come in as planners: Striving to make Great Communities Happen in Massachusetts!

As I have said in my past columns, and will continue to

do so, if you are interested in serving on the Board of Directors, CALL ME! Some of you have and I am happy to hear from you. Let me know so I can help you to become more involved: from writing letters to our Senators and Congressmen to selling Chapter Reports at a Conference, meeting, or gathering. There are all types of things for us to get involved with to help further the field of planning in Massachusetts.

Again I note that the Annual Conference is slated for October 4 and 5 in Lowell and our "volunteer coordinators" (AKA the Board of Directors!) can always use an extra helping hand. If you are interested in helping give any Board Member or me a call. You will find our contact info on the back cover of this newsletter.

I invite you to visit our website and I recommend you take a look now to see the link to the national website, which links you to all 46 Chapters! Check out [www.massapa.org](http://www.massapa.org), I believe you will find a wealth of information to keep you informed.

I continue to represent planning directors on the Governor's Special Commission on Barriers to Housing Development as a participant in the Commission's Zoning Subcommittee and I am seeking your input as a planning director in this very important subject. I can email you the latest revisions to the draft report, which has yet to be voted upon.

Finally, please vote in the upcoming Chapter election. We have 800 plus members and it would be great to hear from each one of you. We all receive a ballot and a chance to determine and show support for our Board of Directors. Please vote!

Remember the Massachusetts Chapter of the American Planning Association is here to help you "Make Great Communities Happen"!

My email address is: [broadrick@town.duxbury.ma.us](mailto:broadrick@town.duxbury.ma.us)

## Research Update

### APA Secures \$230,000 Grant for Completion of Growing Smart Project

On June 26, APA research director Bill Klein signed a cooperative agreement with HUD for \$230,000 in supplemental grant aid to complete work on a Legislative Guidebook for Growing Smart. The seven-year program will result in a 1,300 page document designed to provide state legislators, governors, APA chapters, and nongovernmental organizations, with guidance about the hundreds of issues and choices that must be considered in order to modernize the statutes that govern planning in each of the 50 states. Principal investigator Stuart Meck and the Growing Smart research team are revising a number of Guidebook chapters in response to comments received last summer and fall. The latest version of these chapters will be posted on the web in early July along with a memorandum explaining in detail what changes were made.

In addition to the Guidebook, which will be available in hard copy and CD-ROM form, a Users Guide will be pre-

pared to help people navigate through the document and use the Guidebook to analyze statutory reform issues particular to a state. A final meeting of the 19-member Directorate, the project's advisory body, will take place in September. Final editing, layout and design, and production will occur in October and November. The project will be completed by November 30. Meanwhile, the research department is working closely with APA's policy staff in the DC office to develop a "roll out" strategy for: (a) disseminating news about the availability of the Guidebook; (b) developing an outreach capability that would take the Guidebook on the road; and (c) providing technical assistance to APA chapters and others interested in planning statute reform. With this final grant, 81 percent of the project's \$2.5 million total cost will have been paid for by grants from six Federal agencies, two foundations, and a private corporate donor.

## MAPA Chapter Elections

As provided for in the MAPA Bylaws, it is once again time for the election of Chapter officers. The Nominating Committee consisting of Jeanne Armstrong, Jim Clarke, Edith Netter, and Jack Lenox has put forth the following candidates for consideration. It is fortunate that eight of the current ten office holders have agreed to serve for another term. Contested races are being held for the vacant Vice-President position. Each Chapter member is eligible to vote in all of the races, regardless of residence or place of work. The opportunity for a write-in candidate is also available in all races.

Please return the enclosed ballot no later than September 7, 2001 to John F. Lenox, AICP, Director of Planning & Development, 11 Lincoln Street, Plymouth, MA 02360. Please remember that the Bylaws require that each ballot be returned with the member's signature on the outside of the envelope. Your participation is appreciated.

### Candidate for President

**Thomas A. Broadrick, AICP** is currently serving as Chapter President and has also served as the Chapter Professional Development Officer (PDO). Tom is employed as the Planning Director for the Town of Duxbury, a position he has held for the past 8 years. Previously he served for 5 years as Town Planner in Dennis on Cape Cod where he resides with his family. Prior to that he was a biologist for 8 years with the Florida Park Service in Key Largo, Florida. Tom has a Bachelor of Science Degree in Biology from Ball State University, Muncie, IN and a Masters Degree in Urban and Regional Planning from the University of Miami, Coral Gables, FL. Tom has served as past Chair of the Citizen Planners Training Collaborative; worked on the Boston Conference Committee; serves on the Governor's Barriers to Housing Subcommittee; and has been leading the Chapter into a more participatory agenda with other planning organizations, academic institutions, and legislative groups.

"As Chapter President, I am pleased to be working with a strong Board of Directors. Each member of the Board brings his/her special expertise and point of view to all aspects of Chapter business: whether the Board is weighing in on the national planning agenda such as Smart Growth or determining whether to support local planning conferences in any one of the Chapter's five regions, the members work tirelessly and I must add, in good spirits on each issue brought before them. The last two years has seen the Chapter expand to over 850 members with the Annual Chapter Conference held in both Rhode Island and Connecticut. This year the Annual Conference is in Lowell and again we expect excellent attendance. Our legislative agenda is pushing forward with more members participating in a wide variety of hearings on Beacon Hill. Coordination with the Mass Association of Planning Directors, Regional Planning Agencies, Mass Federation of Planning and Appeals Boards and other planning groups is closer due in part to similar agendas and our collective support of the amicus curie program. Co-sponsorship of conferences from the Boston Society of Architect's Civic Communities initiative to DHCD's Chapter 40B sessions improves communication for all professional planners. A professional financial

planner now manages our Special Projects Fund and we expect to be awarding grants in the near future. Our Chapter ranks at the top nationally for members passing the AICP test, again indicating close participation with academic institutions. I have enjoyed the past two years as your Chapter President and look forward to again serving the Membership by encouraging the Board of Directors to be leaders in Massachusetts, participating in legislative agendas, creating partnerships with the various land use groups and focusing on issues that affect all planners, citizen and professional alike."

### Candidate for Vice President for Chapter Affairs

**Peter C. Lowitt, AICP** is currently with the Devens Enterprise Commission. He has a B.A. in history from Brown University (1979) and a Masters Degree in Urban and Environmental Policy from Tufts University (1992). He has over 15 years experience in planning, having served the communities of Waltham, Acton, and Grafton, Massachusetts and Londonderry, New Hampshire. He is currently vice president for the chapter and has previously served as the legislative chair for MAPD and MAPA, and was President of the New Hampshire Planners Association. He is Chair of the Economic Development Division of the American Planning Association and committed to making sustainability a viable planning concept.

### Candidates for Vice President for Professional Development

**Thomas Bott, AICP** is Town Planner for Kingston, MA. "As The Planner in a small town I understand the necessity of professional development and continuing education. The Town of Kingston is at the forefront of planning on the South Shore as it continues to implement the Master Plan it adopted in 1998. The level of knowledge needed by planners today is more than reviewing plans for the Planning Board it is understanding and being able to explain to the laity the relationship between Master Plan elements. We wish to be true to Karl Mannheim's *Mensch und Gesellschaft im Zeitalter des Umbaus* and the rational planning model, but in reality the majority of us with small staffs (planner and secretary) are following Carl Lindblom's *Science of Muddling Through*.

"As the Professional Development Officer (PDO) I will not only work on preparing my colleagues for the AICP exam but also expanding upon continuing education whether it be with brown bag luncheons or other regional venues with guest speakers to both reunite the diaspora and expand our collective skill sets. As a former At Large member of the Georgia Chapter of the APA I am familiar with the workings of local chapters. I was asked in Georgia not to run for my first choice, as PDO, due to a dearth of candidates for the At Large position and so I am very much looking forward to serving you as your Professional Development Officer."

**Lynn Gonnin Duncan, AICP** has over 20 years experience in planning and community development, and is currently the Director of Planning & Conservation for the Town of Wilmington. Prior to holding this position she worked for several different municipalities and was a principal of Con-

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munity Opportunities Group, Inc. She is the immediate past chair of the Massachusetts Association of Planning Directors (MAPD), and was responsible for providing professional development opportunities through MAPD's monthly workshops. She serves on the CHAPA committee that recommended modifications to Chapter 40B in response to community concerns. "As Professional Development Officer my goal would be to provide continuing education opportunities, to assist planners to achieve their certification, to ensure that planners throughout the State have access to AICP exam resources, and to coordinate these efforts with MAPD and other planning organizations. I would welcome input as to areas of concern and interest, such as the need for an updated salary survey. I am excited about the possibility of continuing to serve the profession and my fellow planners in this manner."

### Candidate for Vice President for Legislation & Policy

**Lyn C. Billman-Goleme, AICP** is currently Vice President for Legislation & Policy. She has represented MAPA on several State legislative and policy committees including the Massachusetts Livable Communities bill. She is a land use and environmental planning and policy consultant focussing on growth, sustainability, and watershed issues at municipal through international levels. "It would be great to connect with more planners that are interested in legislative issues. If a particular area or piece of legislation is of interest or you would like to learn more about possible legislative involvement please let me know. Also it would be great to have a broad Massachusetts planners legislative action mailing list".

### Candidate for Secretary Treasurer

**Jack Wiggin, AICP** is currently Chapter Secretary/Treasurer, and is Associate Director of the Urban Harbors Institute at the University of Massachusetts - Boston. "I would be pleased to continue to serve the Chapter in this position as I have since 1995. The Board has evolved a solid budgeting process and automated our system of financial record-keeping, which has helped the Chapter operate consistently within budget while also expanding programming. Special fund monies have been invested prudently and the annual yield funds a new small grant program for the Chapter in support of planning in Massachusetts.

### Candidate for Boston Region Representative

**Jeffrey R. Levine, AICP** is currently the Director of Long-Range Planning for the City of Somerville. In this position, he is responsible for long term, complex redevelopment projects in the Assembly Square district. He is also on the steering committee for the Urban Ring Major Investment Study, and is responsible for regional and master planning efforts in which the City engages. Previously, he was a Planner for the Cape Cod Commission, where he reviewed Developments of Regional Impact and worked with several towns in developing their Local Comprehensive Plans. He has a Masters in Planning from the University of Minnesota. "As the Boston Area Representative to the Chapter Board, I have provided a voice for planners from the Boston region and increased awareness of the need to plan redevelopment of our cities. In the past

two years, I have fulfilled my promise to create informal gatherings of planners from the metropolitan area to discuss issues of common concern. I have also represented professional planners as part of the Boston Society of Architects Civic Initiative for a Livable New England, including participation in the invitation-only 'Future Search.' I would like to continue to promote the concept of the 'livable city' as an alternative to continued growth into our limited open space. In my next term, I would also like to address issues of institutional land acquisition and its impact on Boston-area communities, by holding a round-table discussion of this issue with different stakeholders."

### Candidate for Northeast Region Representative

**Karen Nelson, AICP** is currently the Director of Planning and Human Services for the Town of Danvers. In addition to Planning, she is responsible for Recreation, Health, and Senior and Social Services Divisions. "The Town of Danvers is centrally located, shares many of its local transportation concerns and development impacts common to most communities in this area. I have enjoyed working with the abutting city and town planners around the North Shore, as well as the planners in the Merrimack Valley - North Andover/Lowell area where I previously worked for fourteen years. It is my intention, if chosen as Northeast area representative for a second two-year term, to continue working to ensure that the northeast planners issues and interests are brought before the Chapter and communicated back to the members."

### Candidate for Southeast Region Representative

**Jean H. Christensen** has "retired" from her long term job as a regional planner with the Metropolitan Area Planning Council in Boston, and has begun to more actively pursue a number of her other life long interests. During the past year she has become a member of the Board of Trustees of two different libraries, one in Marshfield, her hometown, and one in Norwell. However, her interest in planning remains very strong. She is currently working part-time as a planning consultant on two projects - one of them in southeastern Massachusetts. In addition to her role as the Southeastern Massachusetts representative she is involved in plans for the upcoming New England Conference. "I would very much appreciate the opportunity to continue my work on the Board for another two years."

### Candidate for Central Region Representative

**Glenn H. Garber, AICP**, has had a long career in local and regional planning, community development programs, and private consulting. He is presently the Planning Director in the Town of Lexington, and a resident of Ayer. He spent five years on the large and complex project to redevelop Fort Devens into a multi-purpose community, becoming the first Executive Director of the Devens Enterprise Commission. Previous public positions include Community Development Director for the City of Peabody, Development Director for Portsmouth, N.H., and Comprehensive Planning Manager for MAPC. Previous private positions include Senior Project Manager for Sasaki Associates and Project Manager/Regional

Marketing Coordinator for the Louis Berger engineering organization. "I have strong opinions about the future directions of community planning and am eager to discuss them."

### Candidate for Western Region Representative

**Peggy McDonough, M.R.P.** currently serves as Project & Outreach Coordinator for the Connecticut River Watershed Council. The Council is a nonprofit membership organization founded in 1952 and based in Greenfield, MA. CRWC is the only citizen-advocacy group devoted to the environmental and economic health of the entire four-state Connecticut River Watershed. She works to develop programs for the public, local government officials, and various interest groups to engage them in the Council's work at the local level. She holds a M.R.P. from the University of Massachusetts and a B.A. in Urban Studies from Fordham University. Her previous professional experience is in commercial real estate construction, management and sales. "As a planner working for a regional environmental organization, I hope to bring a fresh perspective to the work of the Board and actively represent and support western Massachusetts' communities with their specific planning, conservation and development goals."

### Economic Development Committee Changes

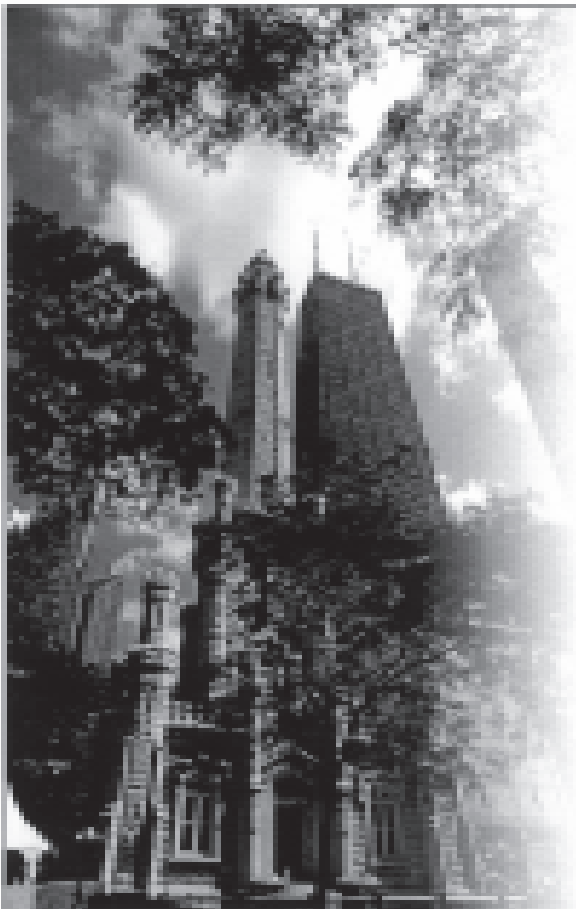
*Justin Hollander*

For the last two years, I have had the great honor of serving my fellow planners on the MAPA Board of Directors. But with much regret I will step down from the Board on July 15th. My fiancée, Pam, and I will be moving to Montclair, New Jersey. I will continue my employment with the U.S. General Services Administration, but I will be based in their New York City office.

I very much enjoyed serving as Chair of the Economic Development Committee (EDC), and have been excited by the growing interest in economic and industrial development among MAPA members. The EDC will be meeting again on July 11th at 11:30AM in Roxbury. The Committee will meet with Joyce Stanley of Dudley Square Main Street and tour the neighborhood, which has benefitted from comprehensive economic development planning.

I will always cherish the time I have spent in Massachusetts. However, new challenges and opportunities abound in New York/New Jersey! I hope to continue the wonderful relationships which I have built with Massachusetts planners for years to come!

*Justin may be reached at [justin.hollander@gsa.gov](mailto:justin.hollander@gsa.gov) after his move.*



## Are You Making Great Communities Happen?

Share your experience with your colleagues.

This is your opportunity to propose a session for the American Planning Association's 2002 National Planning Conference in Chicago, April 13-17.

Sessions present successful studies, special projects, policy issues, and new ways of solving community problems.

Please visit our website at [www.planning.org](http://www.planning.org) for:

(Click on APA National Planning Conference)

Proposal forms

Information on how to propose

Information on special tracks



AMERICAN PLANNING ASSOCIATION

*Joseph P. J. Vrabel, Esquire, Bowditch & Dewey, LLP  
Martin, et. al. v. The Corporation of the Presiding Bishop of  
The Church of Latter-Day Saints (434 Mass. 141; 747  
N.E.2d 131 (May 16, 2001))*

**Religious uses; Chapter 40A §3 (the Dover Amendment)**

This case discussed the presence of a steeple on a temple to be built by the Church of Jesus Christ of Latter-Day Saints (the Mormon Church) on the highest hill in Belmont, the second attempt by Belmont residents to limit the presence of a temple to be built by the Mormon Church. The proposed steeple would rise higher than the dimensional requirements allowed by the applicable Belmont Zoning By-law. The Belmont Zoning Board of Appeals allowed the steeple by issuing a special permit, but its decision was annulled by a judge of the Superior Court. When the church appealed, the SJC granted an application for direct appellate review and vacated the superior court judgment on the basis that it was inconsistent with G. L. ch. 40A §3 (the "Dover Amendment") as an unreasonable regulation of a religious structure.

The Belmont Zoning Board of Appeals held numerous public hearings on the Church's request for a special permit to exceed the height limit or, alternatively, a determination that the application of Belmont's Zoning By-law height restriction to the steeple would violate the Dover Amendment. Ultimately, the Belmont Zoning Board of Appeals concluded that the Dover Amendment required a degree of accommodation between protected uses and matters of critical municipal concern. It found there to be "no grave municipal concern in controlling steeple height on churches," and that it was "hardly accommodating to a protected use to limit the Church to a 12 foot projection." The Zoning Board of Appeals determined that the benefits to be provided by the Church outweighed the burdens resulting from a limitation on steeple height, and found that the height of the steeple requested by the church was reasonable.

When the Plaintiffs appealed the Zoning Board of Appeals decision to the Superior Court, the Superior Court Judge curiously ruled that the Dover Amendment did not apply to the Church's application for zoning relief because "neither the presence nor the height" of the steeple represented a "necessary element of the Mormon religion".

The SJC found that the Belmont Zoning Board of Appeals had made a careful examination of case law interpreting the Dover Amendment, and concluded that since the structure would be used for a religious purpose, the steeple also served a religious purpose. Therefore, the application of Belmont's Zoning By-law regulating the height of an uninhabited projection would be an unreasonable regulation of a religious use. The Superior Court Judge had rejected this analysis, somehow concluding that while the steeple might have inspirational value, it was not a matter of religious doctrine and was in no way related to the religious use of the temple. Proceeding with this curious analysis, the Superior Court Judge then concluded that even if the Dover Amendment were applicable, the Church had "failed to carry its burden of proof" that limiting the height of its proposed steeple was unreasonable.

The SJC did not accept the Superior Court Judge's

reasoning and found that she had erroneously framed the question as being "whether construction of the spire atop the already existing temple constitutes the use of land or structures for religious purposes so as to trigger a Dover Amendment analysis." The SJC held that G. L. ch. 40A §3 clearly directs any inquiry to the use of "land" or "structure" not to the use of an element or part of a structure. The SJC felt that to view each element or each section of a "structure" as requiring an independent analysis to determine whether it was important to the religious use, would lead to impossible results, i.e. is a church kitchen or church parking lot necessary to or part of a "religious use"? The SJC concluded that it had not formulated a "religious use" test so narrowly and that the question was simply whether the structure as a whole was to be used for religious purposes. The SJC found that this structure was, and just as clearly found that the Dover Amendment applied.

Focusing again on the Superior Court's analysis, the SJC believed that the Superior Court Judge had used an erroneous legal test to determine whether a structure served a religious purpose and had impermissibly concluded that a steeple was not a "necessary element of the Mormon religion." The SJC noted that it is not for judges to determine whether the inclusion of a particular architectural feature is "necessary" for a particular religious use, stating, "A rose window at Notre Dame Cathedral, a balcony at St. Peters Basilica, are judges to decide whether these architectural elements are necessary to the faith served by those buildings?" Once the Superior Court Judge had found, as she was compelled to find in the face of overwhelming and uncontradicted testimony, that temples "are the places where Mormons conduct their sacred ceremonies," no further inquiry as to the applicability of the Dover Amendment was warranted.

On the whole, the SJC found that the Superior Court Judge's focus and analysis was far too narrow. The Superior Court Judge should have considered whether compliance with Belmont's height restrictions would have impaired the character of the temple, while taking into account the special circumstances of its exempt use. Although the Superior Court Judge dismissed the Church's desire to build a steeple as a "purely aesthetic issue", the SJC found that matters of aesthetic and architectural beauty are often among the most important factors to be considered in deciding whether a zoning requirement "impairs the character" of an exempt use. The SJC found that the record was replete with evidence that the steeple was integral to the specific character of the Mormon temple and held that it was not permissible for a judge to determine what was or was not a matter of religious doctrine.

In an interesting conclusion to its analysis, the SJC stated that it was not going to consider whether the Religious Land Use and Institutionalized Persons Act of 2000, 42 U.S.C. - 2000cc (2000) ("RLUIPA"), prohibited the application of the Belmont height limitation to the church's proposed steeple. In noting this new federal statute, it may be that the SJC is sending notice to Massachusetts cities and towns that future religious use cases in the Commonwealth could well be decided in the Federal Courts rather than in State Courts under ch. 40A §3. As we all know, under the Tufts and Campbell cases, the burden has been placed on religious and educational institutions to demonstrate whether the applica-

tion of zoning by-laws presents an unreasonable regulation or restriction of an educational or religious activity or use. Under RLUIPA, the burden is shifted to the city or town to justify its attempted regulation of a religious use. As one can imagine, there is a world of difference between the two very different conceptual theories of a religious use case under ch. 40A §3 and one brought in federal court under RLUIPA. Careful attention should be paid to this Belmont case and to cases working their way through the federal courts under RLUIPA, as it is more likely than not that future religious use cases will be tested in the federal courts and not in Massachusetts courts under ch. 40A §3.

Celebrate Three States of  
Planning at the CT/MA/RI  
Fall Regional Conference  
October 4-5, 2001  
Doubletree Hotel, Lowell, MA  
See conference insert for details.

## On Beacon Hill

### Green Building Tax Credit Update

*Peter Lowitt, VP for Chapter Affairs*

On June 5 the Joint Committee on Taxation heard testimony on the Green Building Tax Credit legislation H. 3840. The Massachusetts Chapter of the American Planning Association is in support of this legislation as it is consistent with our recently adopted policy on Sustainability (for a copy please see [www.planning.org](http://www.planning.org)). New York State adopted similar legislation last year. The legislation proposed for the Commonwealth connects the green building tax credits to the US Green Building Council's Leading Energy Efficiency and Design (LEED) certification program. You can get a copy of H. 3840 from the Commonwealth via ([www.state.ma.us/legis/bills/house/ht03840.htm](http://www.state.ma.us/legis/bills/house/ht03840.htm).)

Please contact your legislators and inform them that Green Building Tax Credits are important for your community as an incentive for creating a cleaner greener future for all the residents of the Commonwealth.

### Beacon Hill Update

*Christopher Hardy, Massachusetts Audubon Society*

The Massachusetts legislature has reached the midpoint of its biennial session, which will end on July 31, 2002. Since conference committee negotiations on the fiscal year 2002 operating budget are stalemated, the Massachusetts General Court may continue to meet through the summer.

S. 1109, *An Act to Protect the Natural and Historic Resources of the Commonwealth*, sponsored by Senator Pam Resor (D-Acton), is before the Senate Committee on Ways & Means. Pursuant to Article 97 of the Amendments to the Massachusetts Constitution, this bill would ensure no-net loss of conservation land, when such land is transferred to different uses.

H. 3579, *An Act Establishing the Upper Cape Water Supply Reserve*, sponsored by Representative Eric Turkington (D-Falmouth), is before the Senate Committee on Ways & Means. This bill would establish a three-member commission, composed of representatives of state environmental agencies, to guide the management of the northern 15,000 acres of the Massachusetts Military Reservation. The commission would be empowered to ensure that any military activity on the reserve is compatible with the primary purposes of water supply and wildlife habitat protection. In the last session, the Massachusetts Army National Guard successfully

blocked the bill due to concerns about the impacts to military training and troop readiness from environmental restrictions.

On Tuesday, July 17, 2001 Bob Durand, Secretary of the Executive Office of Environmental Affairs, determined that the Massachusetts Army National Guard's Final Environmental Impact Report for military training at the Massachusetts Military Reservation was adequate. However, Durand's certificate is conditioned upon the execution of an enforceable management agreement between the Commonwealth of Massachusetts and the United States Army and National Guard. Acting Governor Swift and Army and National Guard representatives have set a deadline of September 30, 2001 to conclude discussions of a long-term management structure for the Massachusetts Military Reservation.

S. 1011, *An Act Facilitating the Use of Land Transfer of Development Rights*, sponsored by Senator Stephen Brewer (D-Barre), is now before the House of Representatives. The bill was engrossed in the Senate on July 26. This legislation would enable municipalities to adopt zoning ordinances or by-laws that authorize the transfer of development rights (also called TDRs) by special permit. TDRs allow for the exchange of development rights from one parcel to another. TDRs can preserve open space without payment of compensation through the acceptance of higher densities or more intensive uses elsewhere in the community. Throughout the nation, communities are using TDRs to promote the preservation of open space, historic landmarks, and village centers.

H. 4262, *An Act Relative to Taxation of Real Property*, was reported favorably out of the Joint Committee on Taxation, and is presently before the House Committee on Ways & Means. H. 4262 would authorize any municipality to rescind the tax exemption for real estate owned or held in trust by a charitable organization if its aggregate assessed value exceeds two and one-half percent of the equalized valuation of all real estate within the same assessment classification in the city or town at the time of assessment. This could have a chilling effect on the future ability of non-profit conservation organizations to acquire threatened open space in communities across the Commonwealth. It would also potentially vitiate any positive gains achieved through H.R. 2290, *The Tax Conservation Incentives Act*, which would reduce capital gains taxes for landowners who voluntarily sell land to a public or private conservation entity.

## Inventory of RI Zoning Ordinances and Land Development Regulations

### *Technical Paper 148, May 2001*

*Alvin N. Johnson, Assistant Chief, Statewide Planning Program;  
Kathleen Crawley, Principal Planner*

A new technical paper has recently been released by the Rhode Island Statewide Planning Program. This paper, "An Inventory of Local Zoning Ordinances and Land Development Regulations." is one of a series of technical papers that will be used to support an update of the State Land Use Policies and Plan, a major product scheduled for completion in late 2002.

An ancillary benefit will accrue to local communities, who will find a wealth of information compiled and annotated for their use. The inventory has been designed to assist planning professionals and local officials in locating innovative zoning and regulatory provisions they might wish to implement. Planners can use this publication to explore the degree to which communities have moved to adopt some of the new tools available as a result of the ground-breaking Comprehensive Planning, Zoning and Subdivision enabling legislation enacted in the early 90s. Many variations of open space zoning, cluster, and development plan review are in place as a direct result of Rhode Island's innovative legal framework.

The inventory is organized into six major categories:

- Resource Protection
- Open Space Zoning
- Planned Residential Development (Cluster and Open Space Subdivision)
- Planned Unit development (Mixed Use Residential, Commercial, Industrial)
- Affordable Housing
- Other Provisions Related to Community Character, Intermodal Transportation, and Administration

### Some Highlights

A comparison of provisions from 1990 and 2000 shows several interesting trends. In that ten-year period the great majority of the state's cities and towns have enacted provisions related to open space and resource protection. Twenty-three of the thirty-nine cities and towns have adopted open space zoning districts and thirty have incorporated provisions related to scenic areas. The inventory was expanded to demonstrate a variety of new design techniques and provisions intended to preserve community character. Sixteen communities provide for village and rural preservation in a variety of ways. Twenty-six have adopted flexible lot standards in their zoning ordinance or land development regulations. Architectural standards and landscaping requirements and commercial ingress and egress controls are more prevalent and tied more closely to maintaining the character of the community or district.

*The inventory serves as a technical assistance tool directed at the local level. Copies are available at Statewide Planning or on the web at [www.planning.state.ri.us](http://www.planning.state.ri.us). Questions and comments may be directed to Kathleen Crawley, 222-6630 or [kcrawley@ba.state.ri.us](mailto:kcrawley@ba.state.ri.us).*

## New Student Planning Organization at Tufts

Now that the Tufts University graduate program has added planning to its name, it makes sense that the program should also have a student planning organization. A group of students with interests in urban, social and environmental policy and planning is working to develop activities for students who want to complement the education they get in class. Possible activities for the fall of 2001 may include a guided walking tour of Somerville, invited speakers on current trends in the field, and more.

Our goal is to be inclusive of everyone in the Tufts program, although some students may be more oriented toward policy than planning. A key goal of the organization will be to make connections between students and professionals who may have ideas about job and internship opportunities. Events we have on campus, such as an ongoing lecture series on topics of interest to planning and policy students, will help enable those connections.

We also would like to make connections between students and community/activist groups that are involved in planning and policy matters. Some students already make these ties through the field projects component of the Tufts curriculum, but they could be even more involved with community groups. We will be working over the summer to arrange events for the fall 2001 semester. If there are readers of this publication engaged in planning or policy work who would be interested in sharing wisdom with Tufts students, call David Holtzman at (617) 625-5113.

### **Goals and Objectives**

- Connection to planning profession
- Networking/ job and internship opportunities
- Keep students abreast of current planning issues
- Supplement UEP courses with relevant lectures and information

### **Activities**

- Report on current projects/activities/conferences/meetings in the community
- Speakers (in lieu of fee - expense reimbursement and treat for dinner)
- Walking neighborhood/community tours
- Networking events (social events with alumni)
- Sponsor a career fair
- Post local planning/policy meeting info so students can attend
- Publicize relevant community/non profit organization events to encourage participation

Membership is open to all students, graduate and undergraduate. Only members may plan events and hold offices. All events will be publicized campus wide and open to everyone. In some cases there may be a fee for non-members. Dues are \$5 per member per semester (event refreshments, reimburse speakers, copies, etc.). Meetings will be held monthly and all meetings will be announced and open to all students. All students are welcome to attend meetings (in order to join). All meetings will be announced via e-mail to all students. Event information will be publicized on the Web, in the Tufts paper, in the Globe's Calendar, and through posters when applicable.

Jason Jordan, APANational Government Affairs Coordinator

### Affordable Housing Trust Fund Introduced

On June 27, legislation was introduced in the House to establish a national housing trust fund. The measure, H.R. 2349, has already attracted 47 cosponsors. The trust fund would be used to build 1.5 million homes over the next ten years. The trust fund would receive funding from excess revenue in GNMA and Mutual Mortgage Insurance Fund accounts. Eligible uses would be construction of new housing, acquisition of property, site preparation and improvement, and housing rehabilitation. 75% of funds would target developed or affordable rental housing for extremely low income families (<30% AMI). A state match is required and housing projects must remain affordable for 40 years. The bill also encourages mixed income housing development. A Senate version of the trust fund legislation is expected soon after the recess. Housing trust funds have been established by nearly 170 state and local governments over the past 15 years and have build 200,000 affordable homes.

### House Committee Begins Work on Brownfields

The House took its first steps toward brownfield reform legislation last week when the Energy and Commerce Environment and Hazardous Materials Subcommittee held a hearing on the legislation. Despite the progress, the hearing revealed a tough road ahead as Republicans and Democrats on the panel appeared to differ strongly over key finality provisions. These provisions govern when and under what circumstances the U.S. Environmental Protection Agency would be allowed to intervene in a state-supervised site cleanup. The Senate reached a compromise on the issue when it passed a \$250 million brownfields reform bill 99-0 May 2. The Senate bill, S. 350, allows EPA to require additional cleanup action at a site after considering action already taken by the state if it determines a release or threatened release of toxic waste "may present an imminent and substantial endangerment to public health or welfare of the environment" and additional work is necessary to prevent or mitigate the release; or, EPA determines information previously unavailable shows contamination or other conditions at a site present a threat requiring additional work to protect public health or the environment. Regardless of the reason, the Senate measure requires EPA to consult with state officials in determining when new information about a site presents a threat to human health and the environment. Subcommittee Chairman Paul Gillmor (R-OH) wants cleanup decisions left to the states except under very limited circumstances and does not believe S. 350 goes far enough. A "discussion draft" of legislation Gillmor introduced June 13 adds language to S. 350's finality provision that requires EPA to prove additional cleanup action is needed to "address, limit or mitigate an emergency and the state will not take the necessary actions in a timely manner." Committee Democrats, who began circulating their own discussion draft June 18, argued Thursday Gillmor's proposal effectively does away with the federal safety net.

### House Subcommittee to Examine American Community Survey

The House Government Reform Subcommittee on the Census held a hearing on the Census Bureau's proposed American Community Survey (ACS). ACS is intended to provide in-depth profiles of American communities on an annual basis. The Census Bureau hopes to fully implement ACS in every U.S. County by 2003. Bureau officials currently plan to use ACS as an alternative to the existing census long form, which would be phased out under the plan in the 2010 census. ACS is intended to provide estimates of demographic,

Continued on page 11

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housing, social, and economic characteristics every year for all states, as well as for all cities, counties, metropolitan areas, and population groups of 65,000 people or more. For smaller areas, it will take three to five years to accumulate sufficient sample to produce data for areas as small as census tracts. For example, areas of 20,000 to 65,000 can use data averaged over three years. For rural areas and city neighborhoods or population groups of less than 20,000 people, it will take five years to accumulate a sample that is similar to that of the decennial census. These averages can be updated every year, so that eventually, the Census Bureau will be able to measure changes over time for small areas and population groups. ACS began a "demonstration period" with four sites in 1996. In 1997, the survey was conducted in eight sites to evaluate costs, procedures, and new ways to use the information. In 1998, the American Community Survey expanded to include two counties in South Carolina that overlapped with counties in the Census 2000 Dress Rehearsal. This approach allowed the Census Bureau to investigate the effects on both the American Community Survey and the census due to having the two activities going on in the same place at the same time. In 1999, the number of sites in the sample increased to 31 comparison sites. The comparison with Census 2000 is designed to collect several kinds of information necessary to understand the differences between 1999-2001 American Community Survey and the 2000 long form. The purpose of the comparison sites is to give a good tract-by-tract comparison between the 1999-2001 American Community Survey

accumulated estimates and the Census 2000 long-form estimates.



## 2002 APA Elections Ready to Roll

*Joanne Garnett, AICP, APA Nominating Committee Chair*

Summer is coming, and that means not only warmer weather but also the official opening of the next election season for national APA Board seats! The following positions will be vacant next spring:

- Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Ontario, Quebec and Canadian Maritime Provinces)
- Region 5 (Arkansas, Arizona, Colorado, Hawaii, Idaho, Kansas, Montana, Nebraska, North Dakota, New Mexico, Oregon, South Dakota, Utah, Washington, Wyoming, Western Canadian Provinces)
- Region 6 (Nevada, California, Pacific US Territories, Asia, Australia, Africa and Europe)
- APA President Elect
- APA Board At-Large
- APA Board At-Large Focused (planning commissioner)

The Nominating Committee is actively seeking potential candidates for all of the above positions. Interested in learning more about the positions? Do you have someone you'd like to recommend to be considered for a Board seat? Would you like to throw your own hat in the ring? Contact any of

the Committee members about these or other election-related items.

Election packets for both APA and AICP will be available on APA's web site, [www.planning.org/elections/2002/index.htm](http://www.planning.org/elections/2002/index.htm) as of June 15. The packets include the campaign guidelines, requirements, and the election schedule. Inquiries related to the APA nomination process may be referred to [leadershipaffairs@planning.org](mailto:leadershipaffairs@planning.org) and inquiries related to the AICP nomination process may be referred to [aicp@planning.org](mailto:aicp@planning.org).

The deadline for filing campaign statements by e-mail is August 13, 2001. The APA Nominating Committee will meet August 25 to pick a slate of candidates, which will be announced shortly after the meeting. The AICP Nominating Committee will have the same schedule.

Please seriously think about putting your name in for consideration for these vacancies. Or, give us the names of individuals that you think should be contacted about the openings. Remember: APA is only as good as its members. Take advantage of this opportunity to serve the organization and share your perspective! You'll be glad you did!

local colleges and town centers.

However, according to national experts, Massachusetts has a poor track record of completing rail trails and similar projects. An independent national report released in May 2001 ranked Massachusetts last completing projects like rail trails. There are almost 100 bicycle and pedestrian projects waiting for review and funding by Mass Highway.

Massachusetts has an historic opportunity to build a network of rail trails that will serve as recreational gems for generations. However, the Commonwealth may squander that opportunity through a lack of vision and commitment.

## Learning from Other States

In the early 1990s, the federal government created a transportation enhancements program, designed to use federal transportation dollars for projects like rail trails and historic preservation. Since then, states from Florida to Washington have been busy constructing rail trails. Although the federal government provides money and guidance, states have a great deal of flexibility in how the programs are implemented.

Two nationwide studies of state spending on transportation enhancements projects, which include spending for rail trail projects, highlight concerns with how Massachusetts' transportation decision-makers choose to use federal dollars. These reports reveal that Massachusetts ranks at the "bottom of the barrel" nationally at moving these projects forward. Other states have become more innovative at managing the detailed application, design and construction processes for rail trail projects and can serve as models for Massachusetts.

**Florida**—A task force formed by the Florida Department of Transportation proposed decentralizing the federally funded transportation enhancements program and providing regional and local agencies with the ability to control, manage and implement their enhancements projects. As a result of innovative measures such as this, Florida was highly ranked by the National Transportation Enhancements Clearinghouse for the state's ability to effectively select projects, set aside funds and reimburse its communities. As of March 5, 2001, Florida has opened 56 rail trails with another 76 rail trail projects underway.

**Vermont**—The Enhancements Advisory Committee in Vermont includes citizen rail trail advocates, and the Committee places strong emphasis on quick turn around times for their enhancements projects. The popularity of the program continues to rise. Vermont has responded to the interest by devoting a significant section of the state's Bicycle/Pedestrian Plan to rail trail development and use, and by budgeting more state money, above and beyond federal requirements, to build new rail trails. For the past two years, Vermont has ranked among the top ten states nationally in funding enhancements projects.

## Recent Progress in Massachusetts

Over the last few months, Massachusetts has shown marked improvement in the development of rail trails. One major step forward was achieved when the MBTA, the second largest landowner in the state, reversed its policy in December 2000 of forcing communities to pay market value for abandoned rail lines. Cities and towns can now receive properties

for no fee. In prior years, land acquisition costs had delayed numerous projects, creating a major bureaucratic hurdle to the development of rail trails.

Also in 2000, Mass Highway faced the prospect of losing \$40 million in federal transportation money directed at pollution control if it was not obligated within the year. Mass Highway chose to distribute the funds to regional transportation agencies; this decision encouraged the agencies to fund rail trails and other bicycle/pedestrian projects. As a result, more than a dozen projects received some financial assistance or full funding.

## Findings

- Published reports by experts in the field and feedback by advocates and transportation planners indicate that Massachusetts has not made rail trail development a priority; as a result, there is a backlog of almost 100 bicycle and pedestrian projects waiting for approval or funding from Mass Highway.
- For the past several years, the MBTA has insisted that communities pay fair market value for abandoned railbeds—a policy that has delayed numerous trail projects. To its credit, the MBTA Board of Directors, led by Secretary Kevin Sullivan, has recently reversed its policy and will now allow the MBTA to transfer these properties to cities and towns for no fee. However, other concerns remain, such as encroachments into rights-of-way by neighboring land owners, and the lack of a clear policy for the transfer of rail corridors owned by other state agencies such as the Massachusetts Turnpike Authority (Mass Pike).
- Mass Highway's lengthy review process and high engineering design standards for rail trails are viewed as too rigorous by some engineers, transportation planners and advocates. The interminable waiting periods for review, approval and funding often result in frustration among local officials, and an inability to move rail trail projects forward. Other states have successfully streamlined the process for building rail trails.
- One category of federal funding that focuses on transportation-related pollution control provides an historic opportunity to build rail trails. These federal funds are in danger of lapsing if they are not spent soon. Last year, Mass Highway's decision to release \$40 million to its regional agencies allowed rail trail and bicycle/pedestrian projects to move forward. Over the next two years, there will be more than \$75 million available from this funding source; funding that will start to lapse if not spent by October 1, 2001.
- Mass Highway has not historically embraced local community options that would allow rail trails built by federal dollars to be unpaved. Other surfaces, such as crushed stone dust trails, can be built at a fraction of the cost, are popular in neighboring states and meet all applicable disability access standards.
- Unlike nearby states, Massachusetts does not have a citizen advocate for rail trails on the state's Transportation Enhancement Steering Committee.

## Recommendations

- The Secretary of the Executive Office of Transportation and Construction should prioritize the bicycle/pedestrian backlog and submit a plan of action to the Legislature by December 1, 2001 describing how the backlog of bicycle/pedestrian projects will be addressed.
- The MBTA should aggressively implement its policy of transferring surplus property to Commonwealth communities for no fee for use as recreational trails. In addition, the MBTA should ensure that businesses that encroach on rights-of-way do not violate the integrity of rail trails. Finally, other entities like Mass Pike should follow the MBTA's lead and adopt a similar policy of providing surplus rail corridors to communities for no fee for rail trail development.
- The Commissioner of Mass Highway should create a task force including an outside group of engineers and citizen advocates to streamline the review process for bicycle and pedestrian projects, consider design reforms and review opportunities to give local communities more control over their projects.
- Mass Highway should take this historic opportunity to use the currently available federal transportation-related pollution control funds for rail trail development. More than \$75 million of this money will be sent back to the federal government if it is not spent in a timely fashion. The department should authorize its regional agencies to use these federal funds on rail trail projects that are awaiting funding.
- Mass Highway should be flexible in allowing communities to control decisions about the type of trail surface that best fits their needs, as long as these surfaces conform to federal Americans with Disabilities Act (ADA) standards. Mass Highway should have a clear policy that allows communities to look at various options for rail trail surfaces.
- Mass Highway should add a rail trail advocate to their state-level Transportation Enhancement Steering Committee. This appointment would underline the Commonwealth's commitment to rail trail development.

*This article was excerpted with permission from the full report, "Getting on Track: Common Sense Ideas to Expedite Rail Trail Development in Massachusetts," prepared by the Senate Committee on Post Audit and Oversight, May 2001.*

## SPRAWL (cont'd)

aging core. In some sense, the conventional wisdom is correct. Western cities are auto oriented - that is, they do not have extremely dense old cores and they are built at densities that make it difficult to provide public transit alternatives. And in the Northeast and Midwest, older core areas continue to function at very high densities by national standards. They contain densely developed neighborhoods and business districts, and they often include a very high level of public transportation riders compared to national averages.

But at the scale of the metropolitan area, the conventional wisdom is wrong - at least so far as consumption of land for urbanization is concerned.

Metropolitan areas in the Northeast and Midwest are consuming land at a much greater rate than they are adding population, and so their "marginal" density is extremely low. (Although they are adding population, Southern metro areas also have low marginal densities.) At the same time, the auto-oriented metropolitan areas of the West have overall metropolitan densities that are comparable to those in the Northeast and the Midwest. Furthermore, they are currently growing at much higher densities than their counterparts anywhere else in the nation. Western metro areas - whatever else their characteristics may be - are using less land to accommodate population growth than metro areas in any other part of the nation.

There is no single problem of "sprawl" in the United States today; and there is no single solution. Rather, the problems associated with metropolitan growth throughout the nation are characterized by regional differences, and policy responses should be different as well.

*William Fulton is President of the Solimar Research Group. Rolf Pendall is an Assistant Professor in the Department of City & Regional Planning at Cornell University and a Senior Research Associate at the Solimar Research Group. Mai Nguyen is a Ph.D. student in the Department of Urban Planning at the University of California, Irvine, and a Research Associate at the Solimar Research Group. Alicia Harrison is a Research Associate at the Solimar Research Group. This article, reprinted with permission from PLANetizen ([www.planetizen.com](http://www.planetizen.com)), was drawn from "Who Sprawls Most? How Growth Patterns Differ Across the U.S.,"*

## Resources

### APA Speaker Database

The Speaker Database is a new online service offered by the American Planning Association as a resource for locating knowledgeable people in all areas of city and regional planning, as well as trainers, sessions, and speakers from previous national planning conferences.

The Speaker Database is searchable by conference, keyword, planning topic, or speaker's name. The search provides the user not only with a speaker's name, but also descriptions of sessions for which they have spoken, contact information, and a biographical profiles, which were submitted and activated by the speakers themselves.

If you have spoken at a previous APA National Planning Conference please be sure to log into the Speaker Files at the Speaker Database site to enter and activate your information. Visit [www.planning.org/Speakers/intropage.asp](http://www.planning.org/Speakers/intropage.asp)

### Online Toolkit for Equitable Development

PolicyLink has created an online toolkit to help communities plan for and steer new investments to their communities. The "Beyond Gentrification Toolkit" draws from the best practices and creative policy work of culturally diverse communities that have worked to prevent displacement as their neighborhoods improve. It integrates the land use planning, community development, housing, and asset development disciplines. The toolkit includes sections on affordable housing, controlling development, financing strategies, and income and asset creation. PolicyLink is a national advocacy, research, capacity building and communications organization headquartered in Oakland, California. It is dedicated to advancing a new generation of public policies to achieve social and economic equity based on the wisdom and experience of local constituencies. The "Beyond Gentrification Toolkit" is on the web at [www.policylink.org/gentrification](http://www.policylink.org/gentrification)

### Software Calculates Benefits of Urban Forests, Trees

Urban planners can now analyze the environmental and economic benefits of urban forests and trees using software designed by American Forests, a conservation organization that specializes in urban forestry. CITYgreen is a software tool that helps people understand the value of trees to the local environment. Planners and natural resources professionals use the program to test landscape ordinances, evaluate site plans, and model development scenarios that capture the benefits of trees. The application conducts complex statistical analyses of ecosystem services and creates easy-to-understand maps and reports. CITYgreen enables users to map and measure tree cover and calculate the benefits urban trees provide in relation to stormwater runoff, energy savings, carbon sequestration, and the removal of pollutants. The program creates easy to read maps and reports that can help engineers estimate the impact of tree loss on stormwater management, or help regulatory agencies measure air quality benefits of green space, for example. For more information about the CITYgreen software, visit [www.americanforests.org/trees\\_cities\\_sprawl/citygreen/index.html](http://www.americanforests.org/trees_cities_sprawl/citygreen/index.html)

### Ten Principles for Reinventing Suburban Strips

The demands of today's consumers, retail formats, and the economy are challenging the status quo in suburban strip development. Based on a study conducted by a team of planning and development experts, this Urban Land Institute report identifies the critical issues and challenges that strips face and provides an action plan to reinvent them to ensure their long-term competitive position. Topics include public/private partnerships, zoning, market assessment, density, place making, design, and funding. The report is available in pdf format at [www.uli.org/pub/Media/](http://www.uli.org/pub/Media/)

### "Boomburbs": The Emergence of Large, Fast-Growing Suburban Cities in the U.S.

A special Fannie Mae Foundation report from the 2000 Census identifies 53 cities with a different look and feel from traditional cities and, for the first time, gives them a name—Boomburbs. The report defines a Boomburb as an area that currently has more than 100,000 residents, has maintained double-digit rates of population growth in recent decades, but is not the largest city in its metropolitan area. Boomburbs differ from traditional central cities and older satellite cities in that they almost always lack a dense business core. Rather, their housing, retail, entertainment, and offices are spread out and loosely configured. While Boomburbs may be found throughout the nation, they occur mostly in the Southwest, with almost half in California alone. Many Boomburbs, especially in the West, are products of master-planned community development and the need to form large water districts. Because of their exceptionally fast growth rates, the Boomburbs face extreme degrees of development-related problems, such as traffic congestion, strained public services, and sprawl. However, because of their large size and their potential to cooperate with other large municipalities, Boomburbs may prove well-positioned to participate in comprehensive regional solutions to these problems. The full report is available at [www.fanniemae.foundation.org/census\\_notes\\_6.shtml](http://www.fanniemae.foundation.org/census_notes_6.shtml)

### Market-Based Policies For Reducing Sprawl: A Critical Overview

To help policymakers achieve a growing public mandate to curb sprawl, this report from Redefining Progress presents three recent market-based policy innovations. These policies—location-efficient mortgages (LEMs), space-based impact fees, and split-rate property taxes—harness the market's power to encourage denser development close to existing infrastructure. This report is designed to broaden understanding of these policy innovations and illustrate the unique advantages of market-based incentives in combating sprawl. Redefining Progress is a nonpartisan, nonprofit organization based in Oakland, Calif., that develops policies and tools that reorient the economy to value people and nature first. RP does this by developing policies that capture the economy's hidden social and environmental costs, that transform the human use and distribution of the Earth's natural resources, and that restore the value of shared social

and natural assets. The four-page report is available in pdf format at [www.rprogress.org/pubs/pdf/Policy\\_Options\\_Report.pdf](http://www.rprogress.org/pubs/pdf/Policy_Options_Report.pdf)

### Issue Brief on Smart Growth & Environmental Justice

The National Governors' Association Center for Best Practices has released an Issue Brief on how states can build on their smart growth efforts to help address environmental justice concerns through community-based planning and brownfields redevelopment. Smart growth and similar growth management strategies seek to create vibrant, livable communities through intelligent planning and effective use of resources. Environmental justice seeks to ensure that everyone enjoys a thriving, healthy community, regardless of race or income level. Both share a common goal - helping local residents exert a greater degree of control over the future of their neighborhoods. The report discusses how three states are taking action on environmental justice concerns by building on the community-based planning and brownfields redevelopment elements of their smart growth efforts. The 8-page issue brief is available in pdf format at <http://nga.org/cda/files/052201ENVIROJUS.pdf>

### Some Communities Strolling into a Bright Future

Ten strategies can help planners craft walkable communities, according to Dan Burden, executive director of Walkable Communities, Inc. Writing on the PLANetizen website, Burden says walkable towns are "talked about, celebrated and loved for their uniqueness and ability to champion the natural environment and human spirit." Keys to such cherished places include: lively town centers, multiple linkages to neighborhoods, low-speed streets, celebrated public spaces, and neighborhood schools and parks. Good towns are organic, says Burden, "springing from the fertile soil of local creativity and sensibility." No one town is a showplace for all 10 strategies, he says, but the successful ones have a clear vision for the future. Visit [www.planetizen.com](http://www.planetizen.com) for more.

## From the Brookings Institute

### Job Sprawl: Employment Location in U.S. Metropolitan Areas

This survey maps the new American employment landscape, using zip-code employment files to map the location of jobs in the 100 largest U.S. metropolitan areas. Metropolitan areas are divided into categories, based on whether they have tightly-packed central business districts, a very decentralized pattern of employment, or a combination of the two. The survey also highlights the characteristics of a metropolitan area such as region, age, and political fragmentation that are associated with employment decentralization.

### Melting Pot Suburbs: A Census 2000 Study of Suburban Diversity

This survey uses 2000 Census data to analyze racial and ethnic changes in 102 large metropolitan areas. It finds that minorities make up 27 percent of the suburbanites in these metro areas, up from 19 percent a decade ago. However, patterns of minority suburbanization vary significantly between different metropolitan areas and between different ethnic and racial groups.

### Exposing Urban Legends: The Real Purchasing Power of Central City Neighborhoods

The gap between "urban legends" - such as, "no one works in inner-city neighborhoods" - and urban realities is wide, and often the public marketing data that people rely on to provide accurate neighborhood information exacerbate these myths, to the detriment of cities, their residents, and businesses that miss urban opportunities. This study explains how researchers in Milwaukee created an alternative to private marketing data, using a variety of local and state data resources, and offers a template for using similar data to create urban economic profiles elsewhere.

*For more information, visit the Brookings Institution Center on Urban and Metropolitan Policy at [www.brookings.edu/urban](http://www.brookings.edu/urban).*

## Semester-long colloquium on sustainability at URI

The Department of Community Planning and Landscape Architecture has taken a leading role in the URI Sustainable Communities Initiative. Professor William Green has chaired a committee that is planning a sustainable neighborhood on campus and Professor Robert Thompson has been a lead coordinator for the Fall 2001 Honors Colloquium, which is entitled Sustainable Futures: Overcoming Barriers to Action. Professor Thompson will also teach a course in conjunction with the colloquium. The fall series will include thirteen evening lectures, a day-long symposium on living sustainably in coastal regions, three photography exhibits, two films, and a poetry slam. Speakers include Lester Brown of the Earth Policy Institute, Arny Lovins of the Rocky Mountain Institute, Eileen Clausen of the Pew Center on Climate Change, and William McDonough of the University of Virginia. All events are free and open to the public. For a full listing of speakers, events, and the broader initiative, go to [www.uri.edu/sustainability](http://www.uri.edu/sustainability).



## Calendar

August 10: RIAPA LobsterBake 2001

6:00 p.m. - 11:00 p.m. (open volleyball @ 4:30 pm), North Beach Club House, 79 Boston Neck Road, Narragansett Town Beach. Info: Mike DeLuca, Cranston City Planning Dept., 869 Park Ave., Cranston, RI 02910

September 6: MAPA Transportation Committee Meeting

Boston Transportation Department at Boston City Hall, 7th floor. 12:00-1:30 p.m.

September 11: "Massachusetts Land Use: Current Issues," Boston

A one-day seminar presented by the National Business Institute. Speakers: Robert Cox, Jr., and Gregor McGregor. Registration fee: \$219. Holiday Inn, Logan Airport. Info: [www.nbi-sens.com](http://www.nbi-sens.com).

September 13: "The Big Dig: An Insider's View"

Author Dan McNichol speaks on the Big Dig as part of the Boston Society of Architect's "Exploring Design" Lecture Series. Free. Boston Public Library, 6:00 p.m. Info: 617-951-1433 x221 or [www.architects.org](http://www.architects.org).

September 13-14: "Planning Tools of the Trade," Portland, ME

Annual Conference for the Maine Association of Planners and the Northern New England Chapter of APA. Eastland Park Hotel, Portland, ME. Info: Maureen O'Meara at 207-799-0115 or [www.mneapa.org](http://www.mneapa.org).

September 23-26: "Users Helping Users," NEARC Conference, Worcester

16th Annual Northeast ARC Users Group Conference, featuring keynote sessions, vendor demonstrations, poster displays, and over 60 technical workshops and user presentations centered around ESRI's ArcInfo and ArcView GIS software. Registration ranges from \$75 (student) to \$175 (full professional). Worcester's Centrum Centre, Worcester, MA. Info: [www.northeastarc.org](http://www.northeastarc.org).

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

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

November 13-15: BuildBoston

Over 350 exhibits; an expanded Technology Center (with software demos every half hour); Design Gallery featuring the award-winning designs from the BSA's, AIA New York's, and AIA New England's 2001 design awards programs; nightly cocktail receptions; and scores of new products. World Trade Center, Boston. Info: [www.buildboston.com](http://www.buildboston.com).

December 10: AICP Exam Application Submission Deadline

Fee required: \$50.00. Info: [www.planning.org](http://www.planning.org).

December 12: "Seeing the World for the First Time"

Julia McNrough, recipient of the Rotch Travelling Scholarship for design, speaks as part of the Boston Society of Architect's "Exploring Design" Lecture Series. Free. Boston Public Library, 6:00 p.m. Info: 617-951-1433 x221 or [www.architects.org](http://www.architects.org).

January 11-12, 2002: MVA Annual Meeting and Trade Show

Sheraton Boston and Hynes Convention Center, Boston. Registration \$125 members, \$230 nonmembers. Info: [www.mva.org](http://www.mva.org) or 800-882-1498.

January 16, 2002: "The New Regionalism: Guiding Growth to Create Community"

Rebecca Barnes, FAIA, Larissa Brown, AICP, and David Dixon, FAIA speak on the BSA's Civic Initiative, as part of the Boston Society of Architect's "Exploring Design" Lecture Series. Free. Boston Public Library, 6:00 p.m. Info: 617-951-1433 x221 or [www.architects.org](http://www.architects.org).

March 4, 2002: AICP Exam Site Registration Form Deadline

Fee required: \$250.00. Info: [www.planning.org](http://www.planning.org).

May 11, 2002: AICP Exam

Info: [www.planning.org](http://www.planning.org).

May 15, 2002: "The Craft of Architecture: Making it Beautiful"

Ron Ostberg, AIA, speaks on the importance of craft in design as part of the Boston Society of Architect's "Exploring Design" Lecture Series. Free. Boston Public Library, 6:00 p.m. Info: 617-951-1433 x221 or [www.architects.org](http://www.architects.org).

## employment

### Senior Land-Use Planner/Permitting Specialist

Opening for a Senior Land-Use Planner/Permitting Specialist. Eligible candidates must have at least 5-years experience working with local, state, and federal land-use and environmental regulations, including MEPA, NEPA, Section 106 of the National Historic Preservation Act, Section 4(f) compliance for federal transportation projects, state and federal wetlands protection regulations. Experience with demographic analysis and environmental justice desired, as well as experience working with ArcView GIS and Microsoft office software. Familiarity with permitting requirements large complex industrial, transportation, or energy projects is needed. Candidates should have a minimum of a Bachelors degree (Master's degree preferred) and at least 5 years experience in Urban or Regional Planning, Historic Preservation, or related field. AICP is preferred, but not required. Highly competitive salary. Benefit package includes company match 401(k) program as well as a tuition reimbursement program. Interested candidates should submit a resume and cover letter to: Kathryn Latimer, Human Resources Representative, 100 Technology Center Drive Stoughton, MA.

### Manager, Planning Consulting Group

Are you a senior planner who would like to move up in managerial responsibility, opportunity, and salary? Would you like to apply your significant municipal and project planning experience to contemporary growth and environmental problems? Are you interested in a variety of projects including land use, transportation, urban spaces, and livable communities? Would you like to provide overall leadership to a consulting firm/department that tackles these and other issues? If so, then the position of Manager, Planning Group at Planners Collaborative may be what you are looking for. We are seeking a creative leader with excellent skills in consulting, supervision and writing, with outstanding skills in public participation. A graduate degree in planning or the equivalent is required, along with at least 10 years experience in planning, with substantial work in municipal planning. We offer competitive compensation, including full benefits and a relaxed, collaborative, and supportive work environment. Respond to Joe Brevard [jb@thecollaborative.com](mailto:jb@thecollaborative.com) or fax at 617-338-0018.

### Town Planner, Seekonk, MA

The Town of Seekonk, MA (population 13,300) is accepting applications from qualified individuals for the position of Town Planner. This part-time position (20 hrs/wk) is responsible for the daily management and coordination of all functions and services of the Planning Board, including subdivision control and inspection, master planning, economic development and zoning changes/improvements within the town. Good oral, graphic, and written communication skills are required as is a working knowledge of land use planning and practices. Qualified candidates should have a Bachelor's degree in planning (Master's preferred), engineering or a related field with a minimum of two years relevant experience. Starting salary is \$24,787 and includes a generous benefit package.

Applications must be submitted to the Office of The Town Administrator, Town Hall, 100 Peck Street, Seekonk, MA 02771 no later than 4:30 PM, July 26, 2001 or by email to [alynd@ci.ci.seekonk.ma.us](mailto:alynd@ci.ci.seekonk.ma.us). AA/EOE.

### Planner, City of Newton

Position responsible for conducting long and short range planning projects including comprehensive plan elements, neighborhood studies, zoning and demographic reviews, development proposal analysis, land use and site planning analysis and report preparation. Provides technical assistance to elected and appointed officials. Collaborates with department staff regarding land use and zoning policy and regulations. Prepares reports and makes recommendations regarding policy, regulation and ordinance changes. Presents findings to various elected and appointed boards, committees, and neighborhood groups.

**EDUCATION/EXPERIENCE:** Bachelor's degree (B.A.) from four-year college or university in city planning, public administration or related field; plus three to five years related experience and/or training; or equivalent combination of education and experience. Broad knowledge of planning, public administration behavioral science, finance or business administration and the use of office equipment such as the personal computer, computer software, and Geographic Information Systems (GIS). Strong oral and written communication skills are essential. Urban design and site planning experience is desired. **SALARY RANGE:** \$37,800 - \$48,000 (effective 7/1/01)

### Environmental Planner /GIS Specialist, URI Cooperative Extension

Conduct GIS-based nonpoint source modeling and map analysis of watersheds and aquifers in cooperation with RI local officials, research and document methods for screening-level watershed assessment, and develop educational materials on nonpoint pollution control for municipal officials. Requires MS in environmental sciences, planning, or related field with 2 years experience, or equivalent. Must be proficient in use of ArcView and/or ArcInfo GIS software and spreadsheet programs. Strong written and verbal communication skills essential. Starting salary \$35,300 - \$38,950, depending on experience, with full benefits. Submit a cover letter, resume and three references to Lorraine Jobert, URI Cooperative Extension, Natural Resources Science Department, Coastal Institute in Kingston, 1 Greenhouse Road,

Kingston RI 02881 by August 17, 2001 (extension possible by request). URI is an equal opportunity employer.

### Planning Director, South Kingstown, RI

The Town of South Kingstown (population 28,000) is a rapidly growing coastal community in southern Rhode Island with a unique opportunity for a planning professional to join its' management team. This key position is responsible for development, administration and implementation of the town's long-range comprehensive planning and growth management program. Specific duties include technical review of proposed private and public developments to ensure consistency with the town's plan, and evaluation of other land use projects having impact on the community's physical, economic and social environment. Responsibilities also include developing policies and regulations related to land use planning and growth management, preparing and administering state and federal grant applications and programs, and supervising a six-member professional planning and support staff. The successful candidate must have a master's degree in community planning with ten or more years of responsible land use planning experience, five years of which must be in a supervisory capacity, or an equivalent combination of education and experience. Excellent written and oral presentation skills are required. The salary range for this position is \$62,157 - \$67,694 and includes a full range of fringe benefits. The deadline for submitting resumes is 8/17/01. To apply please submit a resume to: Personnel Administrator, Town of South Kingstown, 180 High Street, Wakefield, RI 02879. Resumes can be emailed to: [ssullivan@southkingstownri.com](mailto:ssullivan@southkingstownri.com). EOE; M/F/v/h

### Senior Planner/Project Manager, Old Colony Planning Council, Brockton, MA

Old Colony Planning Council is a regional planning agency made up of 15 member communities located in Southeastern Massachusetts, the state's fastest growing region. OCP is seeking an experienced land use planner to work with communities in preparing master plans, community development plans, open space plans, growth management strategies, and other plan implementation measures. In order to be considered, candidates should possess a bachelor's degree in planning or related field, master's degree preferred; 2-5 years experience in community/regional planning, preferably with some experience preparing master plans and other studies. Knowledge of the principles and practices of community/ regional planning is required. Candidates must be self-starters, be able to work in a team environment and under minimal supervision. Candidates must also possess excellent interpersonal, writing, communications, and computer skills. Knowledge of GIS is desirable.

Starting salary range: \$38,000-\$50,000. An AA/EOE Employer. Applications will be accepted until position is filled. Submit cover letter and resume to: Mr. Pat Ciararella, Executive Director Old Colony Planning Council, 70 School Street, Brockton, MA 02301. Resumes may also be faxed or e-mailed to: Fax: (508) 559-8768 e-mail: [pciararella@ocpcpa.org](mailto:pciararella@ocpcpa.org)

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#### NEW ENGLAND PLANNING NEWSLETTER INFORMATION

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

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

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

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

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

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

**Internet:** National, [www.planning.org](http://www.planning.org); MAPA, [www.massapa.org](http://www.massapa.org); RIAPA, [www.riapa.org](http://www.riapa.org).

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

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

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

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

**INFORMATION FOR THE APRIL ISSUE  
IS DUE NO LATER THAN  
WEDNESDAY, AUGUST 22, 2000**