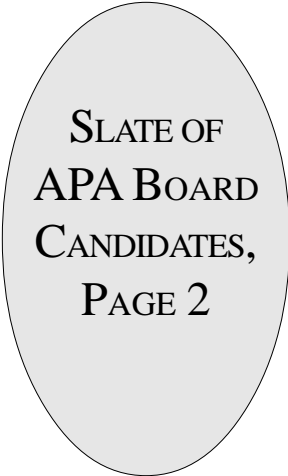




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Massachusetts and  
Rhode Island Chapters  
of the American  
Planning Association

# New England PLANNING

Massachusetts Chapter & Rhode Island Chapter

## Commonwealth and MBTA Partner to Spur Transit-Oriented Development

*Tad Read*

Eager to spur housing production and promote more compact, walkable neighborhoods, the Commonwealth of Massachusetts has launched new initiatives to encourage transit-oriented development (TOD). The state’s multi-pronged approach includes offering both land and financing to leverage TOD.

### Surplus land

The Massachusetts Bay Transportation Authority (MBTA) and the Office for Commonwealth Development (OCD)—the office charged with focusing state resources on smart growth and sustainable development—are working with local communities to use surplus MBTA land near transit stations to catalyze high-quality, transit-oriented development. The program provides strategic technical assistance for outreach, planning, marketing, and RFP development. Here’s how it works:

1. The MBTA identifies surplus parcels of land for TOD
2. MBTA, with OCD, brings in planning consultants and works with the community to develop the TOD plan
3. Working collaboratively with the state, the community supports the plan by adopting zoning changes
4. The MBTA issues an RFP to identify suitable developers to purchase, or lease, and develop the TOD site

One surplus property that has advanced beyond the planning stages is a nine-acre site next to Wonderland Station in the city of Revere, Mass. The city envisions the site for mixed-used development including high-density housing, retail, office, and hotel development. An RFQ/RFP process is well under way, and a final developer for this site will be identified by early fall 2005.

Other sites where the MBTA is making its property available—in some cases in conjunction with municipal and/or other state-owned property—include:

- Malden Center Station, Malden
- Wonderland Station, Revere
- Bartlett Yard at Dudley Station, Roxbury
- Mattapan Station, Dorchester
- Jackson Square, Roxbury/Jamaica Plain
- Green Street Station, Jamaica Plain
- Porter Square, Somerville

*Continued on page 6*

## Massachusetts Chapter

*President's Message  
by Peter Lowitt, AICP*



I overheard a person wondering out loud whether or not the Chapter 40B process was small business people's revenge on their community for the convoluted local permitting process they had experienced. The person went on to vent about how long and drawn out their communities permitting process was. Unfortunately, this is not an

atypical event. I come from the 'where there is smoke there is fire' school. We have a problem here. Legislative 'solutions' such as Chapter 40R are aimed at 'streamlining' or as is the case if Chapter 40B, 'circumventing' the local permitting process. When planners discuss much needed land use reforms, our opponents often focus on the lengthy or protracted permitting process and imply that the changes proposed will only make it more protracted.

I've been thinking on this issue for a while now. Land use reform and a ponderous permitting process are related. Think about many of the planning board and conservation commission members in your community. I've seen data in the past that indicates many of our local board and commission members first got involved in the development permitting process because of a project "in their backyard." They often wanted to become part of the process and make it better. I surmise that their optimism about reforming the process soon soured after they faced the grim reality of Massachusetts' horribly antiquated zoning and subdivision laws. Perhaps they were involved in a local master planning process, devoting hundreds of hours of volunteer time to their community, engaging their friends and neighbors and expending their political capital to create a plan to implement the community's vision of its future, only to have years of effort undermined by the Commonwealth's radical vesting laws that are among the worst, if not the worst, in the nation.

When our statutory environment is broken, what is left for the battle-scarred board or commission member to focus on but process? My wife would call this classic passive aggressive behavior. No wonder development takes so long. No wonder people have such little faith in government and its planning processes. Without reform to our planning and

land use statutes the deck remains stacked against the citizen planner and their professional colleagues.

I embrace the opportunity to help reform our planning and zoning statutes. This is an opportunity to reestablish value in the planning process that has been missing for some time. Our citizens need a choice other than the broken process that has helped generate a climate of mistrust and cynicism about planning. As planners we are trying to make great communities happen. That's APA's mission statement and for many of us, it's our job.

I hope this opinion piece results in your thinking about the development process and sharing your ideas with colleagues. We have an excellent newsletter. Use it to air your opinion. Enjoy the summer and take the opportunity to engage with the Mass Land Use Reform Coalition to make a difference in the Commonwealth.

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## Rhode Island Chapter

*President's Message  
by Daniel Baudouin*

### Congratulations to New Members of AICP

The RI Chapter is proud to announce a 100 percent pass rate for the recent AICP exam! John Hansen, Assistant Planner with the Town of Narragansett, and Jim Riordan, Project Manager for Fuss & O'Neill, Inc. in Providence passed the May exam and have become members of the American Institute of Certified Planners.

The latest edition of the Chapter Presidents' Study Guide will be available this summer for those qualified for the November AICP exam. Please email Pam Sherrill, PDO, at [psherrill@parecorp.com](mailto:psherrill@parecorp.com) for more information.

## Region's Planners to meet in Newport

It may be a little early for some to start thinking about Autumn, but not for the CT, RI and MA Chapters of the American Planning Association. The collective 2005 Conference Committee announced that it would hold its annual regional conference in Newport, Rhode Island on Wednesday, November 9<sup>th</sup> and Thursday, November 10<sup>th</sup>.

The two-day event will be hosted at the recently renovated Hyatt Regency, which is located in the middle of Newport Harbor on Goat Island. The hotel offers inspiring



views of the historic city, Narragansett Bay, and the Newport Bridge (<http://newport.hyatt.com>).

"Buildings Bridges," the 2005 Southern New England Planning Conference, aims to capture the symbolism of its location by strengthening the connections between the profession's practitioners and their shared experiences. A full program is planned and includes a private reception on the evening of the 9<sup>th</sup>. Due to Friday's national holiday, a long weekend follows, providing a perfect opportunity for those who would like to spend a little more time taking in what this world-renowned destination has to offer (<http://www.gonewport.com>).

Members of the American Planning Association can expect to receive the official registration flyer in late August. Until then, event organizers stress that it's never too early to start planning a trip to this city by the sea and encourage all members to pencil the event into their calendars as soon as possible.

Members are encouraged to share this information with colleagues and associated professionals. Exhibition space and sponsorship opportunities are also available. Interested individuals can contact [building\\_bridges@cox.net](mailto:building_bridges@cox.net) for further information.

## June 15<sup>th</sup>, 2005 Slate of Candidates for American Planning Association – Massachusetts Chapter

Contact Tom Broadrick, AICP at 508-862-4703 or [tom.broadrick@town.barnstable.ma.us](mailto:tom.broadrick@town.barnstable.ma.us) for more information

PRESIDENT - Peter Lowitt, AICP, incumbent  
VICE PRESIDENT FOR CHAPTER AFFAIRS – Steve Sadwick, AICP  
VICE PRESIDENT FOR PROFESSIONAL DEVELOPMENT – Lynn Goonin Duncan, AICP, incumbent  
VICE PRESIDENT FOR LEGISLATION & POLICY – Lyn Billman-Golemme, AICP, incumbent  
SECRETARY (pending bylaw change) Heidi Samokar  
TREASURER – Chris Eaton  
BOSTON REGION REPRESENTATIVE – Joe Cosgrove  
NORTHEAST REGION REPRESENTATIVE - Jennifer Raitt  
SOUTHEAST REGION REPRESENTATIVE – Tom Bott, AICP, incumbent  
CENTRAL REGION REPRESENTATIVE – Kathy Joubert, incumbent  
WESTERN REGION REPRESENTATIVE – Richard Werbiskis, AICP, incumbent

The Chapter strongly encourages people interested in serving on the Board to contact Mr. Broadrick. We would love to have contested elections. The election will be held in September.

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## Massachusetts Planners have 80% pass rate on AICP Exam

National pass rate on AICP exam is 66%. APA wishes to extend congratulations to the 12 people who passed the exam this year:

Sarah Buck  
Roderick Francis  
Thomas Galligani Jr.  
Margarita Iglesia  
Kimberly Jones  
Constance Kruger  
Matthew McIver  
Samuel Moffet  
George Proakis  
Robert Russell  
Jason Schrieber  
Felipe Schwartz

# Mapping through History, History Through Mapping

Ezra Haber Glenn

MAPA Chapter Librarian/Planning Historian

## Introduction: Back before ESRI (and even before McHarg...)

When I was an intern working in the City of Somerville Planning Department, I remember sneaking back to the attic to check out the City's old collection of hand-drawn and manually updated Sanborn fire insurance maps. The books—folio size, decrepitly bound, musty-smelling—were beautiful masterpieces, each page a labor of love, or at least a sobering harbinger of a very different time.

Old maps have always fascinated me, from the wildly imaginative medieval *Mapa Mundi* to the rationally-regular quadrants of the USGS system. They also help us remember the (once obvious) relationship between data and maps: in the days before GIS, geographic data was something to be surveyed, not downloaded, and changes and updates represented real time spent interacting with one's data. These maps remind us to be grateful for our professional inheritance: we stand on the shoulders of giants, planners who diligently created and intimately understood the data they worked with.

In this short article I will describe three common types of land use maps from the pre-GIS era. Each description also indicates where planners today can access these historic maps in digital form.

### Sanborn Maps: they did it by hand

These maps were produced for over 100 years, starting in 1867, to document land uses and building types in many of our nation's cities. The maps were used primarily by fire insurance companies to assess risk (hence some wonderful detail related to construction materials, means of egress, flammable storage, etc.). The ones I've encountered were mostly hand-drawn and hand-colored, with one truly amazing feature: they were updated from time to time to reflect changes by physically cutting and pasting slips of paper directly onto the maps. For some locations the update slips could be three or more layers deep. Thus, to trace the history of a particular site, one need only (carefully!) peel back the layers to learn, for example, that what is now a playground was once a fire-station, and before that a smelting factory, before that a lumber yard, before that an enclosed feed lot.

Now available on-line for many communities (for a fee, typically paid by the local library), check out [sanborn.umi.com](http://sanborn.umi.com). Unfortunately, these digitized maps are

only available in black & white (they are scanned in from older b&w microfilm, not from the original color maps).

### USGS Maps: they did it on foot (and mule and canoe...)

Starting in 1879, field workers from the US Geological Survey covered nearly every inch of our then-growing country to survey and map it. Instituting a regular system of mapping standards, the survey produced an astonishingly regular and consistent map set of an incredibly varied and wild land. (The Survey's most popular map set—the 7.5 minute 1:24,000 scale topographic maps—includes over 55,000 maps and took over 50 years to complete).

These maps played a crucial role in helping our country's nascent profession of land use and environmental planning get a handle on the its subject matter. The bureau's second director, John Wesley Powell, was instrumental in arguing for the creation of these maps and the use of them to bring about wiser land use policy towards the "arid lands" of the American West. (For real fun, read the journals his explorations of the Colorado and Green rivers: carrying 19<sup>th</sup>-century surveyors tools, this Civil-War amputee scurries and shimmies his way to the measurements he needs.)

Today USGS are continually updated and available in a variety of printed and digital forms. For a glimpse of the original maps in their hand-colored (and faded) glory, visit the on-line collection of New Hampshire's Dimond Library at [docs.unh.edu/nhtopos/nhtopos.htm](http://docs.unh.edu/nhtopos/nhtopos.htm) (New England only). The USGS published a great history of their department last years as well, available on-line at <http://pubs.usgs.gov/circ/2004/1274>.

### Panoramic Maps: before we had axionemetrix bells and whistles

A third category of historical map—one in which the cartography blends easily into artwork—is the panoramic map. Dating from the late 1800s and early 1900s, these maps typically depict a town center, a harbor, a river vista, or even an industrial area, viewed from above at an angle (as if from a high peak or balloon ride). These maps can be more or less stylized, but typically attempt to represent the lay of the land as a photograph (or perhaps a lithograph) might have looked, showing roads, buildings, topography, and natural features to a projected scale. What's amazing, of course, is that they are hand drawn, and done so without the aid of the cartographer actually being located at the (often impossible) point of view.

All the complex and complicated formulas and projections now done by computer and measured in gigawhatevers were done by hand and mind, and done both accurately and beautifully. Decades and centuries from

now, when most of our laser-printed and foam-cored GIS maps are nothing more than land-fill, panoramic maps will still provide beautiful windows to the past.

To view some, visit the Library of Congress's Panormaic Map collection—over 1,500 in all—at [memory.loc.gov/ammem/pmhtml/panhome.html](http://memory.loc.gov/ammem/pmhtml/panhome.html). The site also has links to many other historic maps.

*Postscript: In conducting the research for this article, I was surprised to learned that D. A. Sanborn, father of the Sanborn map, actually got his start in Somerville, Massachusetts. Perhaps somewhere, in those musty hand-drawn maps (or their digitized representations on c.d. in City Hall) we can locate a wood-frame 2-1/2 story house where he got his start in the years following the Civil War.*

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## **The Massachusetts Tree Wardens' & Foresters' Association Planning Session**

*by Chantell Wead*

The Massachusetts Tree Wardens' & Foresters' Association was established in 1913 and is the oldest protection agency of its kind in the United States. To mark the milestone of their upcoming 100<sup>th</sup> birthday the MTWFA wished to define its future through a ten-year growth and development outline and a detailed five-year plan of action. On June 8, 2005 the Massachusetts Tree Wardens' & Foresters' Association (MTWFA) met for a full-day planning session to review their mission, objectives, purpose, and goals. The meeting was attended by the Executive Board, President Marc R. Welch of MTWFA; Eric Seaborn, Acting Urban Forestry Coordinator for Department of Conservation and Recreation (DCR); Roger Hammond, Director of Public Works and Tree Warden of the Town of Grafton; a representative from the Montachusett Regional Planning Commission; and, the speaker coordinator Larry Morrison.

The first subject addressed was the budget; looking at each avenue of income and spending habits. A strong point of interest was the a reliance on a Federal grant and the "what if" scenario of what would happen if that grant was no longer available. Where else could they look for funding

sources? Perhaps they could look for other sources in membership and other grants.

The next matter of concern was membership. Active members reaching the number 353, but only 2/3 of that number attend meetings. MTWFA looking for ways to increase membership either by implementing new strategies or expanding already currant outreach programs. Some current outreach methods include having regular and corporate membership, web page access, a company directory and referrals by phone. Overall, MTWFA wants to ensure it is reaching out to the public adequately by making sure people know they are an important resource to the community.

Another area of concern was the influence and relevance MTWFA has among the communities in Massachusetts. The underlining feeling at the planning session was that a lot of communities don't take the Tree Warden position seriously and often give the position to unqualified persons. It wants to look for ways to increase influence in a positive light among the communities. One important way they could do that is work on the message they are sending to the masses. What should its mission statement be now versus what it was 100 years ago? What were the issues then and what are they now? Are some of the questions posed during the planning session for a new revised mission statement and purpose?

Over a hundred years ago, Tree Wardens came into existence for the protection of trees and the threat of deforestation because of farming. Trees were important then for offering shade and curbing erosion. Today trees are important for those very same reasons with the added benefits of helping with noise and air pollution. Furthermore, we are still dealing with the threat of deforestation, not through farming as it was 100 years ago, but rather the danger of over development. MTWFA hopes to have more constructive influence in helping communities plan with green infrastructure in mind, having trees on the roadside with smaller roads to help slow down traffic, to beautify the area, provide shade and help with radiated heat from the pavement, and help as well with noise and air pollution.

The MTWFA is optimistic that they can revise there mission statement, purpose, and goals to embody the issues of today and incorporate them with the MTWFA's goal, which is the care and preservation of trees. They look further still to reaffirm their role in the communities by working interchangeable with other associations that have a similar message of concern for the environment. Being the oldest protection agency in the United States, MTWFA is determined to ensure its legacy by continuing vital work and taking on today's issues head on.

### **Financing**

To further catalyze this kind of development, the Commonwealth is also putting its money where its mouth is. The legislature authorized \$30 million to fund pedestrian improvements, bicycles facilities, housing (including 25% affordable), and parking facilities in mixed-use developments within ¼ mile of transit station. The agency responsible for administering this new program, the Executive Office of Transport-



tation, is working with close consultation with OCD and the Department of Housing and Community Development to develop program regulations and guidelines, and is poised to launch the new program in September 2005.

To be eligible for funding, projects must be part of an existing, planned, or proposed transit-oriented development, with certain key features:

- Mix of uses
- Higher density
- Pedestrian-oriented
- Expanded mobility choice
- Parking ratios that reflect direct access to transit
- High-quality design

A total of \$500,000 is available for pedestrian or bicycle improvements, \$2M for housing projects, and \$2M for parking facilities.

With these new programs, the Commonwealth of Massachusetts is sending a message that it wants to reward communities that decrease car-dependence and plan for lively, compact, mixed-use neighborhoods.

For more information about these and other MBTA and Commonwealth TOD programs, contact Tad Read, TOD Planning Manager, at [tad.read@state.ma.us](mailto:tad.read@state.ma.us).

## **A PLANNER'S INTRODUCTION TO THE WORLD OF MPOS**

*Jeffrey R. Levine, AICP  
Assistant Director, Brookline Planning and Community Development Dept.*

Transportation planning is often seen as an alphabet soup of acronyms, where the MPO works with EOT and the MHD on the RTP and the TIP. Out of all of this confusion, somehow, sometimes, projects get funded and built.

The confusing process is federally mandated (perhaps that explains all the acronyms?) While the process is so confusing that even people involved in it don't always understand it all, the good news is that the process is relatively open for public review and comment. Public opinion *can* sway transportation planning and funding decisions – although not as much as many people wish – and for that, this convoluted process can be thanked.

Knowing how to influence the transportation planning process requires some understanding of how it works. The Metropolitan Planning Organization (MPO) process set up by the federal government in 1990 gives a lot of power to the MPO, to ensure that no one agency controls all transportation planning. Each region has its own MPO. For example, in Massachusetts there is a Boston Region MPO, a Central Massachusetts MPO, a Cape Cod MPO, and ten other MPO's that each control transportation planning and funding in its area. Each MPO generally has representatives from the state, the region, and local municipalities – in the Boston Region, there are five state agencies, seven cities and towns, and two regional entities—the Metropolitan Area Planning Council and the MBTA Advisory Board.

There are almost too many chances to provide comments in the MPO process, since there are so many documents to read and so many comment periods. MPO certification documents include:

- the long-range Regional Transportation Plan (RTP) prepared every three years, the fiscally constrained 25-year regional master plan of surface transportation capacity and expansion ;
- the Transportation Improvement Program (TIP), the 5-year capital program updated annually of state and federal highway investments and federal share of transit improvements;
- Regional Air Quality Conformity Determination certifying that MPO plans and programs are consistent with

the State Implementation Plan (SIP) for attaining federal Clean Air Act standards;

· the Unified Planning Work Program (UPWP), the annual program budget specifying allocation of federal transportation planning dollars.

Comments are taken seriously, provided you are commenting on something that the document in question really can change. It can be time consuming to be involved in the MPO process, but well worth it. Through use of the Internet it has become much easier to get involved – the Boston Region MPO can be found at <http://www.bostonmpo.org>.

Every MPO also has a shadow of sorts – a group that is made up of a variety of stakeholders who provide advice to MPO members. In the Boston region, the MPOs primary public outreach stakeholder group is the Regional Transportation Advisory Council (“the Advisory Council”). The Advisory Council consists of about 75 members, including municipalities, state agencies, public interest groups, business groups, and environmental organizations. It meets monthly in the Transportation Building in Boston to learn about transportation issues, provide comments to the MPO, and generally stick its collective neck into the MPO’s affairs and provide its input. The Chair and Vice-Chair of the Advisory Council also attend MPO meetings and provide additional comments in that venue.

Recent Advisory Council activities have included field trips to learn about transportation projects such as the proposed rapid transit extension to Lynn and the widening of I-95/Route 128. At their meetings, members have learned about the upcoming Automated Fare Collection system being put in place for the MBTA; the reorganization of the state transportation office; and the proposed Transportation Improvement Program for the Boston region.

***The Advisory Council’s opinion is not always in agreement with that of MPO members. However, that is precisely the point- the Advisory Council is charged with providing public input into the process from a variety of interests. While its opinion is not always the one that wins the day, it does provide another way for people to become involved in spending their transportation money in the region.***

Jeff Levine is the Chair of the Regional Transportation Advisory Council of the Boston Region Metropolitan Planning Organization

## Supreme Court Emphasizes Importance of Planning

***W. Paul Farmer, AICP, APA Executive Director***

We believe that the recent Kelo ruling upheld a long-standing legal principle that eminent domain could be used for economic development (our brief cited examples such as canals.) This decision clarifies the law, it does not expand it. This was missed by many headline writers and quite a few journalists.

The Court (as it did in Tahoe a couple of years ago) relies heavily on planning—both the comprehensive plan and the planning process. The Court places great weight on planning and the planning process; it shows great confidence in planners; it requires that we be up to the task.

Kelo was not only a close, 5-4, decision by the Court, it was a close decision for APA. There are abuses of eminent domain that need to be curtailed. I think the Court’s decision will make it easier for our planners to curtail abuses and prevent abuses. It’s the planners who typically call for open, transparent, inclusive democratic processes. Often, some elected officials and economic development types want to make the decisions behind closed doors. Another concern was that if economic development had been found not to be a valid use but blight removal was still valid (an issue not before the Court in this case), then it would have tilted the playing field even more against low-income and minority communities where blight can be shown more easily.

Despite the Kelo split, there seems to be an emerging consensus, at least at the Supreme Court level, on takings and planning issues, and it is a consensus that favors planning.

For more information about the Kelo decision, check the APA website.

Are there some bottom line conclusions? Yes.

While properly based regulations are now less susceptible to successful takings challenges, the actual seizure of property will be very, very carefully examined for its public purpose. The Supreme Court flatly refused to introduce a new and stricter test, something that even some APA members had urged in their own Amicus brief. Instead, the Court deferred to the states and so we can expect the next battles to be at the state legislatures and in the state courts. APA will be engaged in the coming debate in state courts and legislatures on behalf of good planning.

These 4 decisions make this arguably the most significant Supreme Court term of the last quarter century on planning issues. They call for a lot of continuing education here for our members and others. Everyone needs to understand these decisions and how we need to improve our planning processes and our plans.

We’ll keep you informed over the coming days.

## Employment

### Program Coordinator, Commuteworks, Boston

CommuterWorks, a service by MASCO, a private/non-profit, shared services company providing planning and transportation to some of Boston's major health care and educational institutions, provides commuting alternatives for employees and students of the Longwood Medical Area (LMA). CommuterWorks helps employees and students plan their commute by informing them on mass transit options, ridesharing, bicycling and walking. In addition, CommuterWorks offers assistance in starting carpools and vanpools, and offers innovative incentive programs

CommuterWorks is looking for an energetic organized individual with marketing and transportation demand management experience. This individual will have excellent teamwork/leadership, interpersonal, and communication skills and able to convey complex instructions/concepts effectively. The ideal candidate will also be resourceful problem solver with experience in internal/external customer relationships.

The individual will coordinate the day to day activities of Commuter Works, the Transportation Management Association (TMA) of the LMA including; implementing the TMA goal of reducing single occupancy vehicles in the LMA through employee orientations, administration and creation of various programs including ridesharing, employee incentive programs and vanpool subsidies and serve as Employee Transportation Advisor resource providing marketing support and implementation of the TMA assistance grant program.

Additional activities include provision of support to the planning and operations division.

Bachelor's Degree or equivalent is required with 1-3 years of related experience.

Send a resume and cover letter including salary history to: Human Resources, MASCO, 375 Longwood Avenue, Boston, Massachusetts, 02215 or fax (617) 632-2810

### Manager of Sustainable Development Programs, MetroWestCorridor Partnership

The 495/MetroWest Corridor Partnership is a non-profit advocacy organization serving thirty-two communities with public-private collaborations to enhance economic vitality and quality of life while sustaining environmental resources.

The Manager of Sustainable Development Programs will be a team player reporting directly to the Partnership's Executive Director, handling diverse responsibilities on sustainable development issues, including coordinating efforts to encourage sustainable development practices for the retention, expansion, and attraction of employers to the region; working with committees of volunteers dealing with regional infrastructure issues such as workforce, transportation, economic development, and water and sewer constraints; preparation of written materials and collateral pieces for these initiatives; serving as a resource for municipal officials, regional employers, developers, and environmental advocates; identifying applicable grant programs with preparing applications; and otherwise related duties as required. Successful candidates will have excellent writing, communication, and public speaking skills; ability to work with diverse constituencies on development issues; experience with a non-profit environment and/or working with volunteers; and academic or professional background on economic development and planning issues. Other minimum requirements include a Bachelors Degree with graduate experience a plus; at least five years professional experience in similar positions dealing with development and infrastructure issues; strong computer skills with word processing, spreadsheet, powerpoint, and database programs with GIS program experience a plus. Interested candidates should submit a letter of interest, resume, writing sample, and salary requirements by July 22 to the 495/MetroWest Corridor Partnership, 200 Friberg Parkway, Westborough, MA 01581, or by email to [elisa@arc-of-innovation.org](mailto:elisa@arc-of-innovation.org).

### General Planner/Access and Construction Specialist, MASCO

The Medical Academic Scientific Community Organization (MASCO) is a private, non-profit organization, which provides management and other support services to a 20-institution complex in the world-renowned Longwood Medical and Academic Area (LMA).

#### Specific Duties

Coordinate departmental activities related to construction coordination and city services; and provide support in transportation planning and LMA District plans. Activities include executing programs to improve construction coordination and delivery of city services, working with private institutions, public agencies, contractors, and utility companies. Assist in implementing transportation and access plans and programs that improve MASCO's partnerships with the city and the community. Develop and maintain a planning process for coordinating area wide construction projects. Develop and implement construction tracking strategies, monitor and evaluate city service delivery within the LMA and advocate for necessary improvements. Maintain departmental databases related to construction and transportation.

#### Requirements:

Bachelor's degree in urban planning, construction management, civil engineering or related field with a minimum of 4 years of relevant experience. Experience with construction fieldwork is preferable. Must have strong communication skills, be capable of independent action, and proficient in computer database management and design, mapping or graphics software.

BENEFITS: 3 weeks of vacation 12 holidays Medical and Dental Insurance 401(k) MBTA subsidy (up to \$75/month)

Submit Cover Letter and Salary Requirements to [Jobs@masco.harvard.edu](mailto:Jobs@masco.harvard.edu)  
Phone: (617)632-2872  
Fax: (617)632-2810

### Program Manager, Salem Main Streets Initiative

The Program Manager initiates and coordinates a wide range of projects, from supervising promotional activities to assembling market data. Most important, however, is the Program Manager's role as an enthusiastic advocate for the commercial district and an authority on information, resources, and programs related to revitalization initiatives. He or she must act in concert with the Mayor's office, the City Planning Department and the City Council, among other relevant City departments, as well as represent the organization to the local community, the region and the nation as appropriate. As the central coordinator of the revitalization program's activities, he or she oversees daily operation by providing hands-on involvement critical to a successful program. Strong administrative and organizational skills are required to coordinate and facilitate a wide range of meetings with a focus on defining actions and making progress. The successful candidate will demonstrate: the ability to work independently and with others; experience with fund raising and economic development issues; skills in office computer use and basic budgeting; excellent communication, writing and public speaking skills, including the ability to effectively present information and respond to questions; and a spirit of creativity, enthusiasm, flexibility and entrepreneurialism. Pluses: experience with the National Trust for Historic Preservation Main Streets model, non-profit management, media relations, consensus building, and volunteer management. Education: BA/BS and/or 4 to 6 years related experience Hours: 30 per week Benefits: Health insurance as a shared expense with the organization Annual Salary Range: \$30K - \$35K Apply to: Main Streets PM Search, 32 Derby Square, Salem, MA 01970 Or electronically to: [salemmainstreet@gmail.com](mailto:salemmainstreet@gmail.com) No calls please.

### Grants Administrator, Town of Greenfield, Department of Planning and Development

Full Time, Benefited Position (37.5 hour week) Responsible for the administrative and technical duties of grant research, preparation, application, implementation, management, reporting and record keeping, coordination, compliance, and community outreach for development activities of the town's grant activities including MA Small Cities Community Development Block Grant. Bachelor's degree in a discipline related to Community Development strategies, programs and activities with three years of relevant experience, or equivalent combination of education and experience; demonstrated knowledge of local, state and federal legal and regulatory requirements and guidelines necessary. Position description and employment applications available from Human Resources, Town Hall Annex, 253 Main Street, Greenfield, MA 01301. or email: [humanresources@townofgreenfield.org](mailto:humanresources@townofgreenfield.org). Applications will be accepted until position is filled. AA/EOE

## Employment cont.

### CPA Planner, Planning & Development Department, Newton, MA

The City of Newton, Massachusetts, is hiring a full-time staff planner to assist with implementation of the City's Community Preservation program. The Community Preservation Act (CPA), a State Act (Massachusetts General Law c. 44B), was adopted in Newton in 2001 and generates approximately \$4M annually to fund community housing, open space, historic preservation, and recreation projects. The CPA Planner position is responsible for: preparing funding recommendations from the Community Preservation Committee (CPC) to the Board of Aldermen, working with grant recipients to monitor the implementation of CPA-funded projects, assisting the CPC communications subcommittee with media activities and community outreach, assisting with the preparation of the CPC's Annual Report and annual update of the Community Preservation Plan; and other general tasks to assist the CPA Program Manager with implementation of the CPA Program.

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. Master's degree (M. A.) preferred. Candidate should have experience working with elected and appointed officials; excellent writing, speaking, and communications skills; ability to work on numerous projects at the same time, all with varying deadlines, and to be able to prioritize their own workload as well as coordinate the workload and priorities of others; excellent interpersonal and customer service skills; and proficiency in with MS Office including Word, Excel, Access, and Power Point. Experience with ArcView/ArcGIS is extremely desirable.

1000 Commonwealth Avenue Newton, MA 02459  
CommunityPreservation@ci.newton.ma.us

CONTACT: Please email or mail resumes to Jennifer Goldson, CPA Program Manager, Planning & Development Department, 1000 Commonwealth Avenue, Newton, MA 02459; jgoldson@newtonma.gov. Or, for more information, please call Jennifer at 617-796-1131.

### Manager of Urban Design and Planning, Daylor Consulting Group, Inc.

Daylor Consulting Group, Inc., a leading planning, engineering, environmental consulting and permitting firm, is seeking a Manager of Urban Design and Planning to work in our Braintree, MA office.

The successful candidate will work on a wide range of public urban design and planning projects as well as permitting and planning for private developers, many within the City of Boston. The successful candidate will continue to expand Daylor's planning services into new markets (i.e. traditional neighborhood design, new urbanism).

Responsibilities include development of innovative planning and urban design solutions, research, project and staff management, and marketing services. Candidates must have a Master's degree in planning/urban design or a related field and at least four years of planning experience, or an equivalent combination of education and experience. Superior written and verbal communication skills are essential. Freehand drawing skills and experience with Photoshop and GIS software is preferred as is New England planning experience. Please submit resume, cover letter, salary requirement, and writing sample to: Human Resources Director, Daylor Consulting Group, Ten Forbes Road, Braintree, MA 02184, or by e-mail to amcgregor@daylor.com. We offer a competitive salary and benefits package. Read more about Daylor at [www.daylor.com](http://www.daylor.com).

## Calendar

### July 30 - August 4, the Soil and Water Conservation Society Environmental Management Conference, Rochester, NY.

The SWCS annual conference brings together researchers, practitioners, and policymakers at all levels of government, along with a broad cross-section of other interest groups, to explore current issues in natural resource management and planning. Visit [www.swcs.org](http://www.swcs.org) for more information.

### September 15-16 : Northern New England Chapter Conference, Bar Harbor, ME. Visit [www.nnecapa.org](http://www.nnecapa.org) for more information.

November 9-10, CT/MA/RI Regional Conference, Newport, RI. Visit [www.massapa.org](http://www.massapa.org) for more information.

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 NEWSLETTER INFORMATION**

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**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](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:** Sabine Prather, APA Newsletter Co-Editor, 123 Sackett Road, Westfield, MA 01085, phone: 413-949-3914; Email: [pioneervplanner1@yahoo.com](mailto:pioneervplanner1@yahoo.com).

**INFORMATION FOR THE SEPTEMBER  
 ISSUE  
 IS DUE NO LATER THAN  
 MONDAY, AUGUST 22, 2005**