

MASSACHUSETTS PLANNING

A publication of the Massachusetts Chapter of the American Planning Association



American Planning Association
Massachusetts Chapter

Creating Great Communities for All

Summer 2022

Boston Hires a New Chief Planner

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On the cover (clockwise from top): Seaport District (Massachusetts Office of Travel & Tourism/Flickr); Washington Street, Roxbury (courtesy Urban Edge); Codman Square, Dorchester (courtesy Habitat for Humanity Boston)

From the President

Hello, planners!

Welcome to the summer edition of *Massachusetts Planning* magazine. As we move from spring into summer, we're excited for this new season and beginning to bring our planning friends back together in person while continuing to provide opportunities to connect virtually. Please share your ideas for programming, activities, or events you'd like to participate in! As always, you can reach out to me directly by email at president@apa-ma.org or to our chapter manager at communications@apa-ma.org.

Our new board is beginning its second quarter. It's always exciting to see what people are working on and seeing the ideas coming from new and old board members alike. The Transportation and Equity, Diversity, and Inclusion Committees have each planned educational talks for June so be sure to log in to participate in these activities. If you are interested in getting more involved, consider joining one of our committees. See our [full list of committees](#).

We also have some vacant board positions. Email us at communications@apa-ma.org to learn more!

Finally, thank you to everyone for the congratulations and encouragement when Elias was born. Your messages and calls were all very much appreciated!

Until next time,

Alison

Alison LeFlore, AICP
president@apa-ma.org



WEBINAR | July 27

Are you interested in learning how development decisions impact municipal budgets? In this day of budget belt-tightening, *how* we develop is even more crucial. On July 27 at 9 a.m., the APA-MA Economic Development Committee will be hearing from thought leaders **Joe Minicozzi** and **Shayne Kavanaugh** who will be discussing with us how land use planning and development patterns can boost our tax base. Their work shows graphically how compact/mixed use development is revenue-positive while low density and sprawling development patterns create negative fiscal impacts. Their case studies are fascinating and compelling. To get a sense of the presenters' work, please read their recent article "[The Root of Local Government Revenues](#)." You should attend this webinar if you are an advocate of smart growth. If you are interested, please email pdigiuseppe@nortonmaus.com for the Zoom link.

A Road to a Greener Devens:

Implementing Green and Complete Streets Policy on Goddard Street

by Tufts Devens Project Team

When was the last time you took a close look at the roads you travel along every day? Each line on the pavement, each traffic sign, each parking space, they were all intentional choices made by a street designer. Some have been designed for people; they are spaces where children play, vendors draw crowds, friends meet, and people want to spend time. Others have been designed for motor vehicles, perpetuating a design culture that prioritizes convenience for private vehicles, while sacrificing many of the things we know make streets inviting places for people. But in light of recent advances in street design, this dichotomy has become a false one; planners and policymakers can advance street designs that are as functional as they are human-scale, as friendly for cars as they are for all other roadway users, and for the environment. One of the best ways to achieve this goal is through green and complete streets.

The concept of green and complete streets is a living and dynamic one, the bounds of which are still being defined. It is a relatively new policy approach for urban and environmental design and development, borne out of elements of complete streets and green streets, but is more than a combination of the two. Green and complete streets policy aims toward symbiosis, a mutually beneficial and sustainable relationship between our natural environments and built spaces. The policy aims toward connectivity between our transportation options and our lived experiences. It puts people at the center of design and seeks for residents to have the right to use our streets in the same way automobiles do today. Green and complete street designs look toward connecting our spatial safety with our health, helping us realize that the networks of pathways and roads which we design to take us to and from destinations can themselves be destinations for environmental and community sustainability.

As part of our Field Project course at Tufts' Department of Urban and Environmental Policy and Planning, our team was paired with a project partner, the Devens Enterprise Commission,



The Devens design charrette helped to generate ideas and inputs for the development of three street design concepts for Goddard Street.

to implement Devens' new green and complete streets policy on Goddard Street, a yet unbuilt street on the Emerson Green development. Informed by an extensive literature review and careful examination of the limited but expanding number of green and complete streets case studies nationwide, the Tufts Devens Project Team and the Devens Enterprise Commission collaborated to develop innovative designs for Goddard Street.

After a design charrette conducted by Nitsch Engineering, three street designs concepts were created based on our literature review findings: one concept based on implementing all of

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the green and complete streets elements available, another concept based on basic green and complete streets concepts commonly used in street designs, and an intermediate concept that goes beyond a typical street design by implementing some of the green and complete street elements that are not commonly seen in residential developments in the United States.

■ **Shared Street (Concept #1):** The most ambitious concept intended to push the boundaries on green and complete streets in residential developments. The main framework behind this concept is a curvy, meandering street that is facilitated by bump-outs along the entirety of the roadway. These bump-outs are extra space used for green infrastructure and social gatherings. By curving the roadway, we hope to slow down traffic and create a destination street for the neighborhood. Most importantly, the entire street would be at the same grade, without a curb, to visually indicate the roadway is shared. This concept is designed for people first but will be able to accommodate all other roadway users, including cars and large vehicles like fire trucks.

■ **Shared-Use Path (Concept #2):** Similar to concept #1, it includes more conventional street elements. In this design, there would be a shared-use path, which serves as a dedicated space for both pedestrians and cyclists. This would decrease the amount of surface area available for bump-outs, but they will still be included in the design. The street is not level and would look more like a conventional street with curbs. Raised crosswalks will be implemented to slow traffic and create a more accessible path for pedestrians to cross the street. This design is essentially a more conventional twist of our first street concept.

■ **Advisory Bike Lanes (Concept #3):** This concept is the simplest version of a green and complete street. It includes some basic components such as separated advisory bike lanes (accommodating two-way vehicular traffic and using a center travel lane and edge lanes for cyclists on each side of the street) and sidewalks, raised crosswalks, and space for green infrastructure. Additionally, this concept includes limited parking and loading zones, unlike the first two concepts.

These street design concepts show the ability for green and complete street concepts to be advanced in a suburban context. While we recommend implementing a shared street for purposes of Goddard Street, in other cases, a shared-use path or advisory

Green and complete street designs connect our spatial safety with our health, helping us realize that the pathways and roads which take us to and from destinations can themselves be destinations for environmental and community sustainability.



bike lanes may be more appropriate. These cases can range from retrofits of existing streets to developments that may not have the funding to build and maintain a more robust green and complete street but are still interested in improving the well-being of its residents.

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Noah Barrientos



Erwin Figueroa



Zack Gavel



Marina Haddad



Maggie Pendleton

A Greener Devens *cont'd*

As a leader in sustainable redevelopment and as one of the first communities in Massachusetts to implement a green and complete streets policy, Devens is uniquely positioned to be among the first movers in implementing this new street typology. But green and complete streets can and should expand beyond Devens. Using Goddard Street as an example, other communities can apply the design best practices learned in Devens to streets in their own neighborhoods, both existing and soon-to-be-built.

The Tufts Devens Project Team:


Noah Barrientos received his Bachelor of Arts degree in Anthropology at Tufts University. His academic interests are in sustainable development, non-market-based housing, and fair labor practices.

Erwin Figueroa received his Bachelor of Arts in Audiovisual Communications at the University of Puerto Rico, Río Piedras. Prior to Tufts, Erwin was the Director of Organizing at Transportation Alternatives. His academic interests are in micromobility, equitable transportation and inclusive streets.

Zack Gavel received his Bachelor of Science in Politics and Economics from Northeastern University. Prior to Tufts, Zack was a member of the City of Boston's Transit Planning Team, and his academic interests include sustainable transportation practices.

Marina Haddad received her Bachelor of Science in Health Administration and Planning at the University of Illinois at Urbana-Champaign. Her academic interests are corporate social responsibility, energy efficiency, and sustainable development.

Maggie Pendleton received her Bachelor of Science in Data Science at the College of William & Mary. Her academic interests are food systems, sustainable cities, and sustainable development.



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On Valor and Discretion in Planning

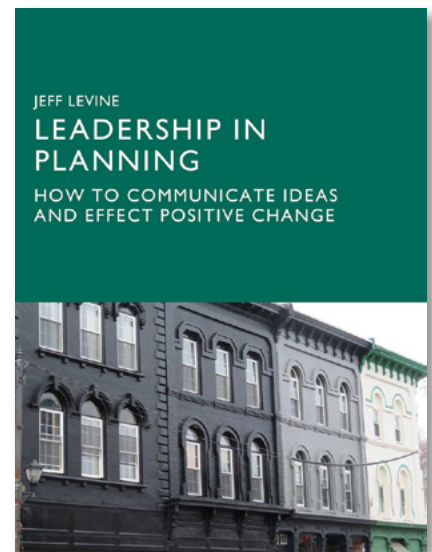
by Jeff Levine, AICP

Leading is an essential part of planning. You need to show leadership to accomplish the goals of the planning profession. On the other hand, you need have the trust of others in the community. Otherwise, you may find yourself out on the street looking for your next planning position. Finding this balance is a key to being effective in your career.

Planning as a profession is a little shy about leading. The legacies of urban renewal and exclusionary zoning weigh heavy on our collective consciousnesses. Robert Moses was, for many years, the most effective planning leader in the country. What he did with that leadership, however, was largely destructive. That is an incrimination of the systems that gave him so much power with so little accountability. It's also an incrimination of his values and judgment.

It's not, however, an incrimination of showing leadership skills as an urban planner, if you lead towards positive and inclusive outcomes, not the destructive ones that Moses sought.

Jane Jacobs was also an effective leader in planning. She continues to offer a strong role model for modern planning and her contribution to the profession was significant. At the same time, it's important to understand that much of her philosophy was based on the concept that planners should just leave things be. That is another kind of leadership, and one that planners have been wise to use in many situations. However, this approach makes it difficult to addressing key issues of our time, be they affordable housing, racial and social equity, climate change, or the many other planning challenges we face today.



There are other models in our history, if you know where to look. Norman Krumholz, the Director of the Cleveland City Planning Commission in the 1970's, advanced an equity planning agenda in that community through leadership skills. He did so despite changes in the mayor's office and, no doubt, the constant distractions we all face.

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Unfortunately, I find limited examples of planning leaders following Krumholz' example since his tenure. They are there (and some of my readers are doing this good work) but his approach is not the dominant paradigm in planning today.

In my recent book, *Leadership in Planning: How to Communicate Ideas and Effect Positive Change* (Routledge, 2021), I look at the nature of leading in the context of the planning profession. Leading in a planning context requires lots of skills, including management, technical prowess, sensibilities, and strategic thinking. In many ways, however, it all comes down to building relationships.

Gaining Traction

A key part of leading as a planner is getting support for your ideas from other influential members of your community. I suggest five steps to doing this well:

■ **Reach out:** It takes time to build interpersonal relationships. Doing so may even involve opening up a little bit and adding a personal dimension to your interactions.

■ **Explain your perspective:** As you build this relationship, periodically explain what you hope to get done.

■ **Acknowledge your differences:** Many people will have different views of the world than you. Tell people that you may disagree on some issues, but you hope you can agree on certain common concepts.

■ **Respect them:** Respect stakeholders' power. Tell them you are hoping to get them to use their influence to help on the efforts you have in common with them.

■ **Say their support matters:** This almost goes without saying but explain why you want—maybe even need—their support to pull off your effort.

Too often, rather than building relationships in a constructive way, planners fall back to a technical

approach. In that mode, we view ourselves as simply offering information to decision-makers, or perhaps a soft recommendation when pressed. I'd argue that we need to do more to be effective in our work. At the same time, we are not usually policy leaders and need to respect that other people often make the final decisions on planning issues.

To learn more about my ideas on leadership in planning, you can [read an extended excerpt](#) of the book on the MIT website. The book is available on Amazon as well as directly from Routledge, or, even better, from your local bookstore!

— Jeff Levine, AICP, is the owner of Levine Planning Strategies, LLC and a faculty member at the Department of Urban Studies and Planning at MIT. Previously he held leadership roles in city planning in Portland (ME), Brookline, and Somerville.

[Editor's note: An earlier version of this article appeared in the Maine Association of Planners' newsletter.]

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NEWS FROM CPM | Consulting Planners' Perspective

by Kathleen "Kathy" McCabe, FAICP, Vice-President, Consulting Planners of Massachusetts

New Chief Planner for Boston

Boston has a new Chief Planner, **Arthur Jemison**, who just got started in late May 2022. Why is it noteworthy that Boston has a new Chief Planner? Planning for many years has taken a back seat to development in Boston. Mayor Wu, as part of her campaign, talked about putting planning first. The appointment of a Chief Planner who is also heading up Boston's redevelopment agency, known as Boston Planning & Development Agency (BPDA) is the first step in putting planning first.



Arthur Jemison

CPM recently listened in on a discussion with Arthur Jemison with the development community at an event sponsored by Massachusetts NAIOP, the commercial real estate organization. Somewhat surprisingly, planning was the major theme throughout the new Chief Planner's remarks.

Jemison started off asserting that cities are where social mobility, as well as social permeability, is possible and that there needs to be the full range of jobs and housing available in the city. Jemison views the BPDA as needing to guide development with a fair regulatory environment that brings about equitable growth.

Jemison articulated the challenges facing Boston's planning and development process include:

- Accountability and transparency
- Staffing needs to manage and review the existing pipeline of projects with a planning focus, as well as to plan
- Organizational change, and
- Resiliency – as to climate and as to equity.

Recognizing that BPDA has adopted multiple plans based on analysis and community participation but the recommendations have yet to be codified in zoning, Jemison anticipates zoning amendments will occur in the near future. He indicated that the agency will be using a plan-based development review process.

Zoning in Boston needs more predictability, observed Jemison, indicating that he needs to be able to explain to Boston residents why a proposed project is being approved. Neighborhood concerns need to be part of the discussion and reconciled during the planning process.

When asked about who in the City is going to be advocating for needed density, Jemison did not flinch and responded that BPDA will advocate for growth

and density during planning. It shouldn't just be the first project that gets to take up all the trip gen capacity, quipped Jemison. It needs to be part of a thoughtful, inclusive planning process.

Jemison commented that BPDA will not only advocate for inclusion and diversity, but also practice it. Jemison indicated that BPDA is already meeting commitments to have diverse development teams as part of its developer designation process. Under Jemison's leadership BPDA will be expanding its commitment for diversity and inclusion in contracting and expanding upon the Massport model for diverse development teams with equity shares.

Reflecting on the work to be done and his work many years ago as a recent graduate at the then-BRA, Jemison indicated that he hopes to help develop a pipeline of the next generation of planners and leaders that looks like the City of Boston.

In the next 100 days, the Chief Planner will be using time-tested, basic planning processes and embarking on a listening tour of Boston and various stakeholder and constituent groups to get input and comments about creating the plan to transform the BPDA into a planning-first agency. We wish Arthur Jemison the best and look forward to seeing the fruits of his leadership.



Seaport District

Massachusetts Office Of Travel & Tourism, Flickr

Why Planners Should Pay Attention to Boston

- It's the capital city and largest in the Commonwealth
- 10% of MA residents live in Boston
- Nearly 1 in 5 jobs in MA is located in Boston
- Boston develops models and programs that inform work throughout the state, e.g., its award-winning climate resiliency plan.

Happy Birthday, Frederick Law Olmsted!

by Mark Favermann

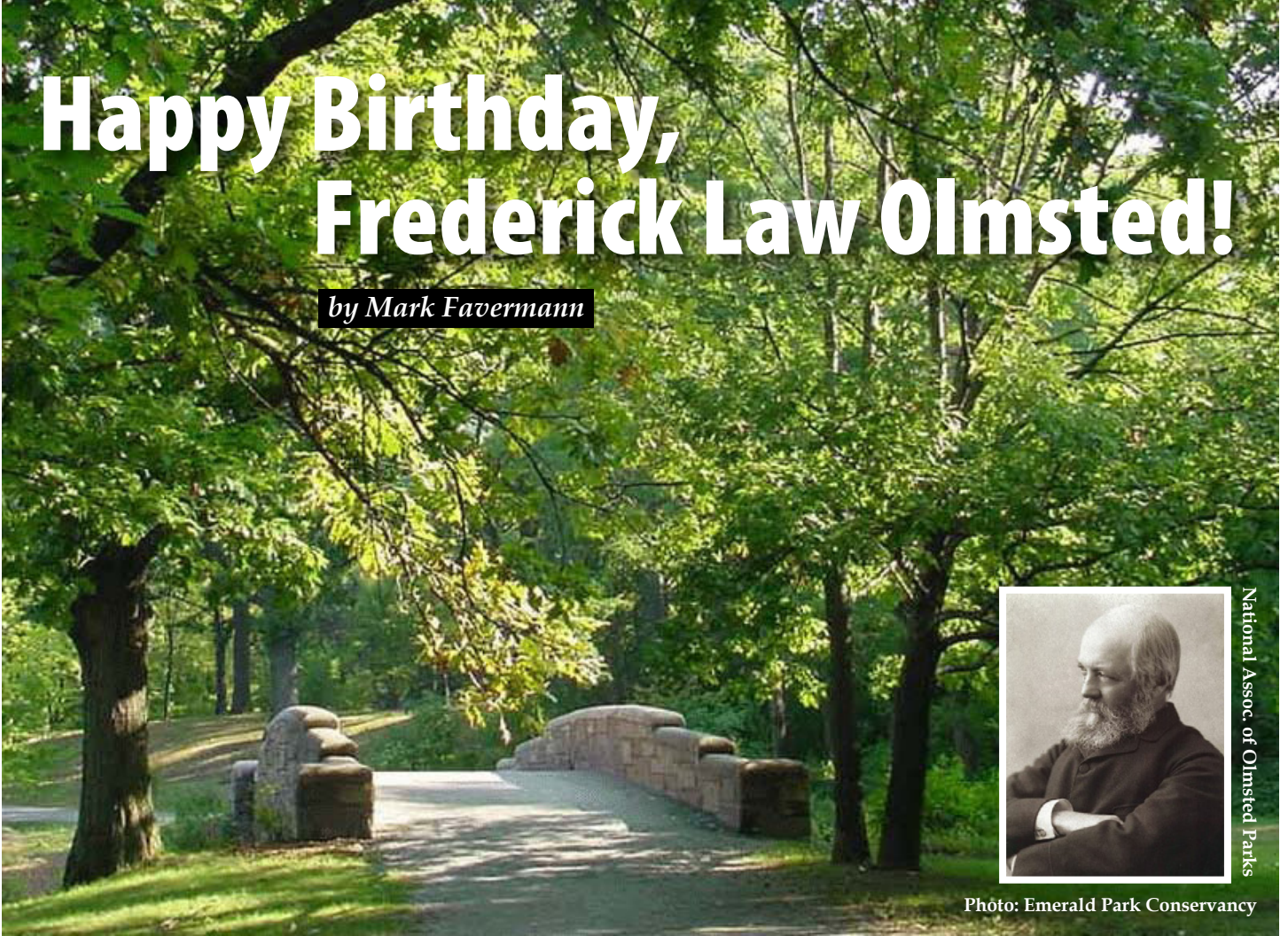


Photo: Emerald Park Conservancy

This year, 2022, marks the 200th birthday of the founding father of landscape architecture — Frederick Law Olmsted — who was born on April 26, 1822. We are especially touched by his genius in the Boston area with his Emerald Necklace, though he played a role in the design of many other of our nation's beloved parks and public spaces.

Olmsted's legacy can be studied and admired at Fairsted (a National Park Service site), his home and studio in Brookline, MA. His influence can easily be seen driving west on Beacon Street from Boston into Brookline where he deftly placed a lush tree canopy. With the last two years or so of the Covid plague, his creative touch has been shown to be more essential than ever. Our outdoor venues served as rare oases for near-normal walks.

Olmsted's visionary philosophy regarding a shared public landscape was about enhancing freedom, human connection, and public health. Olmsted accomplished these goals through the imaginative manipulation of terrain, plants, and water. This farsightedness is as essential today as it was over 150 years ago, when he completed his first major collaboration — New York City's Central Park.

Perhaps Olmsted had been touched by a muse when he visited England's Birkenhead Park in 1850. He was not only charmed by his experience, he was inspired by the liberality of its beauties, how they benefited all who

entered. This democratic impulse became a major influence in his own approach: a park should have no social or economic barriers. Parks were common grounds that served a medicinal purpose. For Olmsted, parks served as indispensable antidotes to the mounting chaos and rush of urban life.

Born the son of a Connecticut merchant, Olmsted was a two-time Yale dropout, a failed farmer, a short-time seaman, and a thoughtful journalist who wrote seriously about slavery in the American South. His experiences informed his genius.

During our recent dark period of pandemic lockdown, Olmsted's parks were more than invaluable contributions to our cultural and environmental heritage. His belief that parks serve as centers of restoration and recreation, as expressions of civility and health, contributed to our sense of living in a shared place, a belief that nurtures the collective welfare. This year, we celebrate Olmsted's contribution to our collective well-being, our individual happiness, and our appreciation of the natural. Happy Birthday, FLO!

— Mark Favermann is principal of [Favermann Design](#), an urban design practice specializing in strategic placemaking, civic branding, streetscapes, and public art. He is also a consultant with the Massachusetts Downtown Initiative. This article is reprinted courtesy of Arts Fuse.

Olmsted's Influence in the Commonwealth

Frederick Law Olmsted, Sr.'s impact on the landscape and open space in Massachusetts is extensive. He was the director of the U.S. Sanitary Commission after the Civil War, before focusing his many skills on the practice of landscape architecture. Olmsted used the design of open spaces and landscape to advance public health, sanitary, and drainage issues. His sons continued his work and vision through the Brookline-based firm, Olmsted & Olmsted, which existed for many decades after FLO's passing.

Olmsted Parks in Massachusetts

Arnold Arboretum, Boston
Back Bay Fens, Boston
D.W. Field, Brockton
Emerald Necklace, Boston & Brookline
Filmore Farms, Weston
Forest Park, Springfield
Franklin Park, Boston
Glen Magna Farm, Danvers
Lynn Woods, Lynn
Oyster Woods, Osterville
The Rookery, Easton
Ruggles Park, Fall River
South Park (now Kennedy Park), Fall River
Whitman Town Park, Whitman
World's End, Hingham

School & College Campuses in Massachusetts Designed by Olmsted

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Mount Holyoke, South Hadley
Noble & Greenough, Dedham
Phillips Academy, Andover
Smith College, Northampton
Wellesley College Wellesley

Source: Wikipedia


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Paradise Pond, Smith College (Ann Powell Groner/Flickr)






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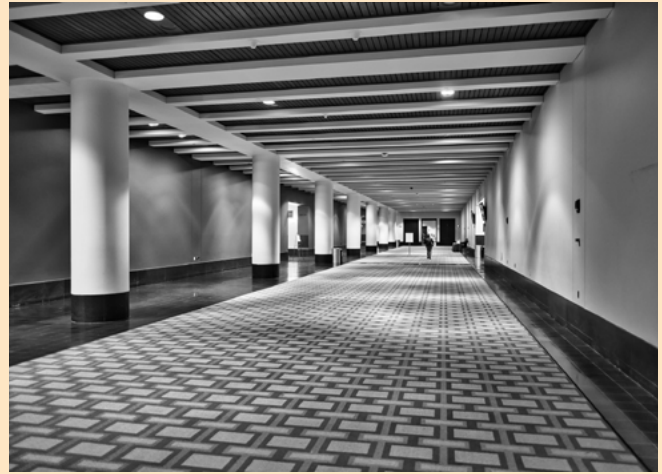
Selling the Hynes? We need to plan....

by Anne McKinnon, AICP, Consulting Planners of Massachusetts

Governor Baker's latest pitch to sell the Hynes Convention Center in Boston's Back Bay has generated interest from historic preservationists, architects, Back Bay Association, developers and hospitality workers. Some are interested in redevelopment opportunities at the Hynes site and some are concerned about losing hospitality and restaurant jobs. Missing from most discussions about the fate of the Hynes is what would be the short- and long-term economic, transportation, and social implications of closing the facility and replacing it with something completely different. Boston needs to do some real planning before jumping on the state's sell-the-Hynes bandwagon.

The Wu Administration has shown an interest in planning. It has made a commitment to a new Municipal Harbor Plan and planning in East Boston. It hired a new chief planner as the head of the Boston Planning and Development Agency (first time in decades a planner has led the agency) and Arthur Jemison frequently talks planning. Mayor Wu has talked about the need for more planning to help make better decisions for the long-term future of the city. The Hynes debate screams for structured, serious planning now.

The Hynes debate is a great opportunity for the City to show its commitment to real planning. It should slow the Hynes process and analyze its role in the economy, develop alternatives for the site, and do a thorough vetting of the potential impacts and



Chris Rycroft (Flickr)

The Hynes debate is a great opportunity for the City to show its commitment to real planning.

benefits of selling the Hynes.

The Hynes is owned by MA Convention Center Authority, an entity with a super-majority of the board appointed by the Governor. Closure and/or expansion of major state facilities, such as the Hynes or the Mass Mutual Center in Springfield, also controlled by MCCA, should as rule include an inclusive planning process. The Mayor of Boston appoints two of the thirteen people to the MCCA.

FAICP: College of Fellows of AICP (one more!)

Editor's note: we regret the exclusion of Darrin Punchard, FAICP from last issue's reporting of the newest AICP Fellows from the State of Massachusetts. Mr. Punchard was nominated by the Hazard Mitigation & Disaster Recovery Planning Division of APA, and we congratulate him on his induction to the AICP College of Fellows, recognizing excellence and outstanding contributions as a professional planner.



Darrin Punchard is a nationally recognized expert and pioneer in the field of hazards planning. For over 25 years he has worked to prevent natural hazards from becoming disasters. His accomplishments extend from some of the nation's earliest hazard mitigation plans to more recent

innovations, including integrating resilience throughout the District of Columbia's Comprehensive Plan, and a first-of-its-kind State Hazard Mitigation & Climate

Adaptation Plan for Massachusetts. He has assisted hundreds of communities in similar efforts, with emphasis on integrated and participatory planning processes. He's led the development of pivotal guidance and resources for planners, such as the federal Local Mitigation Planning Handbook, and he was instrumental in forming APA's Hazard Mitigation and Disaster Recovery Planning Division. In 2016, Darrin founded his own consultancy, Punchard Consulting, to help a broad range of public and private sector clients prepare for, recover from, and more successfully adapt to natural hazards.



Consulting Planners of Massachusetts: Notes & Happenings

■ **Addressing Racial Equity:** Last quarter CPM organized a multi-session program, “Creating a Racial Equity Framework & Tools for Planners,” tailored for planners that was well-received. Thank you to Beta, Barrett Planning Group, Jacobs, Favermann Design, Leonardi Architects, and LDS Consulting Group for your sponsorships. Another timely resource on racial equity for planners is the new free e-book publication, *Necessary Conversations: Understanding Racism as a Barrier to Achieving Health Equity*, from the Robert Wood Johnson Foundation. The focus is on health equity but the book has a lot of material that is useful and can be generalized to planning and community settings.



■ **New Programming:** This fall CPM is launching a series of Conversations programs focusing on topical interest to consultants and planners. Stay tuned for program announcements.

■ **Join CPM:** To learn more about Consulting Planners of Massachusetts including upcoming events, visit our website, www.consultingplanners.org.



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New Book about Kendall Square


by Mark Favermann

Cambridge's Kendall Square is set at the junction of major tech, life sciences, and future perfect innovation. For several decades, this East Cambridge enclave, which borders on the MIT campus, has been at the nexus of scientific or engineering breakthroughs of global significance, most recently supplied by high-powered startup companies. Actually, it has been that way for a long time. Initially, Kendall Square was the site for developments in canal and railroad technology; it was also the home for the first long-distance phone calls and the creation of electrical products. In the early part of the 20th century, this geographically small area served as

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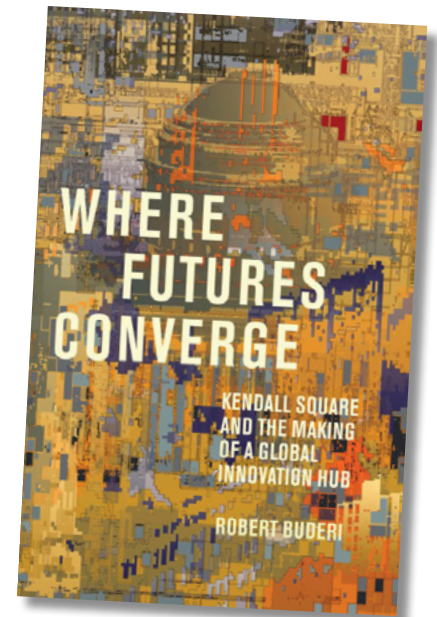
After WWII, the Polaroid Instant Camera was created there. But this was also a period of developmental stagnation because of politics and a lack of pioneering vision. Since the '90s, however, technology and life science industries have been aggressively cultivated. Today, Kendall Square hosts, among others, Moderna, Pfizer, Takeda, and other Big Pharma companies. It has also become a home for large outposts of Google, Microsoft, IBM, Amazon, Facebook, and Apple. This huge corporate bouillabaisse is zestily seasoned by entrepreneurial startups and various MIT research centers.

In his book *Where Futures Converge: Kendall Square and the Making of a Global Innovation Hub* (MIT Press), Robert Buderi, a former editor-in-chief of *Technology Review*, plays the dual role of enthusiastic cheerleader and thoughtful critic as he chronicles the story of this "most innovative square mile in the world." He describes Kendall Square as a rare ecosystem and he understands its evolution well, offering a detailed history of its various cycles of change, its decades of re-invention and refinement. Engagingly and clearly written, the author follows the fascinating birth of scientific and technological inventions and discoveries, keeping his focus on how collaboration, adaptation, and accident fosters social change as well as invention.

Buderi admires the cosmic growth spurts of Kendall Square, hailing the companies, scientists, engineers, and entrepreneurs that built the area's past and those who are fashioning its future. But he spares no punches regarding the considerable challenges of the present and those to come, including the fact that the "square mile" offers some of the highest rents in the U.S. People with an average income cannot afford to live there, leading to empty streets with relatively no night life after the workday ends. That barrenness lowers opportunities for chance encounters that could lead to new brainstorming and eventual breakthroughs.

This well researched and inviting book underscores the fact that Kendall Square is a work in progress, a space whose potential remains immense.

— This article first appeared in *Arts Fuse*.



The Price of Freedom

by Peter Lowitt, FAICP

Sports Illustrated usually sums up its preseason college football issue with the phrase, “and Brown is in Providence.” Well, they are correct, both in their knowledge of geography and in their implied assessment of Brown’s football prowess. This probably goes a ways toward explaining my love of baseball; for if Brown is in Providence, the Red Sox are surely in Boston; which incidentally, is not too far away from Providence.

The summer previous to this account (1977), I had traveled across country watching baseball games and visiting every major league park in the nation (I missed Montreal). After surviving a winter in Providence I was more than ready for Spring training to conclude and for the season to begin.

Coursework kept me away from Opening Day and the first home series, so by the time the Texas Rangers blew into Beantown I was chomping at the bit to partake of America’s favorite summer pastime. I was standing outside of the Sharpe Refractory (the “Ratty”) waiting for the dining hall to open when Guy Rosenthal and Jeff Miller walked by. (I had visited Guy in Chicago the previous summer and we had visited Comiskey Park to watch Baltimore clobber the home

In all honesty the spot didn’t look like a legitimate parking space, but we were in a hurry. The sign said, “BU students only.” Jeff said, “Ignore it.” So we did. We were more worried by the overcast skies we had noticed during the trip north.

team). Guy helloed, “So Peter, if we chow down quick, we can still make it to the Friendly Confines of Fenway Park in time for the game.” Jeff added, “And I know a secret parking spot that always works.”

Well, that last phrase should have set off warning signals in my brain. Not only is it “haad to paak your car in Hahavad yahd,” its hard to park anywhere in Boston. But more on that later...



U.S. Department of Agriculture/Flicker

We ran across my roommate Ed Gould in the Ratty and persuaded him to accompany us. After bolting down a rather unsatisfactory meal of franks and beans, I sprinted off to the parking lot to the “Blue Boat.” This was the nickname for the 1972 blue Plymouth LeMans we had driven across country. The car’s formal name was “Acushnet,” so named because Herman Melville had once claimed that the whaling ship Acushnet had been “my Harvard and my Yale.” The gas gauge always read more than full and the wiring in the car was comic, but it always started and got you where you needed to go. I was responsible for the vehicle this trip, as its rightful owner, Glenn Grayson, was unable to accompany us on this Spring Odyssey.

As we turned onto Commonwealth Avenue a few short blocks away from our destination, Jeff began giving directions to his favorite parking spot. “It worked all last summer when I was at BU,” he said. In all honesty the spot didn’t look like a legitimate parking space, but we were in a hurry. The sign said, “BU students only.” Jeff said, “Ignore it.” So we did. We were more worried by the overcast skies we had noticed during the trip north. My chronically sprained ankle began to throb, a sure sign that rain was on the way.

The rain held off during the game as the Red Sox bats pounded out hit after hit, jumping to an insurmountable lead. Texas attempted a special “Jim Rice Defense,” sending their shortstop into left field (they now had four outfielders) and bringing the second baseman around the bag to take his place. Texas’ plan didn’t work, but it certainly made for a memorable game. Being a firm believer in Yogi Berra’s immortal words,

continued next page

"It's never over until it's over," we stayed to the bitter end of this one-sided game.

As we left Fenway Park the skies seemed more ominous than before the game's start and we heard thunder in the distance. To make a long story short, the car wasn't there. It wasn't there and it was my responsibility. After recovering from my initial panic, I headed toward the closest BU dorm, all the while glaring at Jeff.

The security guard at the dorm was not very helpful. He could barely speak English. I asked if BU had towed our car. To the best of my recollection, he replied in the negative. Here we were in Boston, the Stolen Car Capital of the World—had a similar fate befallen the Blue Boat? I called the police. They told me to call the auto theft division, who told me to call the original number, who told me to call the BU Police, who told me the car had been towed and gave me the number of the towing service. By this I was out of dimes. I borrowed a dime off Jeff. The tow service was in Cambridge, near MIT. They informed me that the price of redeeming my car was a mere fifty dollars and in another forty minutes the price would double as it would be midnight and they would charge us for another day. Armed with directions we rushed back into the streets and dove underground to board the T. Thirty minutes later we emerged at Kendall Square in Cambridge, near MIT. A few minutes after that

we walked into the towing office, shaking our heads and pooling our funds. Between the four of us we had fifty-four dollars and change. We left the office with four dollars plus one highly embarrassed Jeff. It was midnight, and we had rescued the Blue Boat. I unlocked the doors, slipped behind the wheel, switched on the radio and fired "the mutha" up. David Crosby's voice floated over the airwaves and filled our car: "Find the cost of freedom..." We looked at each other and laughed. As we laughed and the Blue Boat roared to life, the heavens split open and it began to pour.

Freedom costs \$50 (at least in 1977), unless you arrive after midnight, in which case the price is double.

— Peter Lowitt, FAICP is Director of Land Use Administration for the Devens Enterprise Commission and editor of Massachusetts Planning magazine.

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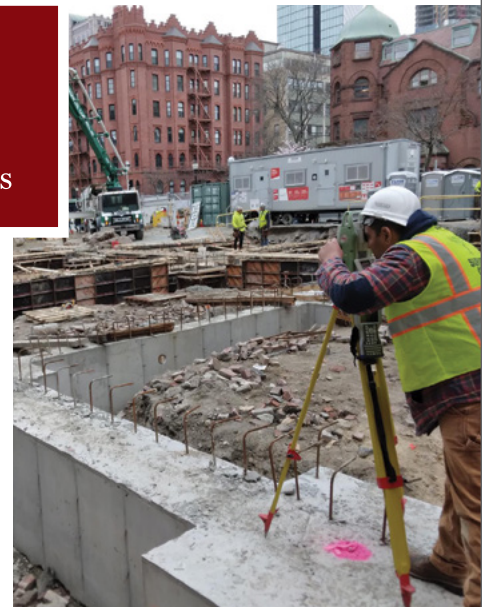
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The PDO Corner

by Ralph Willmer, FAICP, MA Chapter PDO



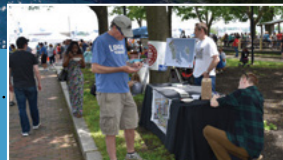
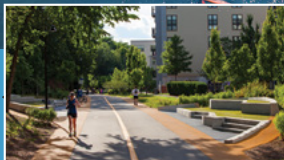
The Chapter conducted its annual AICP Exam Prep Class in March and April with 24 people in attendance. I would like to thank everyone who participated in the sessions, especially all of the instructors: Brian Currie, AICP; Judi Barrett; Pam Brown, Esq., FAICP; Christi Apicella, AICP; Jacqueline Furtado, AICP; Ali Carter, AICP; Kelly Lynema, AICP; Brian Szekely, AICP; and Valerie Oorthuys, AICP. Best of luck to all who take the exam in 2022!

Remember that starting with this year's Certification Maintenance reporting cycle, there are some changes regarding the required credits. In addition to law and ethics, you will be required to receive credits for events that address sustainability & resilience and equity. The minimum number of credit hours is one hour for each of the four categories.

Please contact me if you are a CM Provider and need the template for submitting an event for approval to provide CM credits.

— Ralph Willmer, FAICP is the Technical Assistance Program Manager and Principal Planner at the Metropolitan Area Planning Council.

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