



July-September 2007

Connecticut Planning

Newsletter of the Connecticut Chapter of the American Planning Association

Architectural Media

by Donald J. Poland, AICP

CCAPA Goes Electronic: The Next Phase

You will recall that in the last edition of this newsletter, we noted that the Executive Committee of CCAPA decided to transition our Chapter's newsletter and membership directory into full electronic mode by 2008.

This transition is now beginning to occur. You will still receive paper copies of the Chapter newsletter through the last 2007 edition in October. This edition and the October 2007 edition will be posted on the Chapter's website in advance of your receipt of your paper copy (an advantage of the electronic format—we can publish sooner and thus be more timely). By the time you receive this paper copy, you will already have received an e-mail via our "CCAPA E-News" service informing you that the latest edition of the newsletter is now online, along with a link to the newsletter. Please note that in order to receive your e-mail notification that the newsletter is available on line, WE NEED YOUR CURRENT E-MAIL ADDRESS!

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See the 2007 CCAPA Planning Awards Call for Nominations in the centerfold of this newsletter (pull out the insert to use for your submission)!

As planners we continually need to prepare for and deal with changes in technology in our ever changing modern world. While we may view some changes as positive and others as negative, change is a constant. In late 2005 I was introduced to Marc Herring of the Herring Media Group who exposed me to a modern technology known as Architectural Media (AM). AM can best be described or defined as: an urban environmental imaging and communication system that consists of projecting and/or illuminating high-resolution graphics, text and iconic messages upon buildings and large architectural structures and surfaces.

At the time I met Marc he was in the process of developing and proposing a strategy for implementing an Architectural Media program in Downtown Hartford and contracted with me to provide planning and regulatory assistance with his proposal. Unfortunately, the proposal was never accepted by the powers that be and the strategy was never implemented. However, I believe that this technology

can play a role in enhancing the urban environment and may impact signage and outdoor advertising in the very near future.

Architectural Media Technology provides the ability to project graphic images, text, photos, art work, and even real-time video onto almost any structure or surface. For example, an advertisement



for a car, including a picture of the car and the company logo could be projected onto the wall of a building. Another example of the same car advertisement could include an audio system and the pro-

jection of a TV style commercial onto the same wall. While this form of advertisement may not appeal to everyone or be appropriate in all communities, I think it does have its place and will be something we see in the near future.

As a form of advertisement (signage), there are some benefits to Architectural Media. First, unlike traditional outdoor advertising (billboards) it does not require the construction of billboards. AM utilizes existing structures, be it an existing

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PRESIDENT'S MESSAGE

I would like to share a few items of particular interest that were discussed during the leadership meetings at the April APA Conference held in Philadelphia.



Certification Maintenance

Of significant importance to our AICP members, the AICP Commission decided to proceed with a Certification Maintenance (CM) program for its members. John Pagini, our Professional Development Officer, has an article elsewhere in the newsletter with the latest on this important decision. The details of the program, significant and critical both to our members and to the overall success of the CM program, remain to be worked out. CM has been on the APA agenda for at least the past 10 years, and has been of particular importance to the Chapter Presidents Council. It has been a controversial proposal and a great deal of effort has been put into designing a program that meets the objectives of AICP members who wish to ensure that certification continues to be a valuable and important

distinction for the profession, and at the same time ensure the requirements are reasonably achievable. This decision is an opportunity for APA and its chapters, including Connecticut, to become more focused, innovative and effective in providing training and continuing education not only for our AICP members but for all of our members.

APA Branding Strategy

Another ongoing initiative of APA has been to refine the message and image of APA and the planning profession. As part of that strategy, APA engaged a marketing and design firm to develop a graphic standard to provide a consistent and clear identity for the organization.

The consultants have developed a standardized graphic template that will be used by all levels of APA including the national organization, AICP, Chapters, and Divisions. The basic template includes a uniform typeface, uniform size for the APA "square," and a color palette. This basic graphic template is attractive and easily recognizable, and should help reinforce APA as a national organization. Individual Chapters can still be creative in the design of their websites, newsletters, and other publications within the general guidelines of the branding strategy. CCAPA will be incorporating the new design into our materials over the next several months.

National Community Planning Month

To celebrate the achievements of planning, APA has identified October 2007 as National Community Planning Month. APA, AICP and chapters and divisions, are being asked to promote this event which is organized around the theme Great Streets, Great Neighborhoods.

As part of this effort, I am asking you to submit nominations for Great Streets and Great Neighborhoods in Connecticut. We are looking for places that demonstrate how planners, working with residents, elected officials, and developers, have created better choices for where people live, work and recreate. We are looking for places that are attractive, enjoyable, safe and desirable: places where

(continued on page 4)

CCAPA Goes Electronic (cont'd)

Some of the advantages of our converting to an electronic format include:

- Elimination of printing and mailing costs;
- More timely reporting;
- Full-color format;
- Potential for video and sound files;
- Potential for more editions per year;
- Potential for longer newsletter length;
- Advertiser links directly to their websites;
- Searchable archived newsletters; and
- Potential for quicker member feedback.

In fact, CCAPA's online newsletter will be limited only by our imaginations and not by physical constraints.

CCAPA is also in the process of converting its biennial membership directory into an electronic database on the Chapter's website. When fully implemented, you will be able to update your member profile and even decide what information to display to other members. The database will be searchable and much more current than the print copies of past years (provided that members keep their profiles up-to-date!).

Advertisers: our newsletter publisher will be working with you over the next several months to transition your advertising to this new electronic format — a format that we will be able to personalize for you and your company. So start envisioning how your ads can be "revved up!"

You will be notified via our "CCAPA E-News" service when the Chapter newsletter and the membership directory go online. You will also be reminded one more time in the next edition of the newsletter that these changes are occurring. We hope that you find these changes as exciting as we do!

APA Connecticut Planning

is published quarterly by the Connecticut Chapter of the American Planning Association. Contributions are encouraged. Submissions should be typewritten and submitted via email or CD-ROM/diskette, and must include the name and telephone number of the contributor. Material may be edited to conform to space or style requirements. Please address submissions to Executive Editor Marcia Banach at the addresses below.

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President's Message, (cont'd from page 3)

people want to be and that convey a sense of community and vitality.

If you know of any Great Streets or Great Neighborhoods please submit your nominations to my attention. A brief narrative explaining your reason for nominating the neighborhood or the street should include a discussion of its physical form, urban design, unique characteristics, the experience one derives from being in the neighborhood or the street, and the people who make that street or neighborhood special. If you can provide photographs, maps, or other documents that would also be helpful.

This is one of several initiatives the CCAPA will try to undertake in advance of National Community Planning Month. If anyone is interested in serving on a special committee to work on these events please contact me by email at markp@ci.manchester.ct.us or by phone at (860) 647-3043. ■

Architectural Media, (cont'd from page 1)

billboard, building, wall, or any other structure. AM is mostly only suitable at night, therefore not disturbing the architectural appearance of a place during the day. Also, AM can be controlled from remote locations via an internet connection. Therefore, the content, timing, and use of AM can be updated or modified at any time or preset by computer program. AM is also very portable. Therefore, displays or projections can be located and moved as needed.

Moving away from the pure advertisement use of Architectural Media, AM can play a significant role in downtown and community reinvestment. AM technology, when executed as a comprehensive strategy, has the ability to transform the urban environment. This transformation can range from real time public service announcements targeted at specific areas, neighborhoods, or populations based on real time needs to transforming a downtown entertainment district into a lively and exciting place to be.

Architectural Media can be utilized as a comprehensive strategy or tool to create and manage change in Hartford. The following are some examples of how Architectural Media, when packaged as a comprehensive imaging, messaging, and design enhancement strategy, can be implemented to create change. Architectural Media can:

- Be utilized to change public perception of a city or neighborhood.
- Create a more friendly, interesting, and safe urban environment.



The Wadsworth Athenaeum



Surrealist Vision Exhibit Opening

- Coordinate themes to promote events for more cohesive marketing of events.
- Market downtown entertainment districts to create a unique environment and a destination.
- Can create an interesting and vibrant urban environment that can draw visitors to the city.
- Create greater corporate sponsorship for arts, entertainment, events, and community organizations.
- Provide for public service and community messaging to further community objectives.
- Display targeted public service announcements to help deal with crime, education, and workforce development.
- Be incorporated in disaster management planning to get vital information out in times of need.

In the case of Hartford, three demonstration projects were conducted. During Riverfest 2006, advertisements were projected onto the new Marriot and Convention Center. Snowflakes were projected onto the sides of downtown buildings for the 2005 Festival of Lights. And a comprehensive demonstration using lights, advertisements, and artwork was utilized for the opening of the Surrealist Vision Exhibit in 2006 at the Wadsworth Athenaeum.

The proposal for Hartford would have evenly distributed the use of AM for public service announcements, promotion of arts, entertainment, and events, and corporate



advertisement to cover the cost of implementing the Architectural Media strategy. As part of the proposal a comprehensive regulation was drafted to guide and regulate the use of AM. Unfortunately, the strategy was never implemented.

Architectural Media has been utilized in varying degrees in many cities. For example, it was used to promote the 2006 Super Bowl in Detroit and received attention with live TV shorts of projects

expand. As planners, I hope that this article provides a look into the future and at the very least helps us think of ways that Architectural Media can be utilized and reasonably regulated. ■

If you would like to know more about Architectural Media and AM strategies, please contact Don Poland at ewplanning@yahoo.com.

on buildings during the game. It has also been used in Austin, Texas, to promote seasonal events. In other cities it has been utilized for temporary advertising. However, based on my research, no community or city has developed regulations to allow or regulate AM.

I think it is safe to say that Architectural Media will become more popular in the future and its uses and applications will expand.

Programs of Interest to CCAPA Members (please check our website for links and more information)

July 27, 2007 – Restructuring and Strengthening Your Downtown Economy, CT Main Street Center

September 5, 2007 – Creating Great Downtowns & Neighborhoods, Community Builders Institute, co-sponsored by CCAPA & CEDAS

October 5, 2007 – A Program on Transit-Oriented Development, AIACT

October 11-12, 2007 – Southern New England Planning Conference, Hyannis, MA

October 26, 2007 – Developing Promotional Strategies for Your Commercial District, CT Main Street Center ■

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Editor's note: See the April-June 2007 issue of Connecticut Planning for Part 1 of our look at Transit-Oriented Development.

Making It Real: Transit-Oriented Development in Connecticut

by Mary Ellen Kowalewski, Director of Community Development, Capitol Region Council of Governments

Many northeastern transit systems are in corridors where layers of transportation modes and land uses have evolved over time. While this can cause difficulties in building transit systems and implementing Transit-Oriented Development (TOD), these same corridors also offer opportunity to clean up and redevelop brownfields (polluted sites, often vacant) and greyfields (underutilized commercial plazas), and at the same time help slow the rapid consumption of greenfields (agricultural and open space). This combination of congestion relief and sensible land use is why TOD projects are so important. With the right municipal

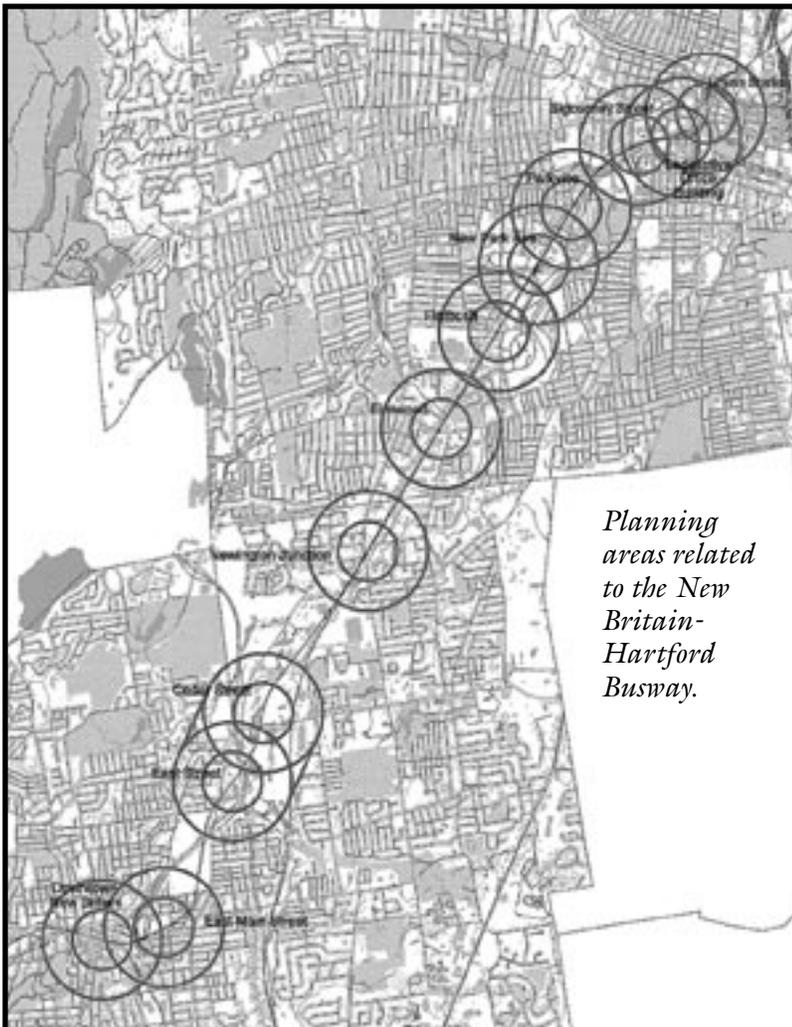
and state policies, TOD and improved transit can become reality in Connecticut.

The following article explores how State of Connecticut policies and practices can be changed to encourage TOD, and shares how other states are working to support TOD.

Transit-Oriented Development and State Policies

Transit-Oriented Development — compact, mixed-use, pedestrian-oriented development near transit stations — is one important way we can make more efficient use of land and transportation systems while enhancing Connecticut's quality of life and improving the state's economic competitiveness. Since public actions and policies often drive land development markets, the Capitol Region Council of Governments has identified several recommendations for state policies to encourage TOD:

- **Establish a TOD implementing entity.** We need an entity charged with bringing public and private interests together around transit and to capture value created by the public's investment in infrastructure. This entity will be a resource for overcoming TOD challenges, such as site control, joint development, financing development projects, and promoting and pursuing TOD.
- **Coordinate public actions.** This includes giving TOD "points" when evaluating funding and site decisions for things such as locations of new (owned or leased) state offices and even roadway projects around stations where capacity for further development is limited by access or congestion constraints. It also includes removing barriers such as the Connecticut Development Authority practice of limiting housing as an allowable land use for its brownfields funding. Brownfields are often an issue along transit right-of-ways. Furthermore, the strongest



market at transit stations is housing and from a Responsible Growth perspective, it is where housing should be encouraged. We need to bring together brownfields funding and the housing market.

- **Encourage public entities with property near stations to utilize TOD principles in capital projects.** Land acquisition and assembly are two of the challenges to implementing TOD. In instances where key parcels within the walk-shed of a transit station are already in public ownership and intended for development, we should strongly encourage those public stewards to be leaders in the smart use and site planning of that land.
- **Simultaneously fund land use planning with transit preliminary design.** This will reduce missed development opportunities and enable economic development to be a factor when evaluating transit system alternatives.
- **Include land development expertise on a transit design team.** This will facilitate TOD on two fronts: it will enable an early start on joint-developments, which are often complicated land deals, at those

stations where joint development makes sense; and it will encourage station designs intended to spur TOD around stations.

- **Commit to including pedestrian infrastructure as part of the transit infrastructure.** This is especially important where there is TOD opportunity or in urban areas that already have transit-supportive development patterns but poor pedestrian environments. While the Federal Transit Administration allows transit projects to include costs for sidewalks and pedestrian amenities up to 1,500 feet from stations, this has not been a ConnDOT practice.
- **Monitor priority transit projects so that delays are noticed early and corrected.** Both developers and municipal officials need certainty. Without it, developers will go elsewhere and municipalities will not make potentially sensitive regulatory changes to allow for TOD.

What Are Other States Doing to Support Transit-Oriented Development?

A number of states have stepped up to provide leadership to make TOD happen.

(continued next page)

Transit-Oriented Development
 — compact, mixed-use, pedestrian-oriented development near transit stations — is one important way we can make more efficient use of land and transportation systems while enhancing Connecticut's quality of life and improving the state's economic competitiveness.

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Calendar of Upcoming Events



August 4: Executive Committee Meeting, 9:30 a.m., Offices of Shipman & Goodwin, Hartford

Oct. 11-12: Southern New England Planning Conference, Hyannis, MA

Making It Real, (cont'd from page 7)

Six states — California, Florida, Maryland, Massachusetts, New Jersey, Pennsylvania — and the District of Columbia have implemented transit-oriented development (TOD) programs in recent years. Three programs include state policies and funding (either proposed or implemented) and the other four involve policy or agency coordination to promote TOD.

TOD Policy Support and Funding

- California
- Massachusetts
- New Jersey

TOD Policy Support

- Florida
- Maryland
- Pennsylvania
- Washington, D.C.

■ California (\$95 million proposed in 2007-08)

The state's most recent TOD advance is the Governor's 2007-08 budget pro-

posal for \$95 million to support housing developments near (¼-mile radius) transit stations. Action is pending.

In 2002, the California Department of Transportation, Caltrans, recommended several broad policy strategies to support TOD statewide. So far, two policies from this package have been enacted:

- TOD Strategy 1B — Requires state agencies and departments to offer excess land to local municipalities for TOD use, rather than selling to highest bidder (enacted 2002);
- TOD Strategy 1C(1) — Infill and residential development of less than 100 units within ¼ mile of a transit station are exempt from state Environmental Quality Act (enacted 2002).

In 1994, the Legislature enacted Assembly Bill 3152 which:

- Promotes transit village plans statewide by requiring that no public works projects, subdivision or parcel maps may be approved, or zoning ordinances adopted or amended, within an area covered by a transit village plan unless they are consistent with the plan;

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- Exempts higher density residential, mixed residential and commercial, and low- and very low-income housing from State Congestion Management Plan (CMP) requirements within ¼ mile of a “fixed” transit station.

The lack of state funds committed to TOD has limited the effectiveness of the 1994 Act.

■ **Massachusetts — TOD Bond Program** (*approximately \$6 million per year*)

The Office for Commonwealth Development gives annual grants of \$500,000 to \$2 million annually to spur mixed-use development near transit centers. In 2005, grants totaling \$5.9 million were given to 16 projects. Grants in 2006 totaled \$6 million for 16 projects. The program funds pedestrian improvements, bicycle facilities, parking facilities, and affordable housing projects in mixed-use developments. To date, no projects have involved government offices. One typical project improves pedestrian access to commuter rail and bus service in downtown Framingham.

■ **New Jersey — New Jersey Transit Village Initiative** (*approximately \$3 million per year*)

There are 17 designated Transit Villages under this joint NJDOT/NJ Transit program begun in 1999. The program gives municipalities priority access to state grants (e.g., urban renewal, transporta-

tion funds) and coordinated technical assistance from 10 different state agencies. In the first funding year (2002), eight villages received a total of \$1 million (from the state’s \$99 million allotment of federal CMAQ funds). Funding since has risen to \$3 million per year. To receive priority access to state grants and receive technical assistance, local communities must do well on the program’s Transit Village Scorecard.

■ **Florida**

FDOT has not established a TOD program, instead taking a broader view of the issue. The state is promoting increased awareness of TOD design principles, implementation tools and lessons learned through publications, research, professional development courses, and revised design review standards.

■ **Maryland**

The Office of Planning and Capital Programming (OPCP) is the state’s informal lead agency for TOD. MDOT helped break new ground in TOD during the 1990s as part of the Smart Growth initiatives of the former Glendenning Administration. The most notable resulting project is the West Hyattsville Station TOD village on Metrorail’s Green Line extension. Today, OPCP seeks to leverage transit investments and explore strategies for transit funding and property disposition.

■ **Pennsylvania**

In 2004, the legislature passed the Transit Revitalization Investment District Act to promote TOD. This initiative

(continued next page)

For TOD Conference materials, including complete white paper, see www.crcog.org/publications/crcog_overview.html.



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Sources:

"The Role of State DOTs in Support of Transit-Oriented Development (TOD)." Prepared by Cambridge Systematics, Inc. for American Association of State Highway and Transportation Officials (AASHTO) as part of NCHRP Project 25-25, Task 20, National Cooperative Highway Research Program, Transportation Research Board. April 2006.

"Transit-Oriented Development and Joint Development in the United States: A Literature Review." Transit Cooperative Research Program. Transportation Research Board Report No. 52. October 2002.

"Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects." Transit Cooperative Research Program. Transportation Research Board Report No. 102. January 2004.

Making It Real, (cont'd from page 9)

includes authorization for sharing of tax revenues and increment financing funds between transit agencies and municipalities to facilitate TOD; planning and implementation grants for TOD projects (up to \$75,000 per municipality with a required 25% local match); and authorization for transit agencies to acquire land for economic development. Implementation funds are now being sought.

■ Washington, D.C.

The city's DOT is collaborating with the city Planning Department and local stakeholders to support specific TOD projects, including the New York Avenue Metrorail Station. While DOT staff support a variety of TOD measures, no specific funding or policies have been implemented.

Other Notable Examples

■ Seattle, Washington — Union Station Restoration

Union Station re-opened in 1999

after 28 years of deterioration. A joint venture of Nitze-Stagen & Co., Inc. and Microsoft cofounder Paul Allen acquired the station in 1997 and entered into a public-private partnership with Sound Transit, the regional transit authority, to restore the building and create 90,000 square feet of new office space. Union Station is now Sound Transit's headquarters. In 2006, the station became a hub for Seattle's new light rail system.

■ Englewood, Colorado — City Hall

Englewood's new City Hall was built into a former department store on the site of a failed mall. Adjacent to Denver's new Southwest Corridor light rail, the Englewood TOD combines a transit with civic and cultural uses, as well as retail and entertainment. More than 500 residential units are planned, plus a park and open space. The City purchased the property, developed a master plan focused on light rail, and sold parcels to developers. The Regional Transit District built the track and paid for parking. No state funds were used. ■



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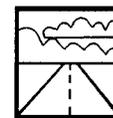
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2007 Legislative Wrap-Up: Small Plans, But Lots of Stirring

Christopher S. Wood, AICP – Chair, Government Relations Committee

Spend some time in the ant hill known as the Legislative Office Building and you'll understand why we get what we get from our elected representatives. Lobbyists swarm, people protest, legislators hide, and then, like magic, laws get made. The 2007 legislative session epitomized this dynamic, but little of consequence was enacted concerning planning and land use issues.

Brief summaries of planning related legislation are provided below, with no guarantees as to absolute accuracy or completeness given the Newsletter's press deadline. A special session will be convened for the budget, but it is unlikely that other issues would be considered. Certainly, additional hidden amendments will be revealed and the reconciliation bills will include budgetary implications and other nuances that we will attempt to locate and bring to the membership's attention as soon as possible. In the summaries below, the latest bill version or the public act numbers are referenced, along with hyperlinks to Office of Legislative Research analyses.

Responsible Growth

Building on recent legislative actions to improve planning and coordination, bills were proposed to promote "responsible growth" by the Governor and planning and conservation advocates. These including An Act Concerning Implementing a Process of State-wide Responsible Growth (SB 1215) sponsored by 1000 Friends of Connecticut and supported in concept by CCAPA. In the end a compromise bill based on the Governor's proposal, SB 7090, was the last word. The bill creates a Responsible Growth Task Force (which CCAPA proposed and promoted during the 2006 legislative session), allows regional review of projects with significant regional impact, and instills tighter restrictions on discretionary State funding to towns and state agencies if plans are not updated and kept consistent with statutory growth management principles. It also provides for a State-wide economic development plan and creates a regional performance incentive program, concepts from the 1000 Friends bill.

The "Face of Connecticut" bill promoted by a coalition of conservation organizations was substantially altered along the way and ended up as only some adjustments to the State open space grant formulas and adding a loan program for municipal acquisition of farmland (SHB 7275). If signed by the Governor, it remains to be seen if the latter will be funded, as well as what level of funding will be provided for open space generally.

The legislature finally acted on eminent domain reform by tightening up the condemnation process. If signed by the Governor, SB 1054 would require that

towns prepare plans, get legislative body approval, and compensate owners for condemned property. The bill prohibits condemnations for private commercial development and allows condemnations for economic development only under a development statute. However, this bill does not appear to overreact to the rhetoric and posturing on eminent domain to significantly constrain use of eminent domain as a tool for community development and improvement.

HB 7154, developed by the Planning and Development Committee, would have allowed interim changes to the State Plan by OPM without the approval of the Continuing Committee on State Planning and Development. The bill also specified that the text of the State Plan of Conservation and Development must be consistent with the Plan's locational guide map. For consistency with the Plan of Conservation and Development adoption procedures successfully promoted by CCAPA last year, the bill would have removed municipal legislative body endorsement of a Plan of Conservation and Development as a condition of using LoCIP grants to prepare such plans. Unfortunately, the bill was not voted on and CCAPA should work with the Planning and Development Committee next year to revive the concept.

HB 7221 would have allowed regional planning agencies bordering other states to enter into interstate cooperative agreements. It would also allow adjoining towns considering land use applications that involve each town to hold joint reviews, including hearings. The addition of these seemingly logical, and cost-free, tools to effect better planning became bogged down and failed

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Legislative Wrap-Up (cont'd from p. 11)

to obtain a final vote in the Senate after passing the House. Maybe next year, but these and other concepts should be considered by the Responsible Growth Task Force, created by the Governor's Responsible Growth Bill, and incorporated into a comprehensive growth management strategy for the State, RPAs, and municipalities.

After some last minute wrangling, an amended HB 7369 was adopted to implement the recommendations of the Brownfields Task Force. This bill, if signed into law, will likely be a very important step for smart growth strategies in many communities.

Housing issues finally got the legislature's attention, with several bills recognizing the need to provide adequate and affordable housing to protect Connecticut's economic future. The HOME Connecticut proposal for linking the State's housing crises to economic development, SB 1057, met with considerable success thanks to the tireless efforts of the HOME Connecticut Steering Committee and its staff but apparently time ran out. Hopefully this year's effort will expedite consideration and adoption of the proposal next year. CCAPA President Mark Pellegrini served on the Steering Committee, along with Mary Ellen Kowalewski from CRCOG.

Regulatory Issues

Regrettably, and despite no apparent opposition, the bill championed by CAZEO and CCAPA (HB 7041) to eliminate the treble damages jeopardy for zoning enforcement officers performing their duty under a municipal zoning violation fining ordinance did not succeed – again.

The legislature apparently missed the irony of another bill, PA 07-85 An Act Concerning the Aquifer Protection Area Program, which authorized a municipal fine for violation of aquifer protection regulations, but included no provision for damages for "frivolous" enforcement. In addition to the municipal fining authorization, this law makes several procedural adjustments to the aquifer protection program that municipal aquifer protection agencies should review.

Adjustments to the subdivision and site development plan approval process were promoted by The Connecticut Homebuilders' Association of Connecticut (HBACT) to require planning and zoning commissions to state on the record the reasons for any terms and conditions that are inconsistent with a wetlands decision, if there is one. More significantly, PA 07-102 prohibits towns from requiring that site development and subdivision applications be approved by inland wetlands agencies before filing with the Zoning, Planning, or Planning and Zoning Commission, as the case may be. This bill originally included a provision removing the regulatory discretion to hold a public hearing on a subdivision proposal. CCAPA testified against that proposal which was removed before the bill progressed to a vote.

Clearing up the confusion created by a misguided court decision (*Jewett City Savings Bank v. Town of Franklin*) that held that a special exception was an enforcement action, PA 07-60 sends special permit and special exception appeals to Superior Court. CCAPA supported this bill proposed by the Connecticut Bar Association Planning and Zoning Law Section.

PA 07-26 allows towns, by ordinance, to adopt a maximum waiting period of 180 days, up from 90 days, before issuing a demolition permit for a building or structure.

Substitute SB 1100 passed both chambers and, if signed into law, will change the subdivision approval statutes to provide that a subdivision lot can be sold conditionally prior to final approval as long as the final approval does not include conditions unacceptable to the buyer. No sale or marketing of such a lot can occur before conditional approval is granted. This will require revision of any subdivision regulations that reference the previous statutory restrictions on lot sales.

Protection for farm stands (additional State zoning) was included in a bill creating a farmland preservation advisory board. The concept that materialized in SB 872 was far from a realistic zoning regulation despite the suggestions CCAPA offered to legislative staff, but unfortunately it was adopted and sent to the Governor.

The Connecticut Homebuilders' Association of Connecticut (HBACT) proposal to authorize an alternative organization for municipal land use planning and regulation was considered and passed the Senate but was not acted on in the House. The strictly voluntary concept in SB 1084 would offer another system for towns to approach their land use responsibilities, ideally in a streamlined and more expeditious manner. We will stay in communication with HBA on this idea and perhaps suggest a joint workshop on the concepts for municipalities and developers.

(continued on page 14)

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CCAPA Membership News

Alan L. Weiner, AICP, Membership
Chairman

■ Current CCAPA Membership

CCAPA had a total enrollment of 490 members as of May 15, 2007 (the latest date for which such information is available).

■ Welcome to Our Newest Members!

The following are the newest members of CCAPA (through 5/15/07):

Peter Alexander, Greenwich
Lisa Angstreich, Weston
David Aron, New Haven
Brian Mackey, Hartford
Kelly Murphy, New Haven
Dennis Offen, Waterford
Kathleen Walsh, Stamford
Michael Zuba, Hamden

■ Members in the News

Jon Carey McEwan, AICP, is now working as a land use planning consultant for McEwan Group, LLC, a planning, zoning and environmental land use consultancy located in New Canaan. His new address is 78 Heritage Hill Road, New Canaan, 06840. Tel: (203) 273-6423. Fax: (203) 966-1969. Email: mcewangroup@hotmail.com. Jon previously spent more than 17 years as the Assistant Town Planner/Assistant Zoning Inspector for the Town of New Canaan.

Sara Jane (Sally) Pickett, AICP, formerly the Director of Planning and Community Development for the Town of Canton, reports that she has retired. She can now be reached at 26 Hatheway Drive, West Hartford 06107 Tel: (860) 236-1013. Email address: sarajane.pickett@comcast.net. ■

Changing Jobs?

Share the big news about your latest career move with the rest of us! Provide me with the particulars — including new job title/address/phone and fax numbers/email address — and we'll announce it in the next issue of *Connecticut Planning*.

Changing Addresses?

Please advise both APA and CCAPA of any changes to your APA contact information. Report changes to APA as follows:

American Planning Association
Member Records Department
122 South Michigan Avenue
Suite 1600
Chicago, IL 60603
Tel: (312) 431-9100
addresschange@planning.org

Report changes to CCAPA as follows:

Alan L. Weiner
9 High Street
Collinsville, CT 06019-3125
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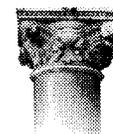
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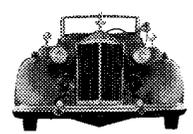
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Legislative Wrap-Up (cont'd from p. 12)

HB 7321 would have shifted authorization of numerous municipal responsibilities from the Board of Selectmen to the legislative body, unless an ordinance authorizes such action by the Board of Selectmen. The concept included Plan of Conservation and Development adoption, the procedure for which has been painstakingly refined over the past few sessions to ensure a workable and efficient Plan adoption process. CCAPA will need to watch for this to reappear and attempt to fend off at least the Plan of Conservation and Development adoption change.

An effort materialized to send appeals of tree warden decisions to the ZBA, instead of to court. Someone must have annoyed a powerful legislator, because in addition to a bill, the idea came up at least once as an amendment. This will be something to watch for next year in cooperation with the Tree Wardens' Association.

That's the latest as of about 24 hours after the session closed. Check out the CCAPA Legislative

(continued on page 15)

Professional Development News

by John D. Pagini, AICP, Professional Development Officer

AICP Commission Approves Certification Maintenance Program

On April 13, 2007, the AICP Commission approved a mandatory Certification Maintenance (CM) Program for AICP Certified Planners. This action by the Commission followed four months considering the input of certified planners in two rounds of review of the draft program. Connecticut planners responded generously with their input, both directly to the Commission, and to the Chapter, where their collective comments became the basis for two Chapter positions. We are pleased to report that some of our comments bore fruit, and are reflected in the approved program. But the program still lacks the details, and we are still hopeful that more of our suggested changes will find their way into the final program details. A summary of the program follows:

- Beginning January 1, 2008, all certified planners must earn at least 32 credits of eligible professional development activities from registered providers in each two-year cycle.
 - All educational providers, whether APA, its Chapters, or private entities, must be registered and pay a fee.
 - APA has adopted 9 educational stan-

dards which registered providers must adhere to qualify their activities.

- Up to 16 credits earned beyond the 32 credits may be carried over to the next CM reporting.
- Of the 32 credits, 1½ credits must be on the topic of current planning law, and another 1.5 credits on the topic of ethics. These credits cannot be carried over to the next reporting cycle.
- These credits may be earned from APA, APA-sponsored, or Planning Accreditation Board.
- The Program contains a 4-month grace period to meet the requirements of the Program.
- Volunteer, unpaid planning instruction may earn credits once, in an amount equal to the length of the presentation plus one hour of prep time.
- Tenured faculty can earn credits for certain articles.
 - Ineligible CM activities include business meetings, volunteer time, mentoring, and teaching for a salary or fee.
 - The CM Program has a series of 6 special exemptions.
 - Planners may earn CM credits for courses or seminars attended between April 14, 2007 and December 31, 2007

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(the “headstart” period), which may be applied toward the 1st CM cycle commencing January 1, 2008. Those credits include those earned by planners at the APA National Conference in Philadelphia. We expect the CCAPA/CEDAS Community Builders Institute Series, as well as the Southern New England Planning Conference, among other programs, will be eligible when applied for credit.

- Planners will not be able to log their credits earned during the headstart period until August 2007, when APA is expected to launch its new automated system. In the meantime, all planners are urged to keep a paper record of any seminar they attend, and to send a copy of the seminar brochure to PDO John Pagini for course registration in August.

- APA encourages early registration of courses for marketing purposes. The CM Program will not allow the registration of courses later than 90 days after the course is held.

- Any planner who earned a Continuing Education Certificate will be credited for CM credit to the end of the calendar year within which the expiration date of the

Certificate occurs.

For details of the CM program, planners are urged to see www.planning.org/certification/maintenance.htm, and www.planning.org/certification/cmfaq.htm for FAQs on the Program.

Other Professional Development News

■ May 2007 AICP Exam

Although the results are not yet official, we have reason to believe that at least three of 4 candidates for the AICP exam in April have passed. Their identities and achievement will be recognized on the website when the results are official.

■ November 2007 AICP Exam

Registration is now open for the November 2007 AICP Exam. Planners who feels that they qualify for an Exam Fee Scholarship must contact John Pagini asap. Key deadlines:

- July 24, 2007: fee submission.
- August 14, 2007: deadline for online application.
- Two weeks after application: employment and educational verifications due.

See www.planning.org/certification/ for more details. ■

Legislative Wrap-Up (cont'd from p. 14)

Action web page for more complete information as it becomes available.

Thanks to the Government Relations Committee members and other CCAPA members for watching legislative progress and alerting us all to developments through this past session. This vigilance will only become more important, and to encourage more involvement in the process, I intend to offer a primer on monitoring legislative activity at the CCAPA Hot Topics seminar scheduled for mid-July. With a little practice, it's quite easy to keep track of bills and issues, communicate with legislators and others, and share information. Hope to see you there. ■

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