

ONTARIO PLANNING JOURNAL

ONTARIO PROFESSIONAL PLANNERS INSTITUTE

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Planning nirvana?

Martin Rendl says
Canadians must take
notice of what planners
are accomplishing in
U.S. cities

Portland, Oregon,
site of a 1999 APA
post-conference
workshop

OPPI
Annual
Conference



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ONTARIO PROFESSIONAL PLANNERS INSTITUTE

The Ontario Affiliate of the Canadian Institute of Planners

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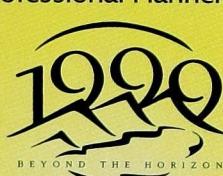
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Planning in the Home Of the Skinny Latte

By Martin Rendl

The 1999 American Planning Association conference attracted over 5,700 planners to Seattle Washington at the end of April. Mixed among this record level of registrants were some Canadian planners, most notably several intrepid OPPI members.

Over 200 sessions and 95 mobile workshops showcased planning and growth management in the Seattle area. A post conference workshop in Portland presented additional examples in Oregon.

Aerospace, biotech and software are driving the economic boom in the Pacific Northwest. Who doesn't daily use the products and services of prominent Seattle companies like Microsoft, Boeing, Amazon.com, and Starbucks?

Washington is one of the fastest growing states in the U.S., with the Seattle area adding 133 people and 230 jobs each day in 1998. The area's 70 jurisdictions are home to 3.1 million people and will grow by another 1.1 million residents and 600,000 jobs by 2020. Against this backdrop, it's no surprise to find planning and growth issues up front across the 6,200 square mile Seattle region.

Planning got a major boost in 1990 when Washington State enacted the Growth Management Act. This was the Governor's response to public demands for action on suburban sprawl, traffic congestion,



Clockwise from upper left: Wendy Nott, Martin Rendl, Laverne Kirkness and Ted Halwa - the Canuck contingent at APA

water quality, threatened forests, agricultural lands, wetlands, and wildlife habitat.

This action rocked local government. It forced cities and counties to plan in keeping with state goals on sprawl reduction, concentrated urban growth, affordable housing, regional transportation, environmental protection, public facilities and services. The GMA also provided a framework for regional coordination to deal with these issues. Interestingly, the Governor

can impose sanctions on cities, counties and state agencies that do not comply with the GMA's goals.

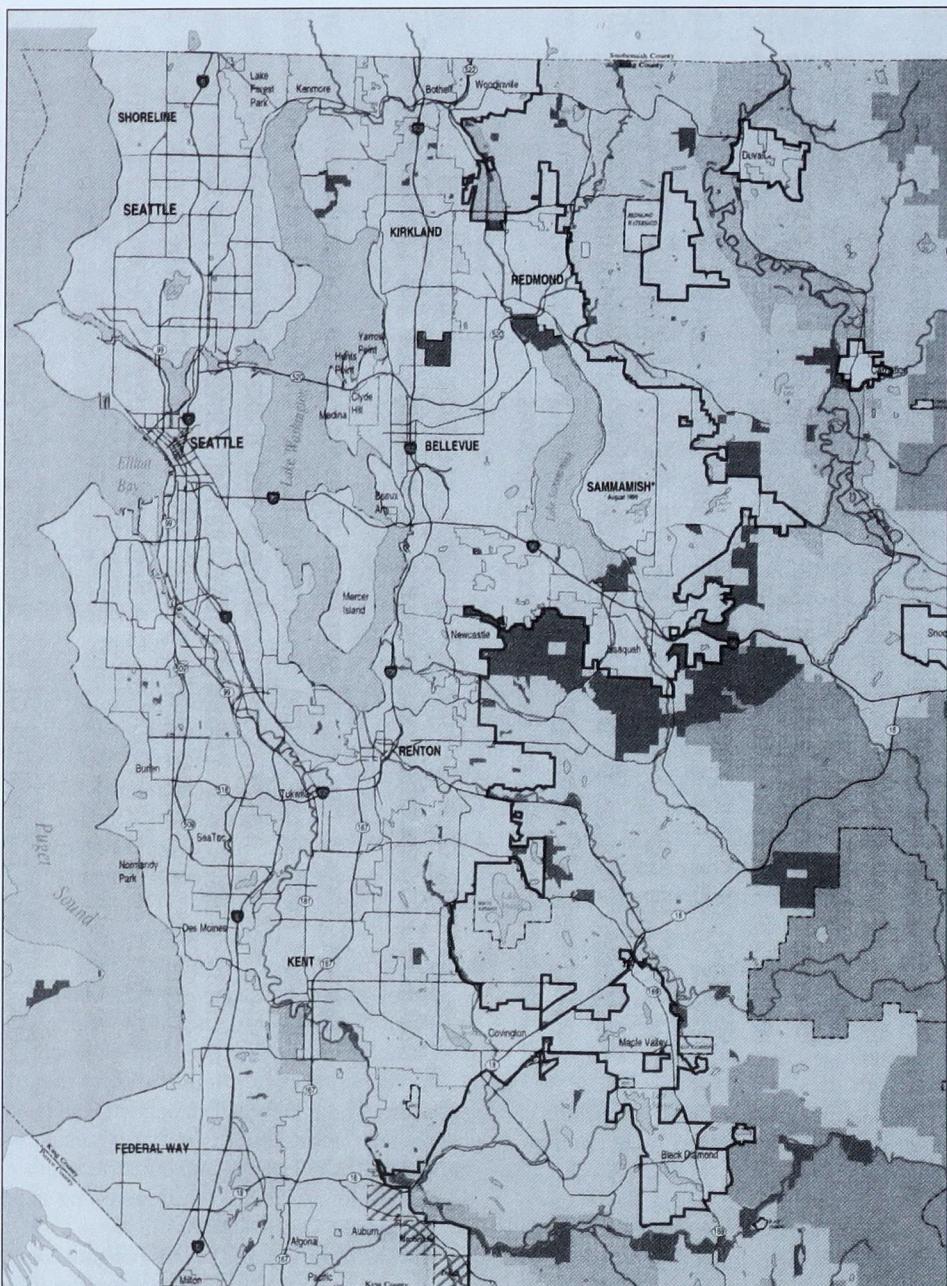
Washington's cities and counties came to grips with their social, economic and environmental challenges in a short period. Most have adopted 20-year growth plans that share the themes of controlling sprawl, protecting the environment and encouraging vibrant and livable communities. Jurisdictions work together with a high degree of regionalism in their programs and projects.

Seattle and Portland link growth management to infrastructure improvements. For example in Portland, a system of urban centres across the region is planned for more and denser development. It is supported by new transit systems that are often built before development starts. A regional transit authority operates commuter trains, light rail transit and buses providing seamless integration of transit planning and operations.

Growth management plans obligate communities in Washington and Oregon to build parks, schools, and other facilities in pace with growth. Local officials made it clear they see planning and economic development as integrated conceptually and in working terms. Livable communities and growth are



Seattle panorama



Seattle's 1998 growth boundary

not considered to be mutually exclusive.

Seattle and Portland signal an end to the comfort Canadian planners have drawn from comparing our downtowns with American cities. Several years ago the public and councils in each city decided their downtowns would not follow the path of other U.S. cities. Each city developed a strong public commitment to its downtown, which is maintained and enhanced through planning and major investments in transit and public infrastructure.

All transit in Portland focuses on the downtown, where like Seattle, every ride is free. Pricing and zoning control commuter parking. New housing for all income groups is being built downtown. New construction and the conversion of industrial buildings to residential and office uses are transforming older industrial districts.

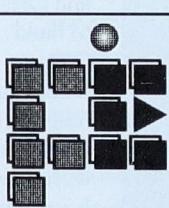
Planning delivers the goods

Planning has delivered livable communities in Seattle and Portland with help from state and federal dollars for transportation and community infrastructure. The Canadian Urban Institute has identified a growing disparity between Canadian and US cities in the level of such investment. A recent study found that over the past decade, the amount of new investment in Toronto was one fifth that of comparable and competitor US cities. This differential threatens our competitiveness in the global economy yet receives little attention here.

Better upper level funding in US cities doesn't alone explain the differences in what planning delivers in Seattle and Portland. Political leadership and each community's vision and attitude about its future are more critical to their success. The Mayor of Seattle summarized this frame of mind in opening the conference: "We are a city of experiments. We have a population of citizens not so entrenched in what was and is that they can't get excited by what can be."

Is Seattle planning nirvana? No, but Canadians must take notice of what planning is now accomplishing in US cities. Its time to smell the espresso and stop resting on past planning laurels. Planners need to move beyond Burnham's dictum to only "make big plans" and follow something overheard at Nike headquarters in Oregon: Just do it!

Martin Rendl, MCIP, RPP is a Toronto-based consultant. He is currently a member of CIP's Plan Canada Task Force. He can be reached at mrendl@inforamp.net



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Is the New Urbanism here to stay?

Cornell: Looking forward or backward?

By Sean Hertel

It was a "back to the future" experience for 50 planners from across the province who toured the first phase of Markham's keystone new urbanism community—Cornell. Organized by the Central District program committee of the Ontario Professional Planners Institute, the event was an awakening of sorts. The tour proved that there is indeed a place for main streets and pedestrian scale in suburban residential development. But is Cornell just an experiment or truly the new standard for residential growth beyond the dense and diverse core that is Toronto?

We began our tour in an unfinished retail unit on the ground level of a building containing apartments, offices and a coffee shop. Resembling a prop from a Disneyland streetscape, the building is the planned centre of Cornell's first of nine neighbourhoods. Packed inside, we heard introductions from planners Randal Dickie and Jim Baird of the Town of Markham, Loretta Ryan of the Toronto Board of Trade, and Dan Leeming of The Planning Partnership. Telling us about the community's history, planning framework and urban design, the panel was anxious to lead us through this work-in-progress.

A project with roots

Located on over 1,500 acres of greenfield land northeast of Highway 7 and 9th Line, Cornell began as a provincial project in the 1970s. The current site later became a part of a 2,500 acre land holding reserved by the Peterson government for Seaton New Town. Intended as a pilot project, Seaton was planned as an affordable housing community (at least 50% affordable) with a conventional, curvilinear street pattern.

Photo: Dan Lemming



Planners on tour

Cornell is an ironic departure from Seaton with many of its homes well into the \$200,000 range on a grid street pattern.

Fast forward to the 1990s. Responding to the Seaton proposal, the Markham public began a working relationship with the province through a citizen group formed by then-mayor Tony Roman to fine-tune the development scheme. Responding to the ideas of the citizen group, the town set out to retain an international planning team to re-think the province's plan. Enter Andres Duany.

A leader in new urbanism and creative mind behind Florida's Seaside community, Duany had an easy time selling his "return-to-the-main-street" mantra to Markham residents. This new urbanism breakthrough in Markham led to the town's adoption of the Cornell Community Plan in 1994 (see Ontario Planning Journal, vol. 9 no.3). Soon after the plan was approved by the province in 1995, the land was sold to Larry Law of the Law Development Group.

"The bar was raised...council began to expect new urbanism," said Markham's current planning director, Jim Baird. In fact, workshops for the Markham Centre

Plan began in October 1992—only six months after Duany took the lead on Cornell.

The Cornell plan

In keeping with Duany's new urbanism design principles, the plan's structure is based on a grid street pattern, rear lanes and public open space. Overall, the master plan calls for 30,000 residents and 10,000

dwellings spread over nine neighbourhoods. Each neighbourhood is planned on the basic principle that each resident is a five minute walk from its centre. Full-build out of the community is expected to take 25 years.

Planned as Cornell's main street, Bur Oak Drive will be the community's high-density and mixed-use nerve centre. The new road will also serve as Cornell's major transit corridor-linking bus service on Highway 7 to 16th Avenue. Currently in the last stages of design, Bur Oak is intended to attract a multitude of uses and buildings types—a "flex zone" along the Bur Oak corridor will allow just about anything up to a height of eight-storeys. A nursing home and high school have already been proposed for the street. Working on the Bur Oak project are landscape architect Paul Nodwell, Marshall Macklin Monaghan Limited (engineering), The Planning Partnership and Viljoen Architect Inc.

Dan Leeming noted that the Cornell plan, which is a dramatic departure from Markham's conventional suburban forms, was widely accepted because "there was no resident population to object."

Nuts and bolts

Cornell is a collection of details. Though just one facet of the plan, the rear laneway is perhaps Cornell's most important feature. Tastefully adorned with decorative light fixtures and classic-looking mouldings, the garages are staggered along the 8.5 m wide laneway with garage doors only a metre or so from the pavement. Competing with the street for attention to detail, the laneway is surprisingly pleasing to the eye—not only are most of the utilities underground, the rear lane also provides "frontage" to many of the carriage houses. Addressing safety issues, lighting is

provided from municipal light standards as well as on the garage walls themselves.

Out in front, the typical Cornell street is a narrow one with on-street parking and sidewalks on each side. Landscaped medians are also a common design element. Country Glen Boulevard, for example, has a 22 m right-of-way with a median according to the streetscape plan designed by Bruce Corban of Corban and Goode.

Pulling everything together is a very flexible zoning framework. Being true to new urbanism, Markham's nine residential zones were abandoned for just one category in Cornell. Under this new zone, a single-

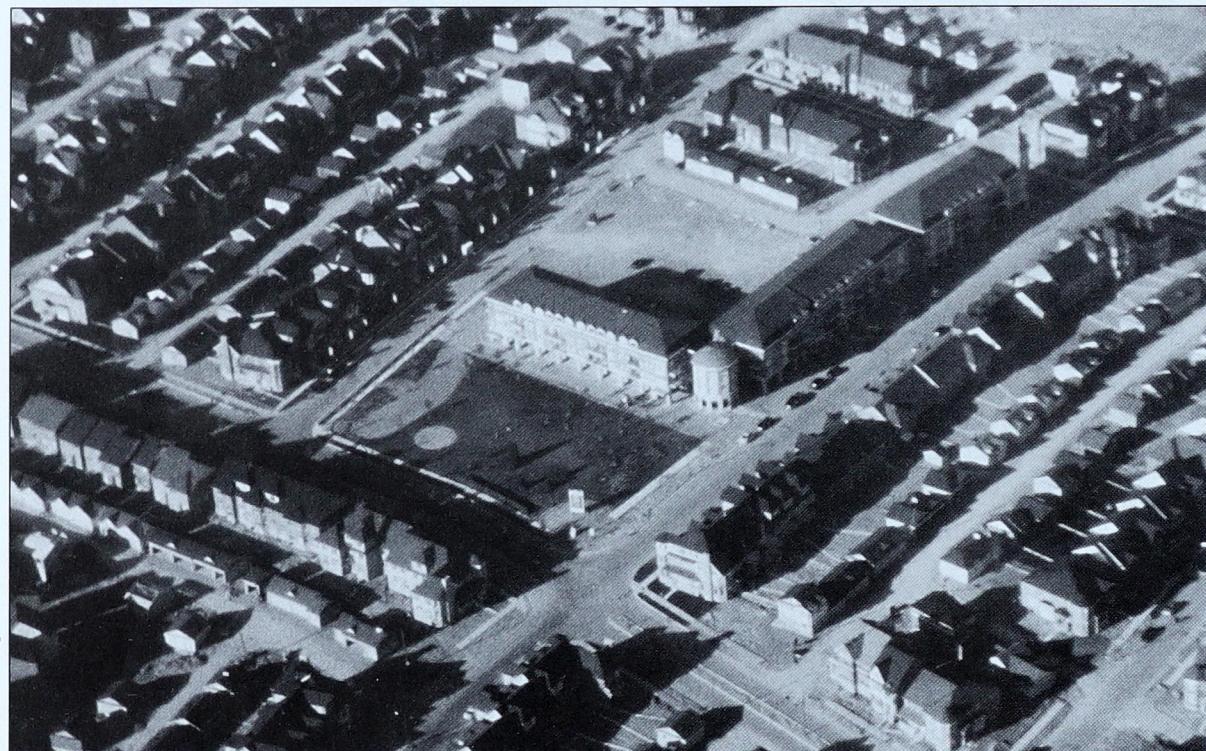
detached home flanked by a townhouse and a semi is a welcome mix. This pattern is already noticeable in Phase 1.

Setback requirements are also thrown out the window in Cornell. A house, in theory, can be built right out to the sidewalk—and many are. There's also no minimum coverage requirement. Home offices are also welcome. The zoning by-law permits them up to a maximum of 25% of the floor area.

The zoning by-law is almost like a magic wand that can make just about anything appear in Cornell. "This stuff hasn't been built for 50 years," remarked Dan Leeming.

This flexibility is a result of a compromise—"an interesting trade-off between the private sector and the public sector," according to Leeming. This so-called trade-off allows the developer to build just about anything in exchange for quality design. This is displayed in the brickwork, the porches and mouldings.

Since Cornell has four major builders (Beaver Brook, Mattamy, Ballantry and Law), each home seems to be a unique interpretation of the same overall theme. In



A different perspective on Cornell

Photo: Dan Leeming

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Cornell, it is common to have different builders side-by-side instead of having one builder dominate an entire block with a particular style as found in conventional subdivisions.

Reality or (sub)urban Myth?

In a phrase, Cornell can be described as an old principle on new ground. And the results are starting to be known. After the largest snowfall on record, the laneways were not as challenging to clear as feared by some. In fact, public works staff reported that all the lanes were clear within 18 hours. It was on-street parking that created the greatest headaches for the snow-ploughs.

Although no one seems to argue that Cornell's attention to detail is a good

thing—it is forcing housing prices to go up and lot sizes to get smaller. According to Markham planning staff, the going rate for a residential lot is about \$4,000 per front foot.

Along with Cornell's pleasing streetscapes and attractive housing forms comes a trade-off between private and public spaces. As a result of the high densities, the focus of activity shifts from the backyard to the public park. The suburban solitude of the backyard pool and the sprawling patio is not to be found in Cornell.

Following built form, the social realities of Cornell are not totally clear although town council seems to have reservations. "Council fears that granny suites will create social problems," admitted Jim Baird.

As we wait to see how well Cornell

brings form and function together, Phase 1 dwellings are almost sold-out. Cornell is obviously striking a chord with new homebuyers. As echoed many times during the walking tour, it's all about offering the homebuyer a choice. But it is too early to tell if this "choice" is a reflection of a paradigm shift in suburban settlement or a temporary response to a new way of marketing a home.

Sean Hertel is a planning assistant and editor of GTA/905 Development News, published by Urban Intelligence Inc. This story was first published in GTA/905 Development News in May 26/99 and is reprinted with the kind permission of the publisher. Sean can be reached at urban-intelligence.com

Letter from London

In Defense of Night Life—The Economic Case against 'Cinema Parks'

By Jeff Lehman

Why are we still getting it wrong? One of the newest icons of leisure-based regeneration in Europe is the multiplex cinema. Like their proliferating cousins in Canada, these massive complexes often contain ten or more theatres, offer a massive menu of junk food, and appear to have been decorated by a colour-blind pop-culture anarchist. As a place for

the all too critical 12-24 year old demographic to spend time (and therefore money), they are incredibly successful. But in England as in Canada, the potential economic value of the complexes - both to the community and for themselves - is not being realised.

Cineplexes can create a nearly instant draw of 'leisure-time' spending, and have

often been treated in England as something that can be parachuted into areas suffering from a lack of amenities. Many are now built on the North American model – housed in massive boxes in the midst of a sea of parking. But the value lost by this form of development is the potential for the theatres to generate footfall for spin-off retail and what the British call 'A3' uses - restaurants, cafes, coffee shops, and fast food outlets. "Dinner and a movie" needs a place to happen; coffee shops can be a pleasant end to an evening, or a place to wait for the show to start. Impulse retail shopping can benefit from the passing footfall as well.

For all these uses, the differing showtimes



Are stand alone movie complexes anti-urban?

Photo: Brenton Toderian



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at the cinema means a constant in- and out-flow of patrons that can extend the traditional retail day, generating revenue for merchants and infusing areas with some nighttime vitality, which can in turn mean safer streets and less crime. Further, this increased spending can ultimately filter back to the municipality - retail rents and/or land values should, over time, increase in the areas adjacent to the cinemas, increasing property tax revenue.

Dropping 'cinema parks' onto out-of-town sites ensures that 100 percent of patrons will arrive by car, creating new traffic problems and encouraging auto dependency. In-town locations can be arrived at by public transport - healthier for the environment, and creating new demand for buses and subways in the evening, a time of day when many transport providers suffer operating losses due to low ridership.

But the strongest reason for locating cin-

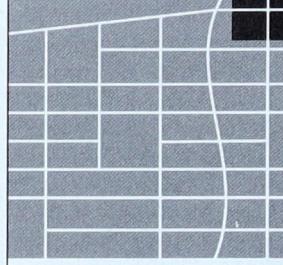
emas in-town has been alluded to already. Cinemas are brightly lit, attractive, enjoyable places, that produce a flow of people in and out through the evening hours, most days of the week. These flows - and the supporting uses that feed on them, such as coffee shops - are the beginnings of night life. Night life is the sign of a vibrant and interesting community, and the clearest indication of when you've reached a 'downtown'. It is a characteristic of a real public place - not the cartoonish, pre-fabricated public spaces we're currently creating inside Wal-Marts and shopping centre food-courts.

In a society that is continuing to water down its most interesting places into a bland, drive-thru suburban mulch, would it hurt to try leaving a few things 'urban'?

Jeff Lehman is a part-time lecturer and researcher at the London School of Economics who has been contributing "Letters From London" during the past two years. He can be reached, when he's not at the movies, by email at J.R.Lehman@lse.ac.uk

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Bill Dempsey—Living Legend

By John Mackenzie

On Saturday June 12 friends of Bill Dempsey joined together in Scarborough to celebrate the opening of the William Dempsey Ecological Park. The park will protect and restore the headwaters of Centennial creek in east Scarborough and is the latest achievement in Bill's long career of community service.

Bill graduated with a BA in History and Political Science from the University of Manitoba in 1942. He served in the army during the war before continuing his education with a Masters degree of Social Work from the University of Toronto, completed in 1948.

Bill then entered the civil service and worked as an assistant planner in the Community Planning Branch, as an Assistant to the Director of Housing and as a Secretary to the First and Second Select Committees of the Legislature Investigating

Leaseholds and Rentals. During this same period Bill actively engaged in community social work. In the early 1950s, Bill was both the Secretary of the Canadian Penal Association and the Executive Director of the Community Welfare Council of Ontario. From 1953-1959 he was the Regional Supervisor, Ontario Division, of the Community Planning Association of Canada while working towards a degree in planning from U. of Toronto. He graduated in 1957.

Far Reaching Impact

Bill re-entered the civil service where he served from 1959-1962 as a planner at the Ministry of Municipal Affairs and as a Special Assistant and Festival Consultant to the Minister of Northern Affairs. The widely acclaimed Dawson festival that has grown into an economic and community success

story for the Yukon was largely the result of Bill's efforts during this period.

Retirement Redefined as Career Development

In the 1960s until the mid-1980s Bill worked for the North York Board of Education, where he served until 1984, moving up to the position of superintendent.



William Dempsey, MCIP, RPP honoured at park opening. Former columnist and now member of publications committee, Dave Hardy, MCIP, RPP, pictured to left of podium.

Later he worked at the Ministry of Housing where he stayed until his "retirement," although this really meant he could spend more time working tirelessly to improve the lives of others in the east Scarborough area. Almost every park in east Scarborough has Bill as its champion, and he continues to work for a balanced form of development that respects social and environmental needs. Bill's community work has not gone unnoticed. Over the past 25 years Bill has received no fewer than nine awards from municipal, conservation and federal agencies.

At age 80 Bill is still an active member of CIP and OPPI. Bill is playing a vital role in the implementation of the Waterfront Trail in Scarborough, a project that he has been advocating for the last 50 years. Last year he successfully presented his case for funding for a bridge to link separated sections of the Waterfront Trail over Highland Creek. The

planned bridge will be a key link allowing access to the lakefront and a continuous Waterfront trail from East Scarborough into Pickering.

Dempsey as Peacemaker and Master Negotiator

Bill's most recent achievement was negotiating a memorandum of understanding between the Morningside Heights Landowners groups and Save the Rouge Valley System. The 750 acre Morningside Heights area was the last remaining green-field development in Toronto and environmental and development interests clashed head-on. Developers in the area wanted to create a large-scale housing development while environmentalists demanded that the lands be protected as part of the Rouge Park. Bill brought both parties together and achieved a

groundbreaking agreement between them. The agreement resulted in a joint position at the OMB that saw the protection of nearly 25 percent of the area, well beyond Planning Act requirements, the creation of a million dollar restoration fund, a linked restored greenspace and stream system and the development of over 2700 units of housing. The agreement reached for Morningside Heights would have simply not been impossible without Bill Dempsey.

Next time you are asked to describe how planners can play a useful role in society, Bill's story is one to remember. At the award ceremony in June, he was described as "a dedicated member of his community and an example of what planners should strive to be."

John Mackenzie is a planning student at the University of Toronto. This is his first article for the Journal.



Beyond the Horizon 1999" is being held at Blue Mountain from September 22 through 25. Janice Emeneau interviewed conference chair Kris Menzies for the Journal to find out what's in store this September.

Journal: What message were you trying to convey with this intriguing title?

Menzies: As much as we wanted to be original and stay away from issues related to the upcoming millennium, as planners that was somewhat difficult to do. The theme, "Beyond the Horizon" is intended to capture a bit of forward thinking past the year 2000, as well as reflect the geographic setting of the Blue Mountain area. Blue Mountain Resort, near both the Town of the Blue Mountains and the Town of Collingwood, is located at the base of the Niagara Escarpment, and oriented towards Georgian Bay. This lends itself to visualizing beyond what the horizon holds for us, both in our lives and in our profession.

Journal: Your committee has selected the Blue Mountain Resort as the venue for the 1999 Conference. What can you tell us about it?

Menzies: In selecting Blue Mountain we faced a bit of a dilemma. Central District is hosting this year's conference but the resort is actually located in the Southwest District (by one mile!). Notwithstanding, we stretched tradition slightly and determined that Blue Mountain Resort fit all the Conference Committee's criteria. The last few conferences have been in urban settings and we wanted to showcase a more rural area. The resort provided us with a full service venue with a nearby town for easy access to higher order amenities and accommodation options. The setting is spectacular and the location is relatively central within the province. Although we did interview other resorts, the staff at Blue Mountain have repeatedly proven themselves to be exceptional. We expect that the member-

Annual Conference



Downtown Collingwood features historic town hall.

ship will have an enlightening and enjoyable experience at the resort during the conference.

Journal: Who are the keynote speakers at the conference?

Menzies: David Baxter will open the Conference with a light-hearted, but informative discussion on how demographics effect not only our day-to-day lives, but also how they inform our profession as planners and shapers of communities. David is the

Executive Director of the Urban Futures Institute and he challenges some of the "expert" opinions on how demographics affect our communities — most notably those of David Foot and Garth Turner.

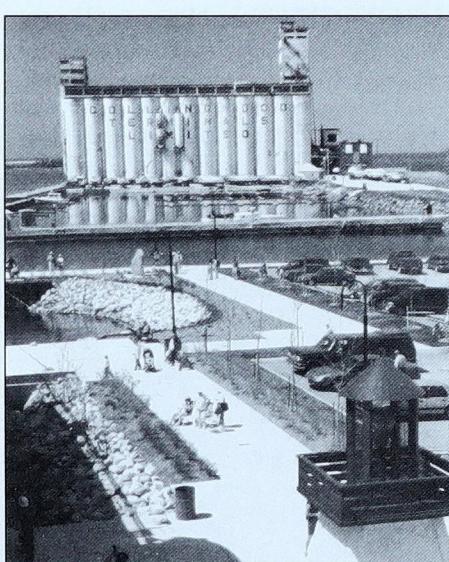
In keeping with the OPPI Conference theme of "Beyond the Horizon," Michael Fenn, Deputy Minister of Municipal Affairs and Housing, will discuss his views on the future directions in land use planning and the contribution of land use planners as we move into the new millennium.

Journal: I understand that Dan Needles of Wingfield Farms fame is your Friday lunch speaker.

Menzies: That's right, and those who have not had the privilege of meeting Dan Needles are in for a treat — ask anyone who's met him. Dan will give his take on the "real" meaning of life in rural Ontario. His insights are not only good fun, but we might just learn a thing or two.

Journal: Are we going to get some "local flavour" at the conference?

Menzies: Yes, many of the concurrent sessions are geared to do exactly that, providing members with insight into some of the local projects and planning initiatives in the area. Our five mobile workshops will provide an opportunity to tour some of these projects. There will be a tour of the lifestyle community of



The Harbour Land Project in Collingwood.

Cranberry Village, the Town of the Blue Mountains, the nearby Bruce Trail, as well as an opportunity to tour the redevelopment of Collingwood's waterfront. In addition, we'll see first hand the major changes happening at the Blue Mountain Resort itself since its purchase by Interwest Corporation.

Journal: Tell me a bit about the opening Golf Tournament at the Monterra Golf Course.

Menzies: All proceeds from the first annual OPPI Golf Tournament are to go to the OPPI Scholarship Fund. Golf has been a big hit during past conferences, and given that Monterra is one of the province's best public courses, we thought that it would be a perfect opportunity to promote a little friendly competition for a worthy cause.

Journal: What other social events do you have planned?

Menzies: Danny Diaz is back by popular demand (for those of you who were at the Sudbury Conference). A superb entertainer, Danny will perform at the Friday evening Gala Dinner and he may, once again, have us dancing on the tables!

Besides golf, we have plans for everything from a baseball tournament, to an evening horseback ride, to star gazing. And we are also delighted that Mediacom is back to sponsor a hospitality suite.

Journal: Any last words?

Kim: The Monterra golf tournament and the integrated Student Program are two new initiatives this year and we will be monitoring the response closely to determine if members find these worthwhile.

The Conference Committee including

Ruth Coursey, Wendy Nott, Ron Watkin, Wes Crown, Louis Zubowski, Gerry Melenka, Don May, Angela Baldwin. And all the staff at the OPPI office have worked hard to provide what I believe will be a wonderful program and a good time for everyone. We look forward to seeing you in September, "Beyond the Horizon."

Kris Menzies, MCIP, RPP Committee Chair for the "Beyond the Horizon 1999" Conference, is a development planner whose work is concentrated in the City of Toronto, York Region and Simcoe County.

Janice Emeneau has an MES in Planning from York University and has worked as a planner in both the public and private sectors. She is currently a consultant, conducting seminars on stakeholder involvement and decision-making processes. She can be reached at Emeneau@compuserve.com

Rural design on the edge

Noted "New Ruralist" Coming to Ontario

By Brenton Toderian

The Executive of OPPI's Southwest District in cooperation with sponsors that include the Canadian Urban Institute will be inviting planners from across the Province interested in rural and small settlement planning and design, to attend our upcoming Millennium Lecture and Workshop on the future of Ontario's rural areas. This event is being planned for Thursday, October 21st - watch for updates in the Journal's Billboard section and in the

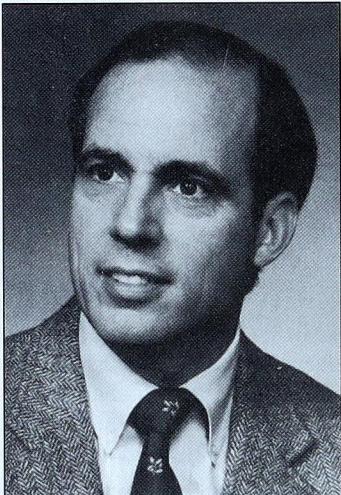
Southwest District's section of the OPPI Webpage, for updates as we lock in details on location.

The evening's keynote speaker will be noted rural expert and author Randall Arendt, MRTPI, Vice-President of Conservation Planning at the Natural Lands Trust in Media, Pennsylvania. Randall is the author of more than 20 publications, including the award winning *Dealing with Change in the Connecticut River Valley: A Design Manual for Conservation and Development* (now in its fourth printing), and the 450 page sequel entitled *Rural By Design: Maintaining Small*

Town Character

If you haven't read *Rural By Design*, I highly recommend it as perhaps the best modern book on rural planning and design issues in current publication today (the American Planning Association has listed it among 39 books recommended for "the essential planning library"). Randall will be publishing a new book through the American Planning Association this year, entitled *Design Characteristics of Hamlets, Villages and Traditional Small Town Neighbourhoods*. He's looking forward to sharing his insights with Ontario professionals, and discussing (and learning about) many of the approaches we use that would be beneficial to U.S. rural planning.

Randall is America's most sought after speaker on the topic of creative development design as a rural conservation tool, and has presented slide lectures in 45 states and five Canadian provinces. He has conducted workshops in creative development design for engineers, surveyors, realtors, planners and local officials, and has been a keynote speaker at national conferences sponsored by the



Randall Arendt

APA, the Urban Land Institute, the American Society of Landscape Architects, and the National Homebuilders Association. His work has been featured in the New York Times, the Wall Street Journal, the Chicago Tribune, and the New Yorker. Randall has designed conservation subdivisions for a wide variety of clients in 16 states, and has been described by the homebuilding industry as a "very credible open space advocate who understands all the dynamics of land use, including economics." The Centre for Rural Massachusetts (where he was the former Director of Planning and Research) has described him with even higher praise, as "God's gift to planners of small communities".

Randall will also be participating in a comprehensive rural planning afternoon workshop for practitioners and students on the same day, which will also include a panel of noted rural specialists. The topic for the workshop involves issues relating to the future of Ontario's countryside, villages, hamlets, and small towns.

For further information, please contact Brenton Toderian at 519-576-3650 or by email at mhbc.online.ca

Brenton Toderian, MCIP, RPP is an Associate with MacNaughton Hermsen

Britton Clarkson Planning Limited (MHBC) in Kitchener. In addition to being Chair of the Southwest District, he is a contributing editor with the Journal.

Editorial

Our Urban Future Needs a Champion

By Glenn Miller

"The quality of the built environment in our towns and cities has a crucial impact on the way they function. Well-designed buildings, streets, neighbourhoods and districts are essential for successful social, economic and environmental regeneration. Quality of design is not just about creating new developments. It is also about how we make the best of our existing urban environments, from historic urban districts to low density suburbs."

True enough. But these words were written by Lord Rogers of Riverside, author of a recently released report on the future of urban Britain, not by a Canadian. Ironically, the U.K. task force is enjoying the kind of profile usually reserved for political dalliance. One of the reasons people are taking the health of cities seriously is that the European Community is squarely behind the issue, with money as well as political will. That Britain has made fixing the urban environment a priority should be a wake up call to anyone who cares about the state of Ontario's communities. Unfortunately, although Ontario's communities need to hear this message from senior levels of government, no one with influence over our towns

and cities is likely to speak out on their behalf or take concerted action any time soon.

Lord Rogers goes on:

The Government should prepare a national urban design framework, defining the core principles of urban design, and setting out non-prescriptive guidelines showing how good design can support local plans and regeneration strategies.

Although we are pleased when outside agencies rank the quality of life in our cities, there is little discussion of how to protect or improve the situation on a grand scale. While we pat ourselves on the back, other jurisdictions are taking action. For decades, Canadians have been able to cite the plight of U.S. cities as an example to avoid. But things are changing fast. On the west coast of the U.S., the challenge of stopping urban sprawl is being met head on. The subject receives serious consideration by state and city politicians. Community leaders, the media and the public are engaged in serious debate on issues affecting quality of life. In this country we seem to be incapable of carrying on a public debate on critical issues without reducing it to a slanging match between political parties or the leaders of different levels of government.

In Britain, huge capital funds are already being invested to make regeneration strategies a reality. A report prepared for the Canadian Urban Institute by Joe Berridge documents some of these investments and others being made in the U.S. Our cover story in this issue is by a local planner who returned from Seattle and Portland convinced that Ontario's decision makers have been asleep at the switch. We have been talking about growth management. Some U.S. states have been doing it.

Lord Rogers continues:

Cities, towns and urban neighbourhoods need the right transport and other infrastructure to function as strong economic and social units. But we cannot ignore the environmental and health damage, as well as increasing congestion, caused by growth in car traffic. (Our) recommendations recognize that one of the best ways to attract and absorb more people into urban areas is to reduce the need for car travel. This requires policies that discriminate in favour of walking, cycling and public transport... Public transport is currently not good enough to persuade enough people to get out of their cars. We can persuade more commuters to leave their cars at home by making public transport routes more accessible, and by prioritizing work destinations.

These words apply to Ontario's cities today, but there are few forums to voice concerns or agree on collective action. OPPI's annual conference is one such opportunity. Let's not miss it.

(To access Towards an Urban Renaissance visit www_regeneration.detr.gov.uk/utf/renais To find out about "Reinvesting in Toronto: What the Competition is Doing" visit www.canurb.com)

Glenn Miller, MCIP, RPP is editor of the Ontario Planning Journal. He is also director of applied research with the Canadian Urban Institute in Toronto. His e-mail is ontplan@inforamp.net.

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Aggregate Industry Working to Restore Environment and Public Image

By Armando Porco

It is easy to underestimate the impact of Ontario's aggregate industry on our economy and in our everyday lives. The fact is that aggregate resources are the foundation (both literally and figuratively) of the province's \$30 billion construction industry that employs over 270,000 people.

Unfortunately, in the past there has been the perception that the industry was concerned solely with economic gain with little regard for the impact of their operations on the environment or on surrounding residents. For the most part, this perception is inaccurate. Legislative changes within the past decade have led to stricter requirements, particularly in environmental and operational practices. Additionally, a strong industry association (the Aggregate Producers' Association of Ontario) informs and trains its members on self-monitoring, environmental management, public consultation and runs an extensive awards program.

APAO members view themselves as part of the community in which they operate. There are many examples where former pits and quarries have been returned to their original or more productive uses with the help and input of the local community. These have included agriculture, reforestation, industrial and commercial development, recreation, naturalized areas, and constructed wetlands. By involving the public and utilizing a variety of restoration techniques, aggregate producers have found ways to mitigate environmental impacts, rehabilitate to higher uses, and strengthen their ties with the community.

Legislative Requirements

There are currently 25 separate pieces of Provincial and Federal legislation governing aggregate resource operations in Ontario. Of these, the Aggregate Resources Act, 1990 is the most important. One of the cornerstones of the act is to "minimize the adverse impacts on the environment in respect to aggregate operations" (section 2(d)). Revisions to the act in 1997 through Bill 52 introduced a set of provincial standards to be met prior to the issuance of aggregate extraction licenses and permits. The standards were developed in consultation with the industry and are representative of the industry's commitment to sound environmental practices and the recognition of the

importance of public involvement.

Sites currently being licensed must meet a stringent set of environmental requirements including the preparation of detailed site plans, technical reports assessing the negative impacts on natural features or ecological functions, and the identification of any proposed preventative, mitigative or remedial measures. Public notification and consultation is also required before approval.

In addition to legislation applicable to active pits and quarries, there are legislative tools in place to help ensure the rehabilitation of abandoned sites. In 1997, the MNR transferred responsibility for the restoration of abandoned sites to The Ontario Aggregate Resources Corporation (TOARC). TOARC administers the program through the Management of Abandoned Aggregate Property (MAAP) program, directed by the APAO. Funding for the MAAP program is drawn from an annual license levy of six cents per tonne of aggregate removed from licensed pits and quarries in parts of Ontario designated under the Aggregate Resources Act.

Public Involvement

APAO members understand that simply responding to legislative requirements regarding public involvement is not sufficient to gain the trust and respect of the public. Operators have become pro-active by developing a long-term commitment to community involvement and consultation. Examples include open house/BBQ events, the inclusion of local groups such as Scouts Canada, and involvement with local school groups. The APAO supports and encourages members to explain their operations to the community at these events, and is currently working on a manual designed to help its members develop strategies for interacting with their community on a regular basis.

Restoration Techniques

Techniques used in the rehabilitation of former and current aggregate sites include:

- Creation of diverse topography and cliff faces. More diverse micro-topography may encourage biological diversity.
- Natural succession may decrease or eliminate the need to use grass seed mix.
- Soil bioengineering – native species are being used to stabilize slopes and encourage

growth that promotes ecological succession.

- The creation of diverse bodies of water that are able to support a variety of aquatic life. Shallow weedy areas, habitat structures and islands are now the norm in gravel pit ponds.
- The use of bio-solids to enhance rehabilitation efforts, especially in areas of limited topsoil availability.
- The successful establishment of tender fruit in pits and quarries.

Outlook for the Future

The APAO continues to work with its members to promote sound public involvement and environmental strategies. For example, the association has recently updated its Rehabilitation Workbook designed to help members understand the fundamental steps in rehabilitation, as well as providing technical information on various rehabilitation techniques. The MAAP program is directing its research towards finding innovative techniques in the restoration of abandoned sites. The continued rehabilitation of aggregate extraction areas will ensure that the needs of the community are served both from the use of the resource itself and also through the land's ultimate use.

Armando Porco is a recent graduate of York's MES (Pl.) program. He is currently working with the APAO. For information on the APAO or MAAP, call (905) 507-0711.



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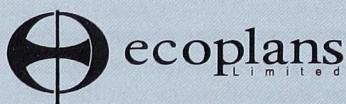
Letters

Editorial Prompts Reply

Just dropping a line to say that I was quickly scanning the May/June issue when I read the commentary, "Eyes Glued Shut." I am not often compelled to respond to editorials, but I had just finished drafting an article about smog and what municipalities and businesses can begin doing to combat it. As a daily 400-series commuter who, just yesterday, was forced into the shoulder by a driver damned and determined to move into my lane, I can attest to (the points made in) your article. More importantly, you have confirmed my suspicions about SUVs. I was also encouraged by the overall number of articles in the Journal related to environmental issues. Or, perhaps it is a sad reflection of the current conditions in this province.

Keep up the good and discerning work!

Brenda Sakauye, environmental coordinator with the City of Mississauga.



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Praise for Planner at the OMB

I would like to thank OPPI for sponsoring the Planner at the OMB seminar in Gananoque. It was packed with relevant information and invaluable tips for planners headed for a "date with the Board."

Moderator Bernie Hermsen, with lawyer Paul Webber, OMB member Don Granger with planners Jane Ironside and Lloyd Phillips brought the OMB experience to life. The seven modules covered everything from preparing evidence in chief to identifying ethical dilemmas and preparing a "mock trial."

As a recent graduate (Waterloo, 1998) I was enthusiastic about the opportunity to participate in this type of professional workshop and found the experience even more helpful than anticipated. I highly recommend this course to professionals with a limited knowledge of the OMB.

I couldn't help think how useful this course would have been before I started my

career path or to have gained this knowledge while at university. To this end I have copied this letter to Waterloo, U of Toronto and Queens in the hope they would consider working with OPPI to incorporate this seminar into the master's program or a prerequisite quarter course credit.

Ron Warne, planning technician with the Town of Ajax.

Editor's Note: Ross Newkirk, MCIP, RPP, director of the Waterloo planning school replies that the OMB course suggested by Mr Warne is now available to undergraduate and graduate students.

LETTERS TO THE EDITOR

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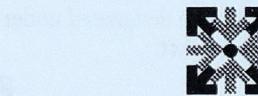
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15 / DISTRICTS & PEOPLE

Eastern

Leeds and Grenville County Official Plan

By Sandy Hay

The United Counties of Leeds and Grenville started a county planning program in January 1998 in response to the Minister of Municipal Affairs and Housing's Delegation/Exemption Strategy for Ontario. In order to participate in the strategy, the United Counties need an approved Official Plan in place. In March 1999, the counties sent a short discussion paper describing some of the characteristics of county planning, including procedures, timelines, and costs, to local municipalities and 80 interested agencies and groups.

The overwhelming response was positive and encouraged Council to proceed. Some respondents offered technical comments and suggestions for making the substance and process more meaningful. A few did not support the preparation of a county-wide Official Plan. The relative weight that Council assigns to the different responses will affect the level of funding allocated to the process in the 1999 budget. Although the counties cannot forgo the process altogether, the level of resources allocated to the plan will determine the rate at which the plan proceeds.

The response from the local municipalities was of special interest. Support was strong for technical studies that would yield value-added GIS products and ser-

vices that could be shared by local municipal staff. Provincial ministries such as OMAFRA and MNR, as well as the Conservation Authorities, were also supportive.

Many planners and other professionals stressed the need for more public involvement, a comprehensive land use analysis, and more technical background papers. They suggested forming a technical steering committee of local planning staff and consultants. This idea has been encouraged by the Counties' Public Works Committee.

Several Townships supported a local resolution advocating a statement of principles only, rather than a county-wide plan. The resolution stated that "due to the size of the area covered [it] could not adequately deal with the needs of the residents," and that it "could cause confusion and leave the Villages and Townships unable to defend their own well-thought-out bylaws." Although the United Counties have no debt, the resolution went on to

suggest that funding for preparation of the Official Plan be used to "pay down the debts incurred in running the County."

Staff were instructed to revisit the process, time, and cost elements of the procedure to incorporate various recommendations, and to develop ways to satisfy the underlying concerns expressed by those who do not fully support the plan. A GIS workshop will be organized for the local municipalities in the United Counties, as well as a technical steering committee for fall 1999.

The discussion paper was intended to encourage debate and discussion about the collective future of the communities that make up the United Counties. Greater public involvement, stronger technical studies, and accelerated GIS services will strengthen the planning process in Leeds and Grenville.

Sandy Hay, MCIP, RPP, is County Planner for the United Counties of Leeds & Grenville.

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Town of Perth Official Plan Review

Mark Jensen

The Town of Perth, Lanark County, is located about 80 km west of Ottawa and has a population of just over 6,000 people. The town functions as a regional centre for the surrounding area, serving about 40,000 people. The importance of heritage conservation is reflected in its many distinctive sandstone buildings. The Tay River provides a valuable recreational resource to the residents and visitors. Direct access to Highway 7 and the St. Lawrence and Hudson Railway, as well as the planned implementation of leading-edge telecommunications technology, make Perth an ideal community for business. Perth has also become a popular tourist and retirement destination.

The current official plan was approved in 1973 and has served the community well. Since its adoption, the plan has been amended 24 times, including a consolidation in 1982. In addition, the municipality was involved with a number of recent Ontario Municipal Board hearings over commercial expansion along the Highway 7 corridor.

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A review and update of Perth's official plan is now under way. In spring 1998, Tunnock Consulting Limited (TCL) was chosen to help Perth review its official plan. This firm had led the community through its first-ever strategic planning exercise in 1995.

The goal is to produce a flexible official plan that will:

- address competing interests between the highway and downtown commercial nodes;
- better define what heritage means to the community;
- promote economic development.

The process began with a simple two-question survey in the Perth Courier, which solicited views from readers on what they liked about the community and how they wanted to see the community grow and develop. A public workshop was held a few months later, asking for ideas on economic growth and development, heritage and tourism, and neighbourhood planning. Focus groups were held with key business people in the community to identify their concerns and aspirations. Surveys were distributed to get feedback on the business needs of the community.

An extensive community profile was completed based on this public input as well as information available through past studies. Demographic information and population projections formed part of this background document. The document identified trends and gaps for the development of specific policies for the new official plan.

A draft of the new official plan was presented at a well-attended public open house and meeting in March 1999. Presentations and submissions from the public and the Ministry of Municipal Affairs and Housing indicated that additional work was required. The more notable revisions were to address concerns expressed by the public over future residential or commercial development along Wilson Street, a collector road that links the highway to the downtown. The Ministry also asked for additional detail in the plan's Natural Features section.

The Town's consultant worked with the municipal planner and members of the Local Planning Advisory and Site Plan Control Committee to refine the draft plan before it was presented at another public meeting on June 17, 1999. It is anticipated that the revised draft plan will be adopted by the Perth Town Council in August 1999 before it is sent to the Ministry of Municipal Affairs and Housing for final approval.

Mark Jensen is Planning Administrator for the Town of Perth.

Southwest District

The Southwest District held its spring dinner meeting at the Arboretum Centre at the University of Guelph on May 20. The theme was Urban Design Strategies for Commercial Districts.

More than 105 members and guests, including 25 students, listened to talks by Moiz Behar from the Planning Partnership and Joseph Bogdan of Joseph Bogdan & Associates on Commercial Corridor Design in Guelph and the Uptown Waterloo Redevelopment on the Seagrams and Waterloo Town Square lands.

The planners were joined by six area architects, several developers and an Uptown Waterloo Ward Councillor interested in urban design and enhancing urban livability.

The Southwest District also acknowledged the dedication and commitment of past executive members by presenting certificates of appreciation to the following members:

- Mike Barrett, past chair, vice-chair and secretary treasurer
- Don Stewart, past chair and program sub-committee chair
- Kevin Curtis, past vice chair and secretary treasurer
- William Pol, past membership sub-committee chair
- Tracey Pillon-Abbs, past program sub-committee chair

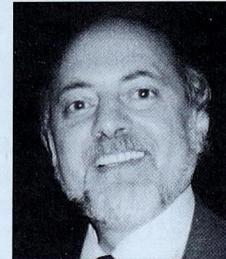
The Southwest also held a dinner meeting in late July at the Benmiller Inn. It included a hike of the Morris Tract and a discussion on trends for trails.

Darin Dinsmore, MCIP, RPP

Central

Toronto Vision Getting Sharper Focus

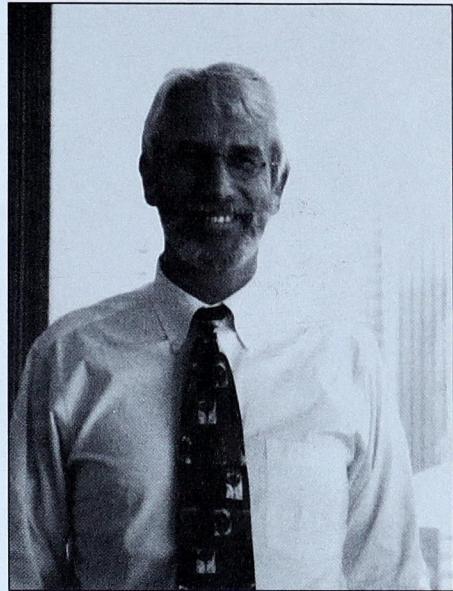
More than 170 planners, developers and lawyers crowded into a Metro Hall room in July to hear Toronto chief planner



Paul Bedford update "progress towards the vision" for a new plan. In an energetic and engaging presentation, Bedford identified the key challenges facing Toronto. The event was staged by Canadian Urban Institute with Urban Intelligence Inc. In nearly an hour of tough questions and discussion following the presentation, Bedford impressed the audience with his candour and personal commitment to the target of getting council's endorsement of the base document by 2000. One member of the audience challenged the city to increase its population targets. Bedford acknowledged that "there is lots of room for a larger population" but given the difficulties involved, he would settle for the current target. He noted that the process of getting final approvals will have to wait until the November 2000 election. The city is currently consulting widely with the public and "key stakeholders," and the process has impressed Bedford with the

level of interest and endorsement for the principles being shared. These include the "three lenses" approach (described in several previous Journal articles). Bedford emphasized the need for the city to move forward in concert with the surrounding region. The GTSB's countryside report suggests a useful theme to underline common interests, Bedford commented. There was also a graphic reminder that quality of life and current conditions cannot be taken for granted, with pictures of downtown Detroit - beautification efforts along a downtown boulevard adjacent to boarded up stores and offices. The commercial vacancy rate exceeds 80 percent. Bedford also came armed with a survey/questionnaire for the audience to fill out. "I can't do this alone," he insisted. "My staff and I need your input and support."

For a complete report visit the CUI's website at www.canurb.com



Paul Bedford, MCIP, RPP

People

After 22 years in municipal planning, Bill Hollo has started his own consulting practice, William S. Hollo Consulting based in Toronto. "This is a new consulting opportunity," suggests Hollo. "I am taking my experience as director for the County of Lambton and with the City of North York (now Toronto) to focus on land use plan-

ning (including municipal board hearings) and customer service and process improvement." The latter services will be of interest to municipal decision makers who want to improve customer service by improving their processes and rationalize costs. For private sector clients, Bill's experience spans more than 80 major planning projects. He can be reached at (416) 492-1714.

Richard Zelinka and Greg Priamo have

launched a new professional planning practice based in London. With nearly 40 years of experience between them, Richard and Greg are able to provide a comprehensive range of planning and development services, public consultation and facility feasibility studies. Assisting them in this new venture is senior planner Harry Froussios. Contact the firm at zp@zpplan.com

Another recent celebration took place in



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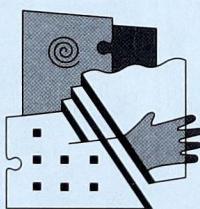
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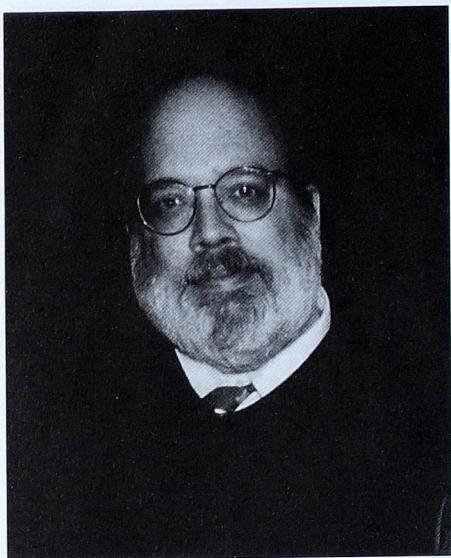
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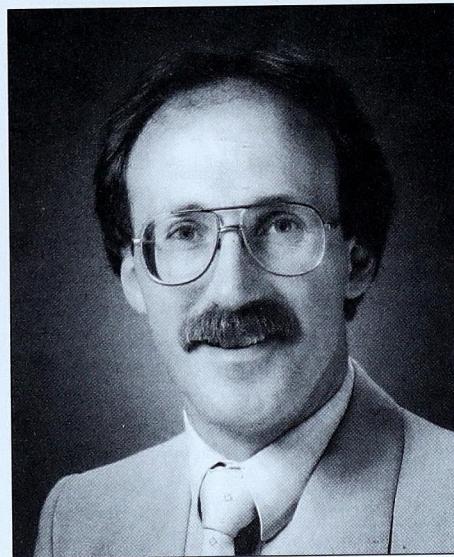
Toronto, when John Gladki, Alan Mitchell and Geoff Dobillas officially opened the Canadian office of GHK International (Canada). Gladki, who was previously a director with the former City of Toronto, travelled frequently to eastern Europe on

behalf of the Canadian Urban Institute. Look for an article on the building of international partnerships in the Journal in the near future. Contact the firm at ghkint@idirect.ca

In Eastern District, Andrew Hope left the Regional Municipality of Ottawa-Carleton in June to take up a new position as Manager, Current Planning, Regional Municipality of Halton, Ontario. As a former OPPI conference organizer on behalf of Eastern District, Andrew's energy will be welcomed in Central District.

Back in the Southwest, Bruce Singbush has left the City of Windsor to join Marshall Macklin Monaghan Ltd in Thornhill.

Experience as a contributor to the Journal has paid off for Jeff Celantano! Following a successful career in increasingly responsible positions with North Bay, Jeff has been appointed as the city's first Manager, Organizational Development and Planning. Although the CAO neglected to mention Jeff's years of service as the Journal's regional editor for the North in his congratulatory notice to North Bay



Jeff Celantano, MCIP, RPP

staff, observers are convinced this experience clinched the appointment for Jeff. Seriously, though, Jeff brings not only planning but a masters degree in public administration to this new role, which has four key components: support on organization

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development to the CAO and senior management, policy analysis, corporate planning and research, and special project support. A fifth aspect is to undertake public relations/marketing in support of all the city's business units.

In the previous Journal, we announced the appointment of two new contributing editors for People: Thomas Hardacre, MCIP, RPP who can be reached at thardacre@peinitiatives.on.ca and Lorelei Jones, MCIP, RPP. In that issue, we introduced Thomas Hardacre. Now meet Lorelei Jones.

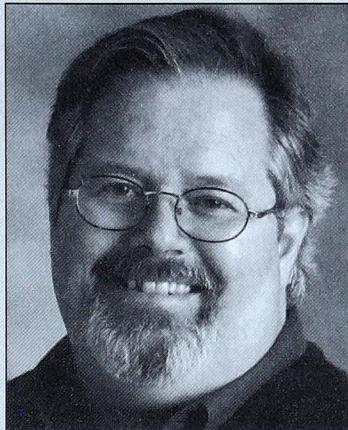
Lorelei (Kasha) Jones graduated from the University of Waterloo in Urban and Regional Planning in 1981. She worked as a planning consultant in Calgary and then returned to Ontario in 1986. Lorelei worked for Walker Nott Dragicevic Associates Ltd. until 1998 when she left to start her own business Lorelei Jones & Associates, which is located in Mississauga. She is currently involved in development and municipal planning and OMB matters throughout southern Ontario. She can be contacted at lja@home.com

Obituary

GORDON K. BUCKINGHAM, MCIP, RPP

By Robert Macaulay

The municipal/planning world suffered a terrible loss with the recent death of Gord Buckingham, at the age of 47. He succumbed in early June 1999 after a brief fight with cancer. Gord graduated in 1974 from the University of Waterloo with a Bachelor of Environmental Studies in Urban & Regional Planning. He spent his entire 25-year professional career with the Provincial Ministry of Municipal Affairs, working in various branches and func-



Gord Buckingham

Both from his university years and during his subsequent professional career, his effervescent personality, easy manner and sense of humour earned him many friends and much professional respect. He had an extraordinary "zest for life", and will be missed by all who knew him.

Bob Macaulay, MCIP, RPP knew Gord for more than 25 years. He was both a classmate and roommate in planning school at University of Waterloo.

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Transportation

A New Approach to Funding Urban Transportation in Canada

Reported by David Kriger

Last November, the Greater Vancouver Regional District (GVRD) proposed a new way to fund urban transportation in Canada's 25 largest urban areas. The proposal called for portions of the federal and provincial vehicle fuel taxes (three cents per litre each) to be dedicated to local authorities across Canada that would have responsibility for urban transportation governance and funding.

The proposal ensures a stable funding source for urban transportation. It dedicates user-generated revenues to transportation: according to a 27 November 1998 GVRD news release, the federal government "collects \$3.8 billion in fuel taxes each year nationally.... but spends

less than \$400 million on roads and virtually nothing on transit."

The proposal also provides a means for the federal government to get involved in urban affairs (traditionally a provincial jurisdiction), which would be important, for example, in promoting greenhouse gas reduction strategies in a consistent way across the country, in support of our international Kyoto commitments.

The proposal is derived from a report, A New Approach to Funding Urban Transportation in Canada, prepared for GVRD by IBI Group last fall. The report makes several key points, notably:

- The potential of pricing mechanisms (such as increased fuel prices) to induce drivers to switch to more energy-efficient

modes, as well as generating needed revenues for transportation improvements.

- The importance of having coordinated institutional means to plan, deliver and finance urban transportation improvements. This is a significant challenge in many urban areas, since these responsibilities (and their coordination with the planning, delivery and financing of other urban services) are often fragmented among many jurisdictions and agencies.

In response to the first point, the report proposed that the federal participation be contingent upon an equal contribution from the relevant provincial government. It also proposed that the federal government consider raising its excise taxes on fuel by up to three cents per litre, across the coun-

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try. This would eliminate any regional disparities in economic competitiveness (that otherwise could occur if the tax increase was applied selectively), while helping to encourage non-urban drivers to switch to more environmentally sustainable modes as well. The participating provincial governments could similarly raise their excise taxes as well.

Regarding the second point, Canada's largest 25 urban areas would be eligible for the program, provided that the appropriate institutional arrangements were in place to ensure the coordinated and integrated planning, delivery and funding of transportation services across the entire urban area. The newly-formed Greater Vancouver

Transportation Authority (which already benefits from provincial fuel tax and other revenue sources) and Montréal's Agence métropolitaine de transport are well-advanced examples, with the Greater Toronto Services Board having some functions of the other two boards (though limited fund-raising capabilities: see the May/June, 1999 issue of the Ontario Planning Journal).

The initiative would be a joint federal/provincial/municipal program. Federal funds would flow to the participating provincial governments, in accordance with the eligibility criteria. The provinces would be required to distribute federal and provincial funds to participating urban areas.

What next? The proposal, endorsed by the

GVRD, also has been endorsed by the Board of Directors of the Federation of Canadian Municipalities and has the support of the Urban Council of the Transportation Association of Canada. Certainly the big winner would be urban transportation (not just roads, either), because it develops a multi-governmental partnership and institutional structures specifically for urban transportation while stabilizing funding. Let's hope the powers-that-be think so, too!

David Kriger, P.Eng., MCIP, RPP is a senior consultant with Delcan in Ottawa. He is the Journal's contributing editor on transportation issues. He can be reached at dkriger@delcan.com

Ontario Municipal Board

City of Toronto Ordered To Pay \$89,346 In Costs

By Paul Chronis

The Ontario Municipal Board has ordered the City of Toronto to pay costs totalling \$89,346 to two appellants who successfully challenged an interim control by-law enacted by the City in an attempt to prohibit the expansion of two medical clinics in the vicinity of St. Clair Avenue West and Dufferin Street.

The by-law was originally enacted by City Council in June, 1997 at the urging of the local councillor. The stated purpose for the by-law was to provide the City an opportunity to study the need for parking requirements for medical clinics. The clinics were established prior to the enactment of the by-law and were not subject to parking requirements.

The by-law was in effect for an initial period of one year, but was subsequently extended for an additional four months. During that time, it prevented the use of any lands along a portion of St. Clair Avenue West, between Lansdowne Avenue and Westmount Avenue, for purposes of a medical clinic.

Following a hearing held before the OMB in August, 1998, the Board ordered the by-law repealed. The Board stated that the by-law and its amendment "were an abuse of process, were not passed in good faith and are unreasonable and discriminatory." The Board relied on evidence consisting of a taped telephone conversation between the local councillor and a constituent, in which the councillor acknowledged that the by-law was pushed through Council to provide a

planning basis so that the issue of (supposedly) parking and how that affects the medical centres could be examined while expecting a planning challenge. Based on the tape recorded evidence and the unfounded planning rationale, the Board quickly concluded that the real purpose of the by-law was to stop the two clinics, both of which specialize in methadone treatment for heroin addicts.

In a subsequent decision issued on April 14, 1999, the Board confirmed that the City must compensate the two clinics for the legal and planning fees they incurred in successfully challenging the by-laws. The Board stated the City "cannot now simply put the blame on the local councillor who spearheaded the by-law so quickly through the process. Council passed the by-law. The councillor could not do it on her own . . . None of the costs would have been incurred by either party if the by-law had not been passed by Council."

The decisions represent the second time in recent months that the Board has rebuked the City for its enactment of interim control by-laws, which are intended as a means of immediately freezing the use of private property in order to provide breathing space for a planning study to be undertaken. Such by-laws are controversial because they are often enacted in response to a specific development application, but without any prior notice to the applicant. Once enacted, the by-law prohibits the development from going forward for a period of up to two years, but it often leads to new zoning controls

which prohibit the development on a permanent basis as well.

The City has sought leave to appeal the Board's decisions. One of the clinics announced its intention to sue the City and the councillor for damages.

The matters are still pending before the courts.

Source: Decisions of the Ontario Municipal Board issued on October 16, 1998 (Decision/Order No. 2588) and April 14, 1999 (Decision/Order No. 0729)

Case No.: PL971024

File Nos.: R970254 & R980133

The Adequacy of School Sites—Round 2

In the January/February Issue of the Ontario Planning Journal (Volume 14, Number 1), I reported that a decision of the Ontario Municipal Board was pending with respect to the issue of the adequacy of school sites and the ability of school boards to phase development over a period of eight years as a means to be satisfied with the fulfilment of the conditions of draft subdivision approval.

On April 29, 1999, the Ontario Municipal Board issued its decision bringing again to the forefront the competing interest in the development of land - the right of the landowner to subdivide land and the conditions which would be imposed by the approval authority.

The Board, as detailed in its decision, extensively analysed both the landowners' position with respect to the funding model available to the school boards and the subdivider's interpretation on how the condition is ultimately fulfilled. The Board, as a matter

of law, was asked to consider the following questions:

Does the Ontario Municipal Board have the jurisdiction to impose a condition that gives the school boards the authority to delay development of an unapproved draft plan of subdivision until such time as the school boards determine that they will provide the pupil accommodation for the Plan?

What followed in the Board's decision was a very extensive review of case law to deal with the various provisions of the subdivision approval process involving the planning considerations of prematurity, the acquisition of school sites at fair market value, the adequacy of school sites, equitable distribution of education facilities, the delay of development until such time as the school boards provide confirmation that the adequate education facilities are available and common law rights to subdivide land.

The Board concluded, among other things, that:

1. The ability of the school boards to control the timing of development and the phased construction of housing units within the plan of subdivision is not expressly stated or found by necessary implications within the Planning Act.
2. The change of the wording of the Planning Act from "equitable distribution of education facilities" to "adequate provision and distribution of education facilities" has not altered the approach to be used when considering the effect of Section 2 of the Planning Act. The Board found that this section's "adequacy" provisions are satisfied, in as much as the

school sites are reserved and the school boards are given an adequate opportunity to secure those sites.

3. Both the Education Act and the Development Charges Act provide statu-

Act to provide the facilities.

4. The Board was concerned that if it accepted the jurisdiction to impose a condition sought, it may lead to an enquiry into the operation of the school boards,

including the consideration of matters such as location of pupil places, the type of pupil places, issues of bussing, the timing of providing new pupil places and a number of new places. Considerations could also include matters such as staffing, curriculum and discipline. The Board concluded this type of enquiry is not the function of the approval authorities under the Planning Act.

5. The Board concluded that the owner's common law right to subdivide land cannot be taken away except either by express language or necessary application of the legislation. The Board also accepted the argument that the condition proposed to be imposed would elevate the school boards from a community agency to an entity in control of development. In order to achieve this, the Board was of the opinion that clear language would be required and the Planning Act did not confer that power either expressly or by necessary implication.

Based on the Board's detailed analysis of the positions of the various parties and thorough examination of the case law, it concluded that it will impose the disputed condition based on a lack of jurisdiction to do so under the Planning Act.

The matter is now before the courts.

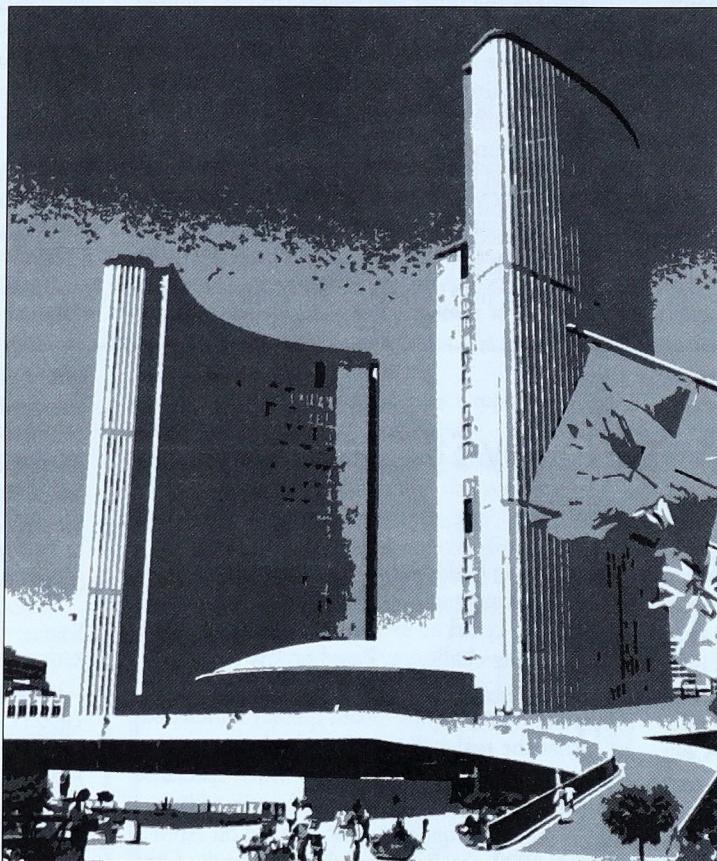
This decision should be read with the one previously reported in the Journal. It now provides planners with a basis upon which to assess the provisions of the Planning Act respecting the adequacy of school sites.

Source: Decision of the Ontario Municipal Board

Case No: PL980213, PL980375, PL980435, PL980448

File Nos. :S980070, S980065, S980074, S980076

Paul Chronis, MCIP, RPP is the Journal's contributing editor for the OMB. He is a senior planner with Weir & Foulds in Toronto and can be reached at CHRONISP@weirfoulds.com



You Can Fight City Hall

tory authority for school boards to acquire funding for school facility purposes. Such authority, coupled with the ability to reserve school sites, under the Planning Act, is sufficient to meet the requirement to "have regard to" education facilities. The school boards are able to meet their statutory obligations under the Education

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Heritage Designation and Property Values—Finally an Answer



Heritage buildings can make good offices for consultants

The word is in on whether heritage designation has an impact on the value of your property. The answer is this – if designation has any affect on real estate prices, it's probably a good one. There is certainly no statistical evidence that recognizing the historical significance of a building has any negative influence.

Dr. Robert Shipley, University of Waterloo professor of urban planning, was funded by the provincial government to tackle this long standing debate. Hundreds of properties in a couple of dozen communities across the province were surveyed. Volunteers, with the help of local real estate appraisers, gathered data that was analyzed at Waterloo.

Trends in the price histories of heritage properties were compared with the average market trend in each community. In 74% of the cases the heritage properties performed as well as or better than average. It doesn't seem to matter whether these properties were expensive, up-scale houses or more modest buildings; they still do well in the

market when sold. Also interesting is the rate of sale. Individually designated properties sold more often than the average. Perhaps most important of all is the fact that the prices of heritage properties seem to resist down turns in the real estate market.

All of this adds up to the conclusion that there is a strong and healthy market in Ontario for heritage. "In the UK," says Peter Howard of the University of Plymouth, "there is much less doubt about the positive value of heritage property, and the listed status of a building is nearly always stated by the estate agent as a positive value. But I know this is not universally true and the same debate [as in Canada] rages in Australia and U.S." Mr. Howard is editor of the International Journal of Heritage Studies in which Shipley's Ontario results will be published later this year.

Professor Shipley points out that designating properties is done to recognize their historic and/or architectural significance to the community. It is not undertaken with the idea of financial gain. "At the same time,"

Shipley says, "there is no reason why the owners of such properties should be economically disadvantaged because their properties are seen as important landmarks in their town or city." And now it is clear that owners are not being penalized but in fact rewarded in the market. In spite of the modest restrictions that designation places on a property there seem to be plenty of buyers willing to pay a premium to own these special buildings.

"Nobody is suggesting that this increase in property value in a result of designation," says Mary Lou Evans, Ministry of Citizenship, Culture and Recreation community advisor on heritage affairs. "Dr. Shipley speculates that the kind of people who have their buildings designated also care enough about them to make reasonable investment in their maintenance," Evans continues. "The point is that designation itself, certainly has no negative affect."

While most of the properties surveyed were residential some commercial properties were included in the study. Generally they also did well in their sales histories unless there was a clear conflict with zoning. Shipley says that when a property becomes more valuable for its development potential than for the value of the existing building on the site, then other economic factors come into play. However, there are mechanisms in planning legislation that allow municipalities to transfer the development rights from one property to another. If the community decides that certain buildings are in fact significant to the history and identity of the place, and that preserving them is worthwhile, then there are ways to ensure that the owners of those properties do not suffer economically.

Another finding of the study concerned Heritage Districts. In some communities the properties within these historic neighbourhoods behaved much like individually designated properties, doing well when they sold. In some, however, there were too few sales over the past several years to allow any market trend analysis at all. In other words these districts become very stable with people holding onto their properties. Anecdotal information suggests that this is because people really value these buildings and don't want to leave.

"Let's hope that now, after the clear results of this study are known," says George Canning, a real estate appraiser in London, "that people will get on with designating interesting buildings and stop worrying about the property values issue."

For more information on this study, contact Robert Shipley, MCIP, RPP at rshipley@fes.uwaterloo.ca

Place Makers Join Forces Across Ontario

By Anne McIlroy

In the March/April issue of this magazine Glenn Miller announced the formation of the Urban Design Working Group. As the Working Group chair, I am pleased to report on our activities. The group includes the original five individuals who responded to the initial invitation. The decision to include all five respondents ensures regular and varied urban design contribution to the Journal, and provides a core of individuals to launch the Urban Design Working Group meetings. Alex Teranu's article in the same issue of the Journal entitled A Proposal to Use Urban Design as Image Builder for the Planning Profession was compelling fuel to initiate the process. The article described the potential of coordinating the efforts of other professions into a collective design and planning effort, and recommended that practitioners interested in urban design should get together to share information.

The Working Group has now met twice. The location of meetings will be in Toronto, held on a rotating basis at the various members offices. As not all group members will be able to attend every meeting, e-mail will be used as a means to help the group communicate on a regular basis.

The focus of the group will be to stimulate ideas and promote discussion,

with the objective of:

- raising the profile of urban design across Canada including large urban and small communities
- registering information on urban design projects
- providing a forum for opinion and debate
- providing a source of ideas for articles, workshops, presentations and exhibits.

Participation is encouraged from all urban design related disciplines including planning, architecture, landscape architecture or any other discipline involved in the process of place making. The group is in the process of defining its role beyond the initial function of contributing urban design articles to the Journal. In an effort to focus on urban design as a key element of planning, the

Journal will be an important forum for furthering the awareness of the group. Ultimately, we hope to expand the profile of the group through other local or national publications.

The tremendous enthusiasm of the group and the continued response of interested contributors demonstrate the need for this process of collaboration. We have heard from people in Toronto, Windsor, Stoney Creek and Ottawa and that interest will spread to as many locations as possible across the Province. The combination of

urban design topics already put forward provides material not only for Journal articles but also for professional workshops, charettes, exhibits, lectures and combined events with the related professions. Some of the upcoming urban design topics will include:

Downtown Revitalization; Urban Design for designated Heritage Areas; Urbanization of the Inner Suburbs; Master Planned Communities; Resort and Waterfront Planning; New Industrial Parks; and Campus Plans.

Our objective is to get people from all the related professions talking about urban design. Bringing people face-to-face on a regular basis is commonly done through the planning and architectural communities, but does not often enough include urban designers. Last fall, the City of Toronto sponsored a Canadian Urban Institute workshop at the Toronto Archives with Alan Jacobs, author of Streets, which provided a successful example of how multi-disciplinary collaboration can work. The objective of the workshop was to consider improvements to a section of Eglinton Avenue in Scarborough known as the Golden Mile. Planners, architects and urban designers from the public and private sectors met over lunch, were presented a slide show that set the Golden Mile context, and subsequently divided into workshop groups with markers and base plans. The hour that ensued resulted in a process far more interesting than other workshops I have attended involving only a single profession. Our group included a blend of planning policy makers, architects, landscape architects and our best weapon, a student who's current thesis happened to be the Golden Mile. Some participants had excellent drawing skills and others were exceptionally articulate in presenting the group's findings. The combination of professional experience resulted in ideas that were both innovative and realistic.

The workshop process was invigorating and provided a common venue to stimulate discussion. We hope that the articles we present in the coming issues will encourage further dialogue about the complex issues and tools we use in the urban design profession. As place makers we share common goals and responsibilities in creating the building blocks of our buildings, streets and communities. I look forward to hearing from all of you.

Anne McIlroy, MRAIC, MCIP, RPP is chair of the Urban Design Working group and a senior associate with Cochrane Brook Planning and Urban Design. She can be reached amcilmroy@cochrane-group.ca



Anne McIlroy

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Are You a Planner, an Ogre, or a Mouse?

By Philippa Campsie

A recent article in the *Globe and Mail* about former Toronto public works commissioner Ray Bremner made an unusual point about report writing. Bremner says he was strongly influenced by former parks commissioner George Bell, who "taught him to write his reports to council in the first-person singular, to emphasize his personal accountability as commissioner and protect his staff from political interference."

I have seen quite a few Toronto reports written in the first-person singular, although not lately. At times the approach seemed odd, because it gave the impression that a commissioner had personally undertaken all the work of research and analysis for a proposal or policy. However, I have to admire a commissioner who takes a personal responsibility for all the work produced by his or her department.

The question comes up again and again in my plain language workshops. Should planners write in the first person or hide

behind the anonymous third person? Should they end a letter with "please call me," or "please contact the undersigned"? Can they say "we visited the site," or do they have to say, "staff conducted a site visit"? Or should they disappear completely behind the passive voice: "a site visit was conducted"? These questions seem to cause a lot of anxiety.

Different municipalities and firms have different approaches, usually laid down by whoever is in charge. I am all in favour of using the first person, because I think the public is reassured to know that there is a human being behind the bureaucracy. If planners want to improve their public image, then they need to start by presenting a human face to the world. You can't build a public image on facelessness.

The planners in my workshops often agree, but shake their heads sadly, saying that they would never be allowed to buck the system where they work. The ogre in the

corner office or the clerk's department would never permit a departure from established tradition. Apparently there are more ogres in the planning world than in a child's book of fairy tales.

The distinguishing characteristic of an ogre is the ability to turn traditions and customs, or even open-ended guidelines, into immutable laws and rules. Unfortunately, they are usually so successful at this alchemy that even when they retire, their laws and rules live on. Most of them have a penchant for the third person, for the passive voice, and for legalistic turns of phrase that call for a great many aforementioneds, herewiths, thereof, and whereas.

All I can say is that when the ogre in your office retires, don't become one yourself. You can't change the face of planning if it doesn't have a face to begin with. Come out from behind the third person and take a stand. It's the only way to start building a relationship of trust and respect with the public.

I, Philippa Campsie, Deputy Editor of this magazine, wrote this article and I mean every word of it. If you want to call me, you can do so at (416) 363-2016, or you can e-mail me at pcampsie@istar.ca

Housing

Municipalities Call for Federal Action On Housing and Homelessness

By Peter Zimmerman

A report prepared by the Federation of Canadian Municipalities (FCM), entitled National Housing Policy Options Paper: A Call for Action, says Canada needs a national housing strategy involving all levels of government. Cities across Canada have been experiencing rising levels of homelessness, decreases in the quality of rental housing and increases in the number of households experiencing affordability problems. The document, endorsed by FCM's 1999 Annual Conference, calls for a three-pronged approach: developing new affordable housing, rehabilitating existing apartments, and providing support for households paying more than half of their income in rent. The report has become the basis of a national effort to lobby the federal government for renewed involvement in affordable housing.

Consensus for National Action

The FCM Annual Conference was

attended by 1,500 councillors and mayors from across Canada. Endorsement of the housing options paper represents the culmination of an effort that began last fall when the FCM Big City Mayors Caucus (representing the 19 largest municipalities in Canada) initiated work on the Options Paper. The project resulted from a resolution endorsed by the Caucus describing the housing and homelessness problem in Canada as a 'national disaster.'

Toronto City Councillor and FCM Vice President, Jack Layton led the Options Paper team, and presented the report to this year's Annual Conference. The report was developed through consultation on an ongoing basis with staff and political representatives in 20 municipalities across Canada.

A National Problem

While housing and homelessness problems exist throughout the country, there is

significant local variation in how these problems are manifested. In cities like Toronto and Calgary there has been a dramatic growth in homelessness along with a shortage of affordable housing. In others like Halifax and Saskatoon, homelessness has been overshadowed by renter affordability problems. In Montreal, where demographic growth has been slow and vacancy rates are high, housing renovation needs are greater than in other parts of the country. (Fifteen urban areas are profiled in the paper from the West to the East Coast.)

Overall, the most significant findings are:

- Between 1990 and 1995 the number households in Canada paying 50 percent or more of their income on rent increased by 43 percent;
- In larger urban centres, there are at least 96,000 households on assisted housing waiting lists;
- As of 1996, there were 360,735 dwelling units in Canada in need of major repair; and,
- Emergency shelter use has increased significantly in Calgary, Edmonton, Hamilton, Kitchener, Montreal, Ottawa, Regina, Peel, Toronto, Vancouver and Winnipeg.

A Ten-Year Plan

The Paper concludes that a new national strategy must address the need for new supply, rehabilitation and relief of housing affordability problems and must meet these targets:

- 200,000 new affordable units over 10 years;
- 100,000 rehabilitated units over 10 years; and,
- 400,000 extra households assisted over five years to reduce by half the 800,000 tenants whose rent is more than half their income.

Range of Housing Options Presented

To address the housing needs and targets, the paper discusses a range of policy options that could be part of a national housing strategy including:

- a cost-shared Infrastructure Program for Housing similar to the successful Canada Infrastructure Works Program;
- block grants for multi-faceted initiatives in high need neighbourhoods;
- capital contributions to new affordable housing projects;
- tax credits and tax breaks to encourage private affordable development;

- community reinvestment requirements for financial institutions;
- rent supplements and shelter allowances;
- targeted lending and mortgage insurance through CMHC insurance programs ; and,
- enhanced funding for existing federal housing programs including the Residential Rehabilitation Assistance Program (RRAP).

For further reading, see the National Housing Policy Options Paper at the FCM web site www.fcm.ca

Fall Lobbying Campaign

While the document acknowledges that a response to the crisis will require the involvement of all levels of government, the FCM's work is targeted primarily to Ottawa. At the Halifax conference the Paper was presented to Claudette Bradshaw, the new Federal Minister Responsible for Homelessness. In the coming months the FCM will begin a intensive lobbying campaign targeting other Government and Opposition MPs, provincial municipal associations and national trade and business associations.

The overall goal of FCM's campaign, says Councillor Jack Layton, is a major federal housing announcement in the fall Throne Speech and program dollars to back it up in the spring budget.

Peter Zimmerman, M.E.S is Executive Assistant to Toronto City Councillor Jack Layton, and helped co-ordinate the preparation of the National Housing Policy Options Paper. Previously, he worked as a consultant on a range of housing development policy projects and was on staff at the Ontario Non-Profit Housing Association. He can be reached at (416) 392-4104, pzimmer@city.toronto.on.ca

Linda Lapointe, MCIP, RPP is Principal of Lapointe Consulting, a private firm that specializes in housing, demographic and residential planning matters. She is the Journal's contributing editor on housing. If you have an idea for an article, please contact her by phone (416-323-0807) or fax (416-323-0992). She can be reached by e-mail at: 311markham@sympatico.ca.



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Task forces

Institute Takes Action on Strategy

By Lynda Newman

As the saying goes, it is time for "the rubber to hit the road." Three Task Forces have developed specific and 'do-able' action plans for all three components of the Vision Statement. The Priorities for Action are:

- Launch a Public Awareness Campaign
- Initiate a new Policy Development Program
- Make Improvements to the Membership Process
- Maintain a Dynamic Package of Membership Services

The **Awareness Campaign** is targeted at the public but will also affect our other audiences.

The Policy Development Program will focus the Institute's energies on development of innov-



ative planning policy with province-wide relevance. Through an annual competition, an OPPI member will receive a study grant to research and develop a policy position on a leading edge planning topic. The Institute will then promote and support community applications of the policy under the leadership of the Districts.

Membership is always a high priority for the Institute. We will link:

Activity	Audience
Inclusive definition of professional planning	All planners
Outreach to future planners	Senior high school students, planning school students
A new class of membership	Professionals in related fields
Full membership is required	Long-standing Provisional Members
Recognize long practice	Non-member senior practitioners

Finally, we will make every effort to maintain and continuously improve the **services** that members expect and demand.

Implementation is beginning now. OPPI Council believes that in the first year:

- Success requires the partnership of volunteer effort by members supported by specialists employed by the Institute.
- Membership is a two-way street: members expect and should receive quality services; members must contribute to the success of the Institute through voluntarism.
- To succeed, our actions must be sustained with a continued commitment of resources.
- Our actions can be delivered using existing financial resources if we agree to:
 - reallocate funds to our priorities
 - use some funds in our reserves
- Organizational changes in the structure and operation of Council, its committees, staff, and Districts must be implemented by Council over the next year.

OPPI VISION

OPPI is a **visionary organization** being a leader in public policy, promoting innovation in the practice of planning in Ontario.

OPPI is an **influential organization** being the recognized voice of planners in the province.

OPPI is an **effective organization** providing services valued by its members.

Lynda Newman, MCIP, RPP is principal of Clara Consulting Ltd., and has been working with OPPI Council on the development of the Institute's strategic plan. President's Message will return next issue—Ed.

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Student Voices

Professional Planning Ethics: A Student's Perspective

By Michael Lehman

In an issue of the Ontario Planning Journal late last year, Don May discussed the OPPI Professional Code of Conduct, and invited response to a number of issues. Since I had just completed my research on professional planning ethics, I was delighted that his recommendations were parallel to my research findings. He called for an improved respect for the R.P.P. designation, greater education among planners, associated professionals and the public, and a new course on planning practice and ethics.

In the early stages of my research I found it difficult to grasp a clear definition of 'professional planning ethics'. Although numerous scenarios can be rather self-evident (such as accepting bribes), there is still an ambiguity surrounding ethics. Over the course of my research, I gradually came to understand the variety of roles that municipal and private sector planners have, and the differing issues that come about from these perspectives. I found that ethical dilemmas arise not only from within a planner's stated occupation, but also as a result of the conflicting multiplicity of responsibili-

ties that professionals are faced with.

It was only through my research interviews, and not the literature or an academic course, that I began to understand the complexity of professional ethics. It seems that planners understand what constitutes professional ethics, and are willing to explain this, but it is unfortunate that this knowledge and enthusiasm is not carried through in the traditional forms of academic media.

From a student's perspective, I therefore agree with Mr. May that there is a proven need for an increased visibility of planning by the public as an ethical profession. A course on professional ethics should perhaps be provided by OPPI and open to all. This would be a wonderful asset to Ontario's planners. Not only was my research an asset to my education, but I believe that I am now better able to approach my upcoming career as a professional (and ethical) planner.

Michael Lehman is a 3rd year Geography major at McMaster University. He can be reached at lehmanmk@yahoo.com.

Don't Miss the AGM

In mid-July, information on OPPI's 1999 Annual General Meeting and Call for Nominations was mailed to you. Didn't get it? Can't find it? Contact the OPPI office for another copy. The AGM promises to be interesting - the new Strategic Plan will be introduced and the Professional Liability Insurance Program will be discussed. The meeting will be held on Friday, September 24th at the Blue Mountain Resort in Collingwood.

Members Appointed. Council approved the following Committee appointments at its July 24th meeting in Gravenhurst.

CIP/OPPI 2001 National Conference

(Ottawa). Pamela Sweet, Robert Tennant, Marni Cappe, David Gordon, Dennis Jacobs, Andrew Hope, John Moser, and Tony Sroka

OPPI Mentoring Committee. Hugh Handy, Lee Anne Doyle, Lorne Berg, Belinda Morale, Pamela Sweet, and Maya Phatare

Discipline Committee. Diana Jardine

Scholars Rewarded. Council recently awarded the 1999 OPPI Undergraduate Scholarship to Geoffrey Wiggins (Ryerson Polytechnic University), and the 1999 Gerald Carrothers Graduate Scholarship to Ryan Walker (University of Waterloo). Congratulations to both of these deserving candidates!

NOTE

Council has contracted with **Mary Ann Rangam** to fill the position of interim Executive Director while Susan Sobot is on maternity leave.

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Mediation Advisory

The following Mediation Advisory was adopted by OPPI Council at their June 24th meeting. It was developed as a result of Council's adoption last year of the recommendations contained in the Discipline Process Review Special Committee Report. For more information, contact Susan Sobot at the OPPI office.

Mediation Advisory

Mediation is considered an option available to any member or the public in respect of any matter whether or not an issue has become a matter of a formal complaint under the Professional Code of Conduct.

Members are urged to cooperate in and assist in the resolution by mediation of matters before they engage the Institute.

Council is empowered to request the Discipline Committee to provide mediation services on matters relating to differences, misunderstandings and alleged breaches of the Code of Professional Conduct.

The Executive Director shall, in response to enquiries, provide a summary of mediation alternatives approved by Council.

On request or at the initiative of the Institute, the Executive Director may inquire as to whether a matter is suitable for mediation. In so doing, the Executive Director shall contact both the initiator and the member complained of to offer mediation. Only the Institute's costs of mediation will be borne by the Institute; parties are expected to bear their own costs of attendance.

Mediation is a voluntary procedure. The participants to a mediation include the initiator, the member involved, a mediator provided by the Institute and/or any other individual on consent.

In the event that the Institute's representative at a mediation session is a member of the Discipline Committee, that individual will not participate in any subsequent disciplinary process involving the same or related parties.

It is understood that mediation may result in a voluntary settlement which would preclude further disciplinary process.

If there is no settlement, a complainant may engage the formal Disciplinary Proceeding in accordance with the Bylaws of the Institute.

Outreach to Senior Practitioners

The Membership Committee has been requested by Council to coordinate an outreach program aimed at senior practitioners. The intention is to target practitioners who have been practicing for at least 20 years but who are not members of the Institute.

This initiative will attempt to streamline and facilitate the membership process by tailoring it to the needs of this particular group. For example, candidates will fulfil the requirement of Examination 'B' by attending a customized version of the Membership Course, which will draw upon the experience of the participants as its basis.

If you are aware of candidates who you feel would be appropriate for this initiative, please forward their names to Kennedy Self, Director of Membership Services and Outreach, care of the OPPI office.

The program is scheduled to begin in the late fall of 1999.

ERRATUM

In the previous issue, students should have been identified as participating in the charrette at the University of Waterloo. —Ed.

Congratulations to these New Full Members

Janice A. Badgley	OD	Trans-Canada Pipelines
Catherine M. Beck	SD	
Carol E. Christensen	ED	Reg. Mun. of Ottawa Carleton
Gene Corazzola	CD	McCormack Rankin Corp.
Lee Ann Coveyduck	CD	Reg. Mun. of Hamilton-Wentworth/City of Hamilton
Michael A. Crechiolo	SD	City of Guelph
Peter J. De Julio	CD	Town of Flamborough
Kathryn J. Dietrich	SD	Waterloo Region District School Board
Katherine H. Dugmore	CD	Twp. of Adjala Tosoronto
Steve Gauthier	ED	Corporation de la Municipalité de la Nation
Bryan O. Hill	CD	
Francoise L.M. Jessop	ED	City of Ottawa
Mark H. Kluge	CD	City of Vaughan
Pierre Malo	ED	National Capital Commission
Isabel S.M. Mitchell	CD	Thomson Rogers
Michael A. Mizzi	CD	City of Toronto
Douglas J. Robertson	SD	ConestogaRovers & Associates
Todd D. Salter	CD	Town of Caledon
Mira M. Tomljenovic	CD	Tim Hortons

Welcome to these New Provisional Members

Kevin L. Alexander	SD	
S. Paul Bain	CD	City of Toronto
Lesley A. Bell	CD	Town of Milton
Mahmoud Benyhaia	CD	
Michel J. L.P. Caron	CD	City of Toronto
Mark W. Christie	CD	Toronto and Region Conservation Authority
Helen L. Coombs	CD	City of Toronto

David J. Douglas	CD	City of Toronto
Karen A. Elliott	CD	Glen Schnarr & Associates
Nadine J. Evans	SD	Conseil Scolaire de District Catholique Centre-Sud
Peter Favot	ND	Peter Favot Architect Ltd.
Robert H. Gibson	CD	City of Vaughan
Norm K. Girdhar	CD	City of Toronto
R. Scott Hannah	SD	City of Guelph
Mark D.J. Hoel	CD	Akanda Innovation Inc.
Peter J. Jakovcic	CD	Black Creek Business Area Association
Judy Josefowicz	CD	Urban Strategies Inc.
Bruce W. Krushelnicki	CD	Ontario Municipal Board
Peter A. Maddalena	CD	
Jennifer L. McDonald	CD	C.N. Watson and Associates Ltd.
James R. McKenzie	CD	McKenzieParis
Annamalai Meiyappan	CD	
Christopher Morgan	CD	City of Toronto
Christine M. Morra	CD	City of Toronto
Donna L. NaullsRuttner	CD	Enbridge, Consumers Gas
Meg A.H. Ogden	ED	
Martin J. Parker	SD	Town of Saugeen Shores
Rhonda J. Petrella	CD	City of Toronto
Hillary V.F. Pounsett	CD	Urban Intelligence Inc.
Louis Prevost*	ED	South Nation River Conservation Authority
Stephen Schneider	CD	
Gregory J. Stewart	CD	City of Toronto
Michael T. Tucci	CD	First Professional Management Inc.
Eric Turcotte	CD	Urban Strategies Inc.
Jeremy R. Vink	CD	Town of Brighton
R. Geoff Woods	CD	Environmental Management Resource Centre
Gary W. Wright	CD	City of Toronto

Back to the future

Two Books To Challenge Our Thinking

By Robert Shipley

The questions raised by the books featured in this issue are about that all-important factor in planning, the future. Transportation, resource use and population growth are the themes but decision making and policy direction are what's important to the planning profession. Both books tell stories about possible future situations but neither stops there. They grapple with the dilemmas of what to do.

Massimo Dente takes us through a volume produced by some scholars and thinkers in the Netherlands.

Transportation conditions particularly in the low countries are examined but the issues raised are eminently transferable to other regions. George Nicholson tackled a major intellectual work that comes from the descendants of the Club of Rome, the

legendary think tank that included such luminaries as Pierre Trudeau in his prime. The book confronts the huge problem of world over-population, but does so in a refreshingly positive and practical tone.

As usual we thank our contributors for their thoughtful reflections. In George Nicholson's case he is reviewing his second book this year. That is partly because George is an avid reader but also because we have not had too many new volunteers. Some of those who did offer to review books are no longer reachable at the numbers or e-mail addresses they originally gave. We invite these individuals and any others who wish to do so, to participate in this column. You get to read and then keep some wonderful new books in the field, so get in touch with me—rshipley@fes.uwaterloo.ca.

Transportation Planning and The Future

Editors: Peter Nijkamp, Sytze A. Rienstra, and Jaap M. Vleugel

Date: 1998

Publisher: John Wiley & Sons

Pages: 297

Reviewed by Massimo Dente

While society relies daily on its transportation networks, addressing the future of transportation is a challenging task. The future of those networks has recently become the topic of discussions and the theme of this book mainly because of the ability to measure the negative environmental externalities of transportation, and therefore the reality of existing conditions. The editors of the book believe that it is possible that decisions could continuously be made that would have a balanced, sustainable outcome. This principle is precisely what this study aims to investigate.



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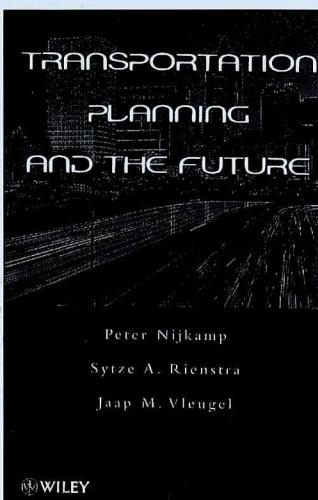
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The book is divided into three main sections. The first section provides a background to understand the dilemmas facing current transportation networks. The second analyzes new transport systems and the third section investigates scenarios for sustainable transport systems. Each section is written clearly and concisely in a style that communicates well. The geographical coverage of this book includes Western Europe, with the empirical analysis mainly based on Dutch fieldwork. The transportation patterns observed in Western Europe are fairly typical of most industrialized countries.

Not surprisingly, transportation trends show that the use of the private car has risen rapidly, while the use of collective modes has diminished proportionally. Current trends are moving the transportation system away from sustainability. European experts believe that these trends cannot be maintained. Road transportation



has the highest CO₂ pollution per passenger kilometer. Methods to address pollutants caused by transportation include information campaigns, user charges, standards on emissions, constraints on mobility, new

forms of land use and physical planning, and new technology. New technology will probably have the least resistance from society.

This study identifies two major directions for technology in transportation - improvements of current modes and introduction of new ones. Given the long life cycle of transport systems and the impediments to the introduction of new ones, sustainable mobility will not be easily achieved in the short to medium

term. Another possible solution is a shift toward collective modes. Though not harmless they cause less negative impacts. Collective options include train, metro, tram and bus systems.

To assess the conditions, trends and solu-

tions, the editors use scenarios and evaluation models to forecast future conditions. Scenario analysis needs a frame of reference for judging the results or outcomes of alternative futures. The analytical tool used in this book is the Spider model (organizing the scenarios in a systematic way). Through scenario building this book concludes that the private car will remain dominant, while improvements, especially for urban and regional transportation systems, will occur. For long distance transportation systems, high speed trains may have a high modal share.

Analysis of these scenarios based on expert knowledge, the political system, societal behaviour, and technological advancement, indicates that the desired environmental goals are unlikely to be attainable by 2030. The distant time horizon used in this assessment may afford us the time to introduce substantial changes but to meet expectations many factors in society have to change.

I would recommend this book for planners interested in touching base with environmental issues related to transportation systems. This book is also interesting from a policy planning perspective. It concludes



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that strong government intervention is required to lead society toward sustainable transportation networks. This is a good introduction to world environmental concerns linked to transportation.

Massimo Dente is a transportation planner with iTRANS Consulting Inc. based in Richmond Hill. He can be reached by e-mail at dente@pathcom.com or telephone (905) 882-4100, ext. 225.

•

Factor Four: Doubling Wealth, Halving Resource Use

Authors: Ernst Von Weizsäcker, Amory B. Lovins and L. Hunter Lovins

Date: 1998

Publisher: Earthscan Publications, London.

Pages: 322

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This book has the ambitious agenda of changing how we live. Its goal is to promote the idea of quadrupling resource productivity so that we can live twice as well but reduce by half the impact on the environment. How can this be?

The authors present 50 examples of Factor Four Productivity improvements, 20 for Energy Productivity, 20 for Material Productivity, and ten for Transport Productivity. Examples include energy-efficient appliances, lighting, and air conditioning, much more efficient cars (hyper-cars), increased water efficiency in manufacturing, and more efficient public transportation (CyberTran).

How can the efficiency gains be realized? Ironically the answer is the market based on better information and a revised pricing

structure. Better information will allow people to understand the urgent necessity for change while new pricing arrangements will encourage people to adopt more efficient approaches. These pricing mechanisms include revising fees to reward the results we want – “rewarding the goods; penalizing the bads,” selling saved energy – such as “negawatts”, and establishing life-cycle costing to reflect the actual costs of resource use. The essential principle behind these proposals is that incentive pricing structures are needed to reward efficient resource use.

Why is the efficiency revolution needed? The answer is provided through discussion of the three themes of the 1992 Earth Summit held in Rio de Janeiro. These were Sustainable Development, Climate Change and Biodiversity. The authors show that the “Ecological Footprint” of a typical resident of the developed North is about 15 times heavier than that of an equivalent resident of the South. With the world population growing at close to 100 million people per year, reduced resource use is a better approach than population control. The best hope is “to buy time during the unavoidable phase of human overpopulation of the planet” and “if we fail to change course soon enough and the collision occurs, nature will survive the event somehow. Humanity will not.”

What are some of the changes needed to bring about increased efficiency? The following three are discussed:

- the replacement of the Gross National Product with the Index of Sustainable

Economic Welfare (Genuine Progress Indicator) as a measure of human well-being;

- a better handling of international trade which tends to reduce regional diversity and therefore limits future options; and
- an increased value placed on “Non-Material Wealth” to recognize that markets are no substitute for ethics, religion and civilization.

This is a thought-provoking “Good News, Bad News” book. Its good news is that there are many unquestionable examples of Factor Four improvements and that “The 21st century need not be depressing at all... even the gravest worldwide distribution problems can be solved without any part of the world’s having to accept significant sacrifices in well-being.” Its bad news is that the major changes needed to realize the above outcome may not be embraced soon enough. The authors estimate that we have about a 50 year window to turn things around.

Although this book deals with broad societal issues it presents convincing examples of specific efficiency improvements, some of which involve technical aspects with which planners may not be

familiar. It is perhaps the most important discussion of how our lifestyles affect the environment since the products of the Club of Rome and the Brundtland Commission. Its basic message is powerful. We simply cannot continue along our present path. This forces readers to confront the consequences of unwillingness to change. Planners and the politicians with whom we work would greatly benefit from exposure to the ideas in this book as our actions and decisions will help

determine whether or not there will be a happy ending.

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