

ONTARIO Planning JOURNAL

JULY/AUGUST 2007, VOL. 22, NO. 4

Toronto's New Waterfront Park Symbolizes Response to Climate Change

Page 3

Also in this issue:
2007 Annual OPPI Conference
Peace Village in Vaughan
Consultation with First Nations
Walkable Cities One Step at a Time



ONTARIO PROFESSIONAL PLANNERS INSTITUTE
The Ontario Affiliate of the
Canadian Institute of Planners

INSTITUT DES PLANIFICATEURS
PROFESSIONNELS
DE L'ONTARIO

L'Association affiliée ontarienne
de l'Institut canadien des urbanistes



ONTARIO PLANNERS:

VISION • LEADERSHIP • GREAT COMMUNITIES

Editor

Glenn Miller

Deputy Editor

Philippa Campsie

Photographic Editor

Michael Manett

Contributing Editors

Communication, Philippa Campsie

Environment, Steve Rowe

Heritage, Michael Seaman

In Print, David Aston

Management, John Farrow

The New Economy, Jeff Lehman

The OMB, Peter Nikolakakos

People, Thomas Hardacre & Lorelei Jones

Planning Futures, Paul Bedford

Professional Practice, Vacant

Provincial News, Marcia Wallace

Urban Design, Anne McLroy and Alex Taranu

Technology, George Lysenko

Transportation, Dennis Kar

Sustainability, Carla Guerrero

Legislative News, Vacant

District Editors

Nancy Farrer, *Lakeland*

nfarrer@city.barrie.on.ca

Alissa Mahood, *West Lake Ontario*

amahood@hamilton.ca

Damian Szybalski, *Halton Hills*

damian@urbanjazz.ca

Keri Baxter, *Toronto* kbaxter@yorku.ca

Gregory Bender, *Southwestern*

gbender@tunnockconsulting.ca

Art Director

Brian Smith

Subscription and Advertising Rates

Please visit the OPPI website at

www.ontarioplanners.on.ca

<<http://www.ontarioplanners.on.ca>>

and click on **Ontario Planning Journal** and
then **Journal Subscription Information**.

How to Reach Us

To reach the Journal by e-mail:

editor@ontarioplanning.com

To reach OPPI by e-mail:

info@ontarioplanners.on.ca

Visit the OPPI web site:

www.ontarioplanners.on.ca

The Journal is published six times a year by the
Ontario Professional Planners Institute.

ISSN 0840-786X

CONTENTS

Cover / 3

Toronto's Waterfront Park p.3

Features / 5

2007 Annual OPPI Conference p.5

NRU 10th anniversary p.8

Section 24 of Bill 51 p.10

Peace Village, an Islamic suburb p.12

Districts & People / 15

Central p.15

Western Lake Ontario p.16

People p.17

Retirements p.18

Fellows p.19

Obituaries p.19

Commentary / 20

Guest Editorial p.20

Letters p.20

OPPI Notebook / 22

President's Message p.22

Membership p.23

Departments / 24

Planning Futures p.24

Urban Design p.28

Law and Order p.30

Sustainability p.32

Transportation p.34

BILLBOARD

SEPTEMBER 19-20

TRAILMAKING CELEBRATION

Waterfront Regeneration Trust

Toronto, Ontario

www.waterfronttrust.com

SEPTEMBER 17-20

**WATER IN THE CITY: 21ST CENTURY
APPROACH TO WATER ISSUES**

Victoria Conferences Centre, Victoria B.C.

www.waterinthecityvictoria.ca

OCTOBER 3-5

**LIFESTYLE 2007 – BI-ANNUAL
CONFERENCE OF THE ONTARIO
PROFESSIONAL PLANNERS INSTITUTE**

Town of The Blue Mountains, Ontario

The OPPI invites you to participate in the
2007 Conference in The Town of The Blue
Mountains. Check OPPI's online newsletter,
Members' Update, for the latest updates.

Visit www.ontarioplanners.on.ca for more
information.



OCTOBER 11-14

**BIG PLANS FOR OLD PLACES
HERITAGE AND DEVELOPMENT IN
CANADIAN COMMUNITIES**

Edmonton Alberta

Heritage Canada Foundation

www.heritagecanada.org

OCTOBER 18-19

**CANADIAN BROWNFIELDS 2007:
PARTNERS IN SUSTAINABLE CITY
BUILDING**

Palais des congrès de Montréal, 201, avenue
Viger Ouest, Convention Level 5, Rooms
517b-d, Montréal, Québec

The 8th Annual Canadian Brownfields event.
See www.canurb.com for more information

NOVEMBER 10-14

**CUTA 2007 FALL CONFERENCE &
TRANS-EXPO**

Québec City, Québec

Hilton Québec

www.cutaactu.on.ca.

OCTOBER 11-12

GREAT LIBRARIES! GREAT CITIES!

Canadian Urban Libraries Council

Toronto

Contact www.Torontopubliclibrary.ca/CULC

For a listing of more events and additional information,
check the OPPI web site at www.ontarioplanners.on.ca.

Don't forget to check out the latest issue of Members Update
e-news—OPPI's monthly newsletter sent to you by e-mail

Mainstream Solutions for Climate Change—Toronto Emerging as a Global Leader

Brent Gilmour

As a keynote speaker at the Canadian District Energy Association's annual conference in Toronto in June, Mayor David Miller challenged Enwave president, Denis Fortinos, to investigate the potential to return water treated through the Deep Lake Water Cooling (DLWC) project to the vicinity of Ht0, the City's newest waterfront park. In addition to providing emissions-free cooling to office and institutional buildings in the core, DLWC returns water to Lake Ontario cleaner than when it left. Ht0 has a sandy beach, Miller pointed out. All it needs now is water clean enough to swim in. Although made partly in jest, this comment symbolizes the City of Toronto's commitment to finding solutions to climate change.

Dealing with climate change is one of the most pressing problems facing the planet. For reasons explained in this article, cities are both part of the problem and our best hope for finding solutions.

Cities represent less than one percent of the earth's total surface, yet urban activities generate nearly 80 percent of all carbon dioxide (CO₂) emissions, and use nearly 75 percent of all energy produced.

How cities contribute to climate change varies from one region to the next. In Canada, it is estimated that well over 269 megatonnes of CO₂ are put into the atmosphere as a result of the way cities function. Urban Canadians use approximately 353 gigajoules of energy per person as a result of development and transportation activities.

Although transportation is the fastest growing source of greenhouse gas (GHG) emissions (34 percent), buildings run a close second, producing 30 percent of GHGs. Improvements in vehicle technology are expected to keep emissions growth under control, but because buildings have life spans of 50 to 100 years, and incorporate energy efficiency improvements more slowly, what we build today will be with us for most of this century.

At the C40 Cities Climate Summit, a gathering of leaders from

the world's largest cities met to exchange best practices on how to deal with climate change. It was agreed that while cities can be blamed for contributing to climate change, they also have a central role in helping to find sustainable solutions. Toronto was singled out as "a leading light for the rest of the world" in sustainable building efforts, energy conservation and GHG initiatives.

How it began

Nearly 20 years ago, the City committed to reduce its GHG emissions by 20 percent by 2005. Although Toronto did not reach that goal, programs such as the Toronto Atmospheric Fund (TAF) and the Better Buildings Partnership (BBP) have made significant contributions.

Established in 1991, TAF is Canada's only municipal climate change agency working to mitigate global warming and improve air quality. TAF's accomplishments include the establishment of North America's first urban wind turbine at Exhibition Place and pushing for the world's first renewable district energy cooling system—Deep Lake Water Cooling.

More recently, working with Tridel, TAF established Canada's first green building loan to help level the playing field between "green"



building and conventional building practice. The positive results from the program have influenced the thinking of the finance sector. Starting this year, TAF will introduce a \$2-million fund designed to backstop loans from other financial lenders and to encourage the pooling of funds for energy retrofits and green building.

The early success of TAF led Toronto to focus on one of the major sources of GHG emissions—energy consumption in buildings. The BBP was started in 1995 to assist owners and operators of commercial and residential buildings with energy efficiency improvements. Since its creation, the program has contributed to a 4 percent reduction in Toronto's GHG emissions and led to \$161 million in energy savings and job creation.

The accomplishments of the TAF and the BBP have captured the attention of cities across Canada and around the world, including London, England, which incorporated best practices from both programs into the London Climate Change Agency.

Just recently, Toronto passed a landmark climate change plan entitled, *Climate Change, Clean Air and Sustainable Energy Action Plan: Moving from Framework to Action*. It is among the first plans in Canada to connect the importance of energy reduction in the built environment with GHG emissions at a city-wide level. The plan builds on earlier commitments and aims to cut emissions by 6 percent by 2012, 30 percent by 2020 and 80 percent by 2050.

The plan introduces a number of Toronto-wide objectives. It proposes the immediate expansion of Deep Lake Water Cooling by 20 percent and sets a target for doubling the existing capacity of the district energy system; adds a 1,000 km of bike trails; doubles the tree canopy cover; and implements the Toronto Green Building Development Standard (a comprehensive document providing targets, principles and practices to achieve sustainable development in buildings and urban design) through the use of recently enacted planning powers, including zoning with conditions.

The plan also establishes two new financing programs, scheduled to begin in 2008: a \$42-million Toronto Energy Conservation Fund to provide support for energy conservation in City facilities and buildings in the MUSH sector (municipalities, universities/colleges, schools and hospitals), and a \$20-million Toronto Green Energy Fund to support renewable energy installations in the City.

Earlier this year, Mayor David Miller committed to making Toronto the leading environmental city in North America—an ambitious but not impossible goal. At the same time, Toronto's achievements are accelerating the Greater Toronto Area's emergence as a centre for the exchange of best practices and as a living lab environment for sustainable development.

One of the leading demonstration centres in Ontario for sustainable technologies and green building development was recently elevated to the international stage. The Toronto Region and Conservation Authority's Living City Campus at the Kortright Centre won the right to be the new home of the World Green Building Council (WGBC) secretariat. The WGBC, which will operate out of the LEED Gold-Certified Earth Rangers Building on the Campus, serves as an international resource for countries trying to establish their own green building council.

The announcement was made at an international sustainable building event held at the University of Toronto, hosted by the Canadian Urban Institute, one of the founding partners (with TRCA) of the Green Building Alliance, a collaboration aimed at transforming the market place for sustainable practices, and Ryerson University. The conference, which is the first of 13 events on sustainable building, technology and communities being held around the world in 2007, brought together nearly 300 people from all sectors across Canada and North America to share practical knowledge.

The event highlighted how quickly interest in sustainable building and technology has grown. This is likely to continue to expand in the Toronto region. Over the last decade, well over 150 developments in Ontario have applied nationally recognized standards of sustainability. Nearly 200 new developments—60 of them within the City of Toronto—are registered with the Canada Green Building Council to proceed for certification under the Leadership in Energy and Environmental Design (LEED) building rating system.

Cities are leading the fight on climate change—through the establishment of a collective vision that balances managed growth and promotes economic prosperity, while improving the overall quality of life in a community, and through actions that achieve meaningful GHG reductions. By linking current initiatives in health, economics and the environment to climate change, cities can start to pool resources and tap into global support. Planners are well placed to help engage a broad range of market sectors interested in pursuing a low-carbon economy. Increasingly, planning will have a critical role in adapting to and mitigating the climate challenge.

Brent Gilmour, M.Sc.Pl., is a project manager with the Canadian Urban Institute in Toronto who leads the CUI's urban energy practice. A graduate of the University of Toronto planning program, Brent has made a number of contributions to the Ontario Planning Journal, including a piece on TAF's loan for green buildings program. He can be reached at bgilmour@canurb.com.



Photo: Iain Myrnes

The boardwalk on Toronto's waterfront

Blue Skies Planning— The Town of The Blue Mountains to Host the 2007 Annual OPPI Conference: Lifestyle 2007

Lifestyle theme reflects changing practice

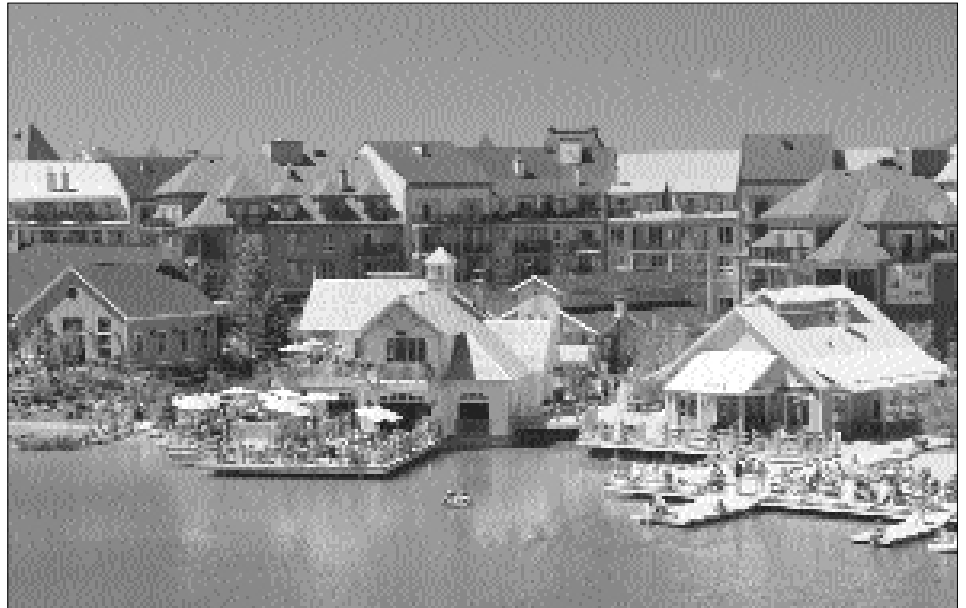
Brandi Clement

The 2007 OPPI Conference Committee invites you to attend this year's Annual Conference in The Town of The Blue Mountains from October 3rd to 5th. The conference will be held at the beautiful Blue Mountain Resort.

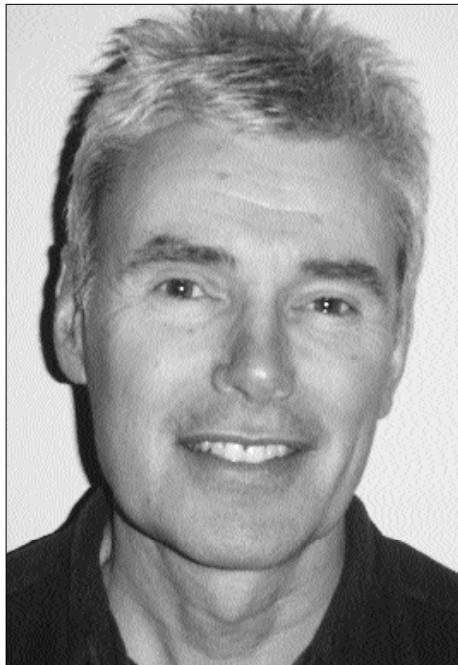
Blue Mountain Resort is a premiere four-seasons destination located just outside of Collingwood on the shores of Georgian Bay in the Town of The Blue Mountains. It is within a two-hour drive from Toronto and a three-hour drive from most other areas in the Greater Golden Horseshoe. Planners in the Southern Georgian Bay area are looking forward to showcasing the area through various mobile workshops and other special events offered throughout the conference. Blue Mountain Village provides the ideal venue for networking and socializing.

Lifestyle 2007—Blue Skies Planning will explore how our lifestyles affect planning and conversely how planning can affect our lifestyles. Blue Skies represents the expectation that everything we plan should have a healthy context, and be imaginative and innovative. The underlying message is that “the sky’s the limit” when it comes to ensuring the health and welfare of our communities. Our lifestyles and the choices they represent about how we live, how and where we work, and how we use our leisure time have important implications for planning policy and community development.

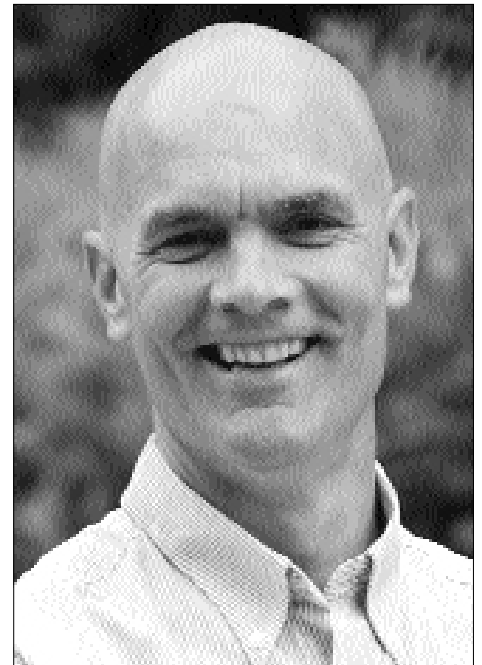
We are pleased to announce that the first keynote speaker on Thursday morning will be the honourable Dr. Richard Joseph Jackson. As one of the co-authors of *Urban Sprawl and Public Health* (2004), Dr. Jackson has become a passionate advocate of the links between planning, lifestyle, and health. Dr. Jackson is an Adjunct Professor of Environmental Health and of City and Regional Planning at the University of California, Berkeley, and the former State Health Officer for California. For nine years, he was Director of the Centres for



Conference in a great setting



Brent Harley



Robert Safrata

Disease Control and Prevention's National Centre for Environmental Health in Atlanta.

The luncheon speaker is Robert Safrata, one of 20 Canadians trained by Al Gore as a Climate Change Messenger. He is currently proposing a Zero Footprint Demonstration project in the Town of The Blue Mountains. He is CEO of Novex Couriers and Enterra Development Corporation, both based in Vancouver. Both companies aspire to have a net-positive environmental impact and to make a measurable contribution to the sustainability of the local community.

A wide selection of sessions is on offer, ranging from community design to energy planning and the impact of demographics on lifestyles. On Thursday evening, celebrate the achievements of your colleagues at a gala dinner which will feature the OPPI Excellence in Planning awards.

After the OPPI AGM—a must-attend event—Roberto Martella, a Jane Jacobs Award Winner, will be speaking on The Piazza, an International Phenomenon. The Jane Jacobs Prize was created to discover and celebrate original, unsung heroes by seeking out citizens who are engaged in activities that contribute to the vitality of cities. Roberto Martella, owner of Grano's Restaurant in Toronto, won the award in December 2006, and intends to use the \$15,000 prize money that he received as seed money to help create a public square or piazza in honour of Jane Jacobs. As Christopher Hume of the *Toronto Star* put it, "Calling Roberto Martella a restaurateur is like describing Jane Jacobs as simply a writer."

Friday morning sessions continue the pace of high-energy learning, before lunch with Brent Harley, who heads an international firm that designs and plans resorts and recreational developments on three continents, including Australia, Korea and the U.S. He will share his experiences planning for the new Athletes' Village in Whistler, which will become a housing facility for resort employees after the Olympics.

Concurrent sessions continue in the afternoon; there are numerous Intensive Mobile Workshops offered throughout the conference that will broaden your knowledge of the area and expose you to new ideas.

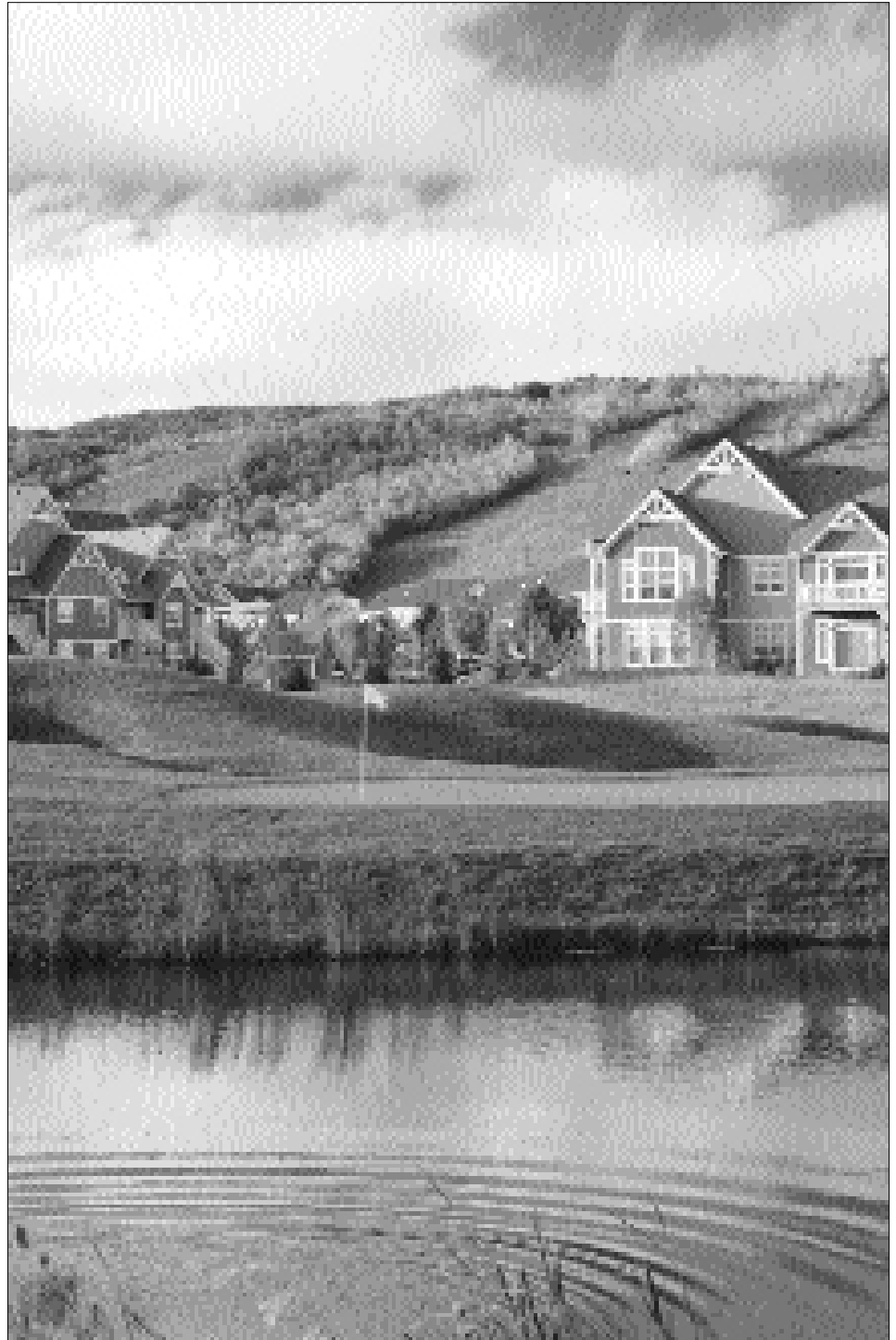
The Student Networking track will provide an opportunity for students to investigate various areas and interests in planning, while gaining insight into their future careers.

As you might expect, there are also many social, sporting and leisure opportunities to check out while you are here, or things to do on your own. There is golf, hiking and yoga, as well as pub crawls, receptions and a silent auction. Make sure you go through the conference program carefully—there is so much to choose from.

The conference committee has also made

a conscious effort to have more regard for the environment, starting with the appointment of an Environmental Coordinator to the program committee. The Blue Mountain Resort is already making headway in reducing its environmental impact. For example:

- Blue Mountain is a pedestrian-friendly



Relaxation and contemplation also on the agenda

resort, designed to encourage guests to park their cars for the duration of their stay and enjoy the variety of walking trails. There is also complimentary shuttle service that runs on a biodiesel blend.

- The Resort is striving to enforce the 3Rs philosophy (reduce, reuse, recycle) and, as a result of these efforts, Blue Mountain achieved a diversion rate of 66% in 2006. Conferences focus on providing reusable linens, plates and cutlery rather than disposable products. The Resort has an organics program to ensure all food waste is collected and sent for composting. An extensive recycling program is also in place to capture readily recyclable materials and further reduce the volume of waste going to landfill.
- Blue Mountain strives to conserve energy across the resort. Over the last several years, incandescent light bulbs have been replaced with compact fluorescents and/or LED lights wherever possible. Employees are also trained to shut off lights, computers and other equipment when not in use. Blue Mountain also endorses “Doors Closed”—doors and windows remain closed when heating/cooling systems are operating.

The Conference Committee will also provide participants with a reusable water bottle rather than using disposable bottles, potentially avoiding the disposal of 1500 water bottles per day throughout the conference. People are also encouraged to walk to their sessions, or take the shuttle, rather than drive their personal vehicles. The “Program at a Glance” is printed with vegetable ink on 100% post-consumer recycled paper and the full conference program is available online only to save paper. Other opportunities in this area currently being explored include speaker gifts, reduction of paper used during the conference, and menu options which include local, seasonal and possibly organic foods.

For information on tourism in the Town of The Blue Mountains and/or the Town of Collingwood, visit www.georgiantriangle.org.

For more information on the Conference details and for registration information, please visit www.ontarioplanners.on.ca.

Brandi L. Clement, MURP, AICP, MCIP, RPP, is a Partner in The Jones Consulting Group and a member of the conference program committee.



Weston Consulting Group Inc.
 Planning and Urban Design
 Services since 1981

Tel: 905 738 8080
 1 800 363 3558
www.westonconsulting.com
 201 Millway Avenue, Unit 19, Vaughan, Ontario, L4K 5K8

**Walker Nott Dragicevic
 Associates Limited**
 Planning + Urban Design



**172 St. George Street
 Toronto, Ontario
 M5R 2M7**

t: 416-968-3511
 f: 416-960-0172
 w: www.wndplan.com

J.L. COX PLANNING CONSULTANTS INC.
 • URBAN & RURAL PLANNING SERVICES •

350 Speedvale Avenue West
 Suite 6, Guelph, Ontario
 N1H 7M7

Telephone: (519) 836-5622
 Fax: (519) 837-1701
coxplan@on.aibn.com



**THE BUTLER GROUP
 CONSULTANTS INC.**
 Land Planning Services

David A. Butler, MCIP, RPP
 President

11 Hazelton Avenue, Suite 300
 Toronto, Ontario M5R 2E1
 416.926.8796 Fax 416.926.0045
 E-mail dab@butlerconsultants.com




Plans

- communities
- environment
- transportation
- infrastructure

80 Commerce Valley Dr. E.
 Thornhill, Ontario L3T 7N4
 1 905 882 1100 + 1 905 882 0055
www.mmm.ca
 e-mail planning@mmm.ca

**Marshall
 Mucklin
 Monaghan**
 GROUP CONSULTANTS SERVICES * ENVIRONMENTAL PLANNERS

10th anniversary for a pillar of the planning community

Always something new in the city

Glenn Miller



Lynn Morrow (third from left, front) and Ian Graham (far right) and the NRU crew

To say that *Novae Res Urbis* is a news service is rather like describing the Ontario Municipal Board as a government tribunal. It just doesn't explain the unique role Ian Graham's publications play in the arcane world of planning and development in the City of Toronto and the surrounding 905. In just ten fast-paced years, NRU, as it is known to most of its readers, has become a "must read" for anyone who makes their living in planning and development in Toronto.

In a special publication to mark the anniversary, ministers, consultants and bureaucrats lined up to heap praise on the NRU publications. Architect Les Kline noted, "Everyone likes to see their name in print. Many are silenced by the undercurrent of judgment in the city in respect to planning. NRU reports planning stories factually without judgment." The only exception, confesses Graham, was endorsement for the City of Toronto's new official plan. "We felt it was a sufficiently significant achievement to warrant breaking our golden rule."

Graham's other life as a planner provides him with a unique perspective on the prog-

ress of that document because he is working with city hall staff as a part-time employee on the re-do of the City's zoning by-law.

History needs a good supply of pizza

What began in 1997 as a way to keep track of development activity in the emerging new city following amalgamation has developed into a multi-disciplinary pipeline into the heart of the city's politics, plans and people who make the place tick.

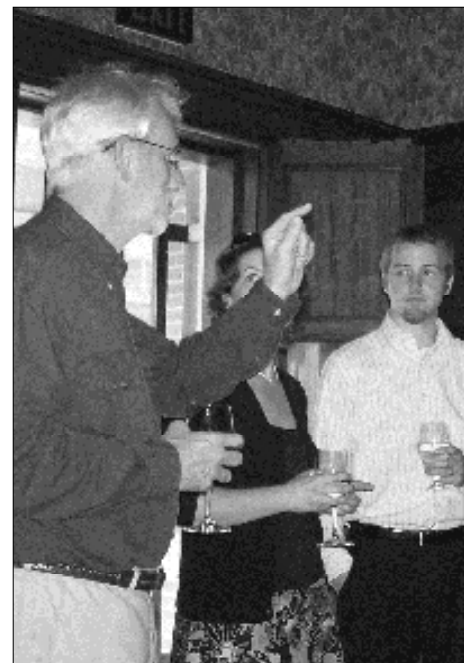
The venture began as venture with Bruce Davis, who today has a thriving practice as a government relations specialist and a second life as a school trustee. The pair spent many late nights cobbling together the newsletter, which for the first three years arrived by fax. "Because it would take two days to fax the newsletter, the final edit had to be complete by Friday night in order to fulfill the promise of delivery by Monday morning," Graham recalls. As the publication grew, so did the staff complement. A second newsletter focused on the 905—now known as NRU, the Greater Toronto Area edition—came into being, replicating the successful formula of breathing life into planning committee

agendas and summaries of key OMB decisions, but with less focus on the political dynamics.

"All politics is local. We know that," notes Graham. "That's why we don't place the same emphasis on political dynamics in the GTA newsletter as we do in the Toronto version. We aren't physically there in the 905 so we can't give it the same focus."

One of the secrets of success for NRU, Ian Graham suggests, is that the publication's writers were able to build trust early on. "This is not only rewarding on a personal basis, it's essential for the publication to succeed," he suggests. "It is no exaggeration that politicians and staff at the amalgamated city sometimes have to turn to NRU to find out what's going on."

Lynn Morrow joined as NRU's second full time editor in 2001. An urban planner with experience in social housing, Metro Toronto and the Greater Toronto Services Board, she knows her way around the maturing landscape of the GTA. She feels that "the 905" is "coming of age," in all its complexities. One of the roles played by the publications



Paul Bedford added his praise for NRU

that she is proud of is helping players in 905 and 416 understand each other better. "There is also an educational aspect for planners in the 905," she adds. "When an innovative project or process in say, Whitby, is reported on, planners there may get calls from colleagues in Brampton or Oakville, and vice versa."

Technology has evolved quickly and NRU has embraced it to everyone's advantage. The result is the staffers are nimble and practised at getting the material essential to making stories relevant to a diverse audience. That NRU regularly scoops major media outlets and that just as frequently their stories are used unacknowledged as platforms for articles in the press is accepted as "part of the deal" within NRU. For subscribers, the historical perspective offered by the publications is also a key resource. "We purchased the back issues of Alan Demb's planning newsletter and the Hemson publications," says Graham. "Very soon there will be a searchable data base going back 20 years."

Where is Toronto headed?

Both Graham and Morrow express concerns about the state of play inside Toronto as a municipal entity. The silos that have been institutionalized into the culture of the place interfere with communication inside the corporation, and politically, the current council

simply lacks the depth of understanding that came more naturally in a two-tier system. "What is Toronto's role in the region? Not a lot of clarity or insight into that kind of question," they suggest.

As the publications continue to take the pulse of Toronto and the surrounding region, Graham sees a growing need to cover planning and development stories in places like Niagara, Waterloo and Barrie. If amalgamation and its aftermath was one of the driving forces that gave NRU "the bounce" to launch the fledgling publication, Graham argues that finding solutions to transportation challenges across the GTA will be the issue that continues to keep planners and their political

leaders on their toes in the decade ahead. "That's what I like about how our name translates," he comments. "There will always be new things of the city."

Glenn Miller, FCIP, RPP, is editor of the Ontario Planning Journal and director of education and research at the Canadian Urban Institute. For five years during the development of the Toronto official plan, CUI and NRU organized well-attended seminars with the Chief Planner, Paul Bedford. The tradition continues with Ted Tyndorf.

NOVA RES URBIS

NEWS • URBAN • PLANNING • URBAN • 2007

Ethiopia Promotes Waterfront Development

Two developers are vying for the development of a waterfront area in Addis Ababa, Ethiopia. The city is looking for a developer to build a waterfront area in the city. The city is looking for a developer to build a waterfront area in the city.

MLG Team Presses City Hall

The development of a new Maple Leaf Gateway project is under way. The city is looking for a developer to build a waterfront area in the city. The city is looking for a developer to build a waterfront area in the city.

Complimentary Edition

To continue receiving NOVA RES URBIS, please call URBAN INTELLIGENCE at (416) 979-3300 regarding subscription rates. Ask about our small edition.

First issue

READ, VOORHEES & ASSOCIATES

TRANSPORTATION • TRAFFIC
PARKING
STUDIES • DESIGN

2 DUNCAN MILL ROAD • TORONTO
ONTARIO • M3B 1Z4
TEL: 416.445.4360 FAX: 416.445.4809
readvoorhees@rva.ca

SPH PLANNING & CONSULTING

CREATING INCLUSIVE ENVIRONMENTS FOR ALL

- Accessibility Planning
- Ontarians with Disabilities Act (ODA)
- Building Auditing
- Remedial Work-plans & Construction
- Universal Design

Shane Hatten, President
shatten@sph-planning-consulting.ca
Ph: (416) 721-3391 Fax: (416) 488-7206
<http://www.sph-planning-consulting.ca>

Need to dig up property-related environmental information?

It's easy!

Just order an ERIS report.

An ERIS report identifies risks on your property and the surrounding area, including:

- fuel storage tanks • pesticide use • chemical facilities
- environmental consents and regulations of concern
- waste disposal sites • sewage treatment plants
- PCB's • spills and discharges • and more...

ERIS searches through over 388 databases and 2.5 million records, alerting you to environmental red flags specific to your property.

You get a complete risk information report in a convenient print or electronic format, delivered to you within 7 business days. Starting at just \$75. ERIS makes due diligence fast and affordable.

Get the environmental facts on your property. Call us at 1-888-888-8888 ext. 2 or visit www.ecrreports.com

LEA Consulting Ltd.

Consulting Engineers & Planners

Tel: 905-470-0015 Fax: 905-470-0030

625 Cochrane Drive, Suite 900

Markham, Ontario, L3R 9R9 CANADA

www.LEA.ca

Providing engineering, planning and project management services for:

↳ Transportation & Transit Planning

↳ Traffic Engineering & Signals

↳ Construction Administration

↳ Municipal & Development Engineering

↳ Transportation Systems (ITS)

↳ Parking & Servicing

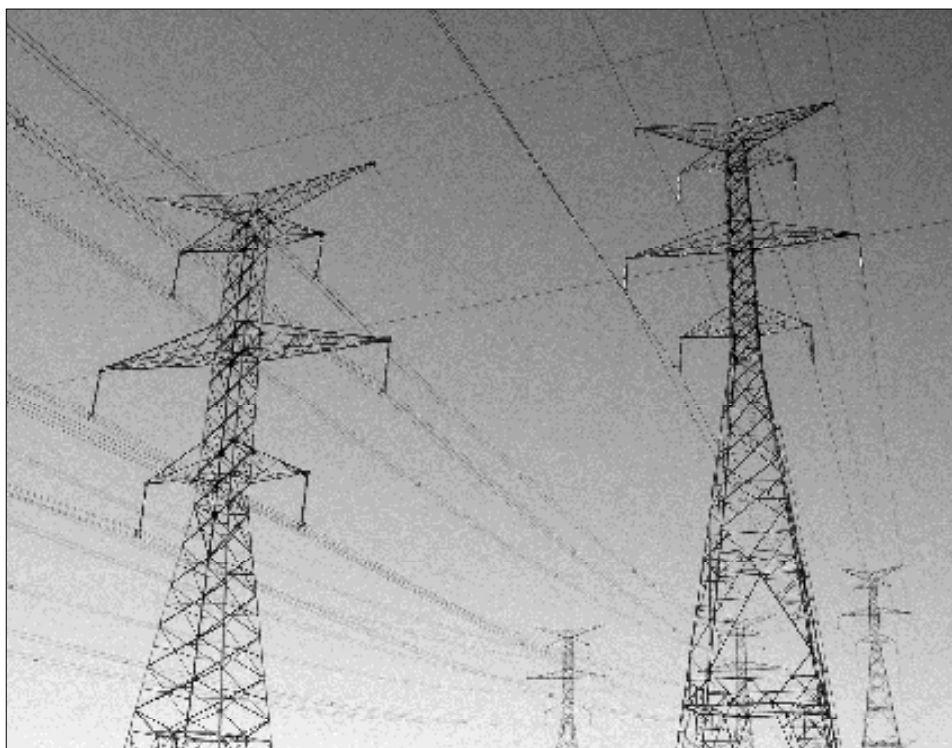
↳ Roads & Highways

↳ Bridges & Structures

Cause for Concern?

Section 24 of Bill 51 highlights inadequacies of the Environmental Assessment Act

Damian Szybalski



Towers on the horizon?

In accordance with MOE's Guide to Environmental Assessment Requirements for Electricity Projects (2001) and Regulation 116/01, proponents of certain types of energy projects are subject to an Environmental Screening Process. The first screening stage in this self-administered process involves identifying potential environmental impacts, and consulting with the public and agencies. If significant net effects are identified or if concerns are not resolved, a proponent may decide to move to an Environmental Review Stage to assess potential impacts and concerns in more detail.

Upon beginning an environmental screening or review, the proponent is required to issue a "Notice of Commencement" as a means of notifying the public of the proposed project. The proponent must consult with the public and agencies. Once the screening or review report is finalized, the proponent must issue a "Notice of Completion," which makes the report subject to a minimum 30-day public review.

Within this period, a party may request that the MOE "bump-up" or elevate the project to a more rigorous, individual environmental assessment, should its concerns remain unaddressed. The initial request for a "bump-up" is made to the Director of the Environmental Assessment and Approvals Branch. Where the Director denies an elevation request, a request may be made to the Minister of the Environment to review the Director's decision. Despite this, the *Environmental Assessment Act* (EAA) is inadequate in addressing local nuances, especially as they relate to land use planning, for the following reasons:

- The environmental screening process is a proponent-driven, self-assessment process meant to streamline approvals for energy projects. Documents produced as part of the environmental screening may not be scrutinized by the MOE in the absence of an elevation request. The MOE does not approve the environmental screening/review report and the project may proceed to construction, pending any other

approvals. Conversely, an individual EA is a more rigorous process involving an MOE project coordinator, MOE review of documents, circulation to relevant government agencies (for example, Municipal Affairs and Housing), and Ministerial and Cabinet approval. Therefore, granting *Planning Act* exemption on the basis of obtaining approvals under the environmental screening process is inappropriate, given the shortcomings of the process.

- Although the definition of "environment" under the EAA is broad and encapsulates the interrelationships between social, economic and cultural conditions, it does not fully address land use planning intricacies for which a separate statute, the *Planning Act*, has been developed. For example, while the environmental screening criteria applied by proponents refers to land use compatibility, consistency with municipal official plans and zoning by-laws, community character, traffic and aesthetics, the screening process does not have the mechanisms needed to ensure that these criteria are actually achieved. Tools provided through the *Planning Act* (such as site plan, zoning amendments) are the appropriate ways to evaluate and implement planning matters.
- The minimum 30-day public review period provided under the EAA is inadequate. In fact, the 30-day review period is half the time afforded councils through Regulation 549/06 (60 days), under the *Planning Act*, to respond to new information being considered for admission to a hearing by the OMB. Given the complexity of environmental review reports, the potential need to retain legal counsel and consulting services, inform the public and schedule reports, 30 days does not provide for adequate public consultation and council review.
- The elevation request process for an individual EA is ineffective. Of the 31 energy projects which have completed the environmental screening process since 2001, 12 projects have been subject to elevation requests. Subsequently, the elevation requests for three of those projects were withdrawn. The Director of the

Environmental Assessment and Approvals Branch denied all nine remaining elevation requests. Subsequent to the denial of the nine elevation requests by the Director, eight of them were submitted for review by the Minister of the Environment, who concurred with the Director's decisions. The fact that none of the elevation requests were granted suggests that the EAA process is not responsive to local concerns. By circumventing the *Planning Act* and relying on EAA approvals which do not respond to local concerns, Section 24 puts local planning in peril. (On the other hand, it can be argued that the denial of elevation requests is indicative of a positive outcome, because MOE



Shelburne

involvement in the elevation request process helps resolve outstanding issues through commitments on the part of the proponent. In turn, the Director is typically able to deny elevation requests because original concerns behind the elevation request have been resolved.)

- The EAA is not yet structured to address land use planning issues in the absence of the *Planning Act*, should energy projects be exempt from the latter Act. To date, no review of the EAA has begun directly in response to Section 24 and with the intent of integrating land use planning mechanisms into the EA process. Until the EAA is modified to include robust land use planning mechanisms that mirror those of the *Planning Act*, abandoning the *Planning*

Act in favour of lone EAA approvals is premature. The EAA is not a suitable substitute for the *Planning Act*.

The best way to reflect local priorities is through familiar processes such as the creation of official plans. The EAA, unlike the *Planning Act*, has no local implementing documents. In essence, the merits of a project are evaluated on the basis of provincial priorities, rather than subject to those of the host community. In addition, the EAA process does not provide for an appeal venue through the OMB.

Damian Szybalski, MCIP, RPP, is a Policy Planner with the Town of Halton Hills. He can be reached at damians@haltonhills.ca. Damian is also co-district editor for the Western Lake Ontario District. Opinions expressed here are his own.

Editor's Note: Because of a production error, a chart used in part one of this article in the previous issue was incorrect. See the Ontario Planning Journal archive on the OPPI website for a corrected version.

Construction Monitoring Background Research
Physical Assessments Cemetery Closures
Informant Interviews Expert Testimony
Site Excavations Test Excavations

AMICK Consultants Limited

Serving Ontario's Development Community with Efficient and Client Oriented Archaeological Services and Solutions Since 1996.

NEW LAKELANDS SOUTHWESTERN
District Office District Office
tel: 705-534-1546 tel: 519-432-4435
fax: 705-534-7855 fax: 519-432-6697

www.amick.ca

HGC ENGINEERING
Noise Vibration Acoustics

Noise Vibration and Acoustics

- ◆ Environmental Noise and Vibration
- ◆ Industrial Noise and Vibration
- ◆ Architectural Acoustics
- ◆ Building Noise and Vibration
- ◆ Research & Development

2000 Argonia Road, Plaza 1, Suite 203
Mississauga, Ontario L5N 1P7
(905) 826-1044 Fax 826-4940

HOWE GASTMEIER CHAPNIK LIMITED

LGL LIMITED

ENVIRONMENTAL RESEARCH ASSOCIATES

Established in 1971

- Environmental Planning, Assessment, Evaluation & Management
- Restoration, Remediation & Enhancement
- Impact Assessment, Mitigation & Compensation
- Aquatic, Wetland & Terrestrial Studies
- Watershed & Natural Heritage System Studies
- Natural Channel Design & Stormwater Management
- Peer Review & Expert Testimony
- Geographic Information Systems (GIS)
- Wildlife Control/Bird Hazards to Aircraft

22 Fisher Street, P.O. Box 280
King City, Ontario, L7B 1A6
phone: 905 833-1244 fax: 905 833-1255
e-mail: kingcity@lgl.com

Planning Peace Village: An Islamic suburb in the City of Vaughan

Is this integrated planning?

Corinne Yap

Just north of Canada's Wonderland, at the intersection of Major Mackenzie and Highway 400 is a suburban community in Vaughan called Peace Village. Completed in 2001, the houses resemble those of a typical subdivision, comprising semi-detached and detached single-family brick homes, front and back yards, driveways parked with cars and young trees dotting the streetscape.

The physical similarities end there, however. In the middle of the subdivision stands a grand mosque with silver domes, a focal point for its residents. Street names don't end in "woods" or "lane" or "borough," but rather in "Ahmad," "Salam" and "Khan," after the names of famous Muslim religious and civil leaders.

Peace Village provides a fascinating case study of Canada's changing suburban landscape and forces us to ask: Do planners have adequate tools to plan for multicultural cities? This article will argue that planners do not have adequate tools to plan for multicultural cities, but can begin to develop new tools by thinking beyond land use to consider social, cultural and even religious factors. People who have provided their insight for this article include Martha Eleen, a painter who spent several months living in, and painting the community and whose works are shown here, as well as Naseer Ahmad, the project manager for the mosque and Peace Village, who is also a member of the community.

Peace Village

The Ahmadiyya Muslim who live in Peace Village are part of a sect founded in India in 1889 by Hazrat Mirza Ghulam Ahmad. In Pakistan, they were persecuted by orthodox Muslims who did not believe that they follow a true version of Islam. In 1974, Pakistan's National Assembly declared the Ahmaddis non-Muslim and in 1984, laws were introduced to punish them for professing, preaching or practising their religion. While Ahmaddis started arriving in Canada in 1940, many more have arrived since the 1980s. It is estimated that approximately 20,000 live in Canada, mostly in the Greater Toronto Area.

Peace Village began with the Bai'tul Islam Mosque. When it was completed in 1992, it was a place of worship surrounded by agricultural fields. Worshippers had to drive to the mosque to attend prayer services, sometimes as frequently as five times per day. Ahmad realized that the available land, combined with the need for worshippers to live closer to the mosque presented a development opportunity. He and other community members approached Solmar homes with a 20-hectare development plan. Two hundred and fifty homes, ranging from 1,300 to 2,800 square feet sold out soon after they hit the market. In the future, the community has plans to enlarge the mosque, and build a neighbourhood centre and a library.

The developer, Solmar Homes, designed the houses to suit the Ahmadiyya lifestyle. There are separate sitting rooms for males and females and powerful ventilation systems in the kitchens to remove the smell of spicy foods. There are also self-contained units in some of the homes to accommodate the Muslim preference for living with their extended families.

Peace Village is an important case study for several reasons. Both Eleen and Ahmad recognize that since the events of 9/11, there has been a growing unease and fear of Muslims and their faith. For Ahmad, who continues to develop mosques in the GTA and across Canada, he senses that this fear is sometimes masked behind planning technicalities, requiring him to use more resources and efforts to gain development



Paintings: Martha Eleen

Bai'tul Islam Mosque #2, 2006, oil on wood, 16" x 16"

approval. He hopes that cities would do more to understand his faith and the requirements of a mosque. For Eleen, her residency in Peace Village provides a post-9/11 opportunity to promote understanding of diversity through her artwork.

Social perspectives

Martha Eleen offers a unique perspective into the society, based on her experiences as a non-Muslim living in the community.

Eleen notes that prior to her stay with the Ahmaddiya community, she had never lived in the 905 suburbs. Her primary relationship to the suburbs was what she saw from her car, and this inspired her first series of paintings, "Into the 905, the View from the Car," which captured commercial and industrial scenes, and subdivisions from a distance.

Wanting to capture the domestic realm at a closer scale, her attention turned to the suburban home. Her first forays into this domestic realm were not welcoming. With paintbrush in hand, her attempts to capture gas meters and lamp posts attracted suspicious stares and caused people to retreat behind locked doors. It was, in her words, "really conspicuous to be doing something different."

In contrast, her initial experience in Peace Village was very different. Within an hour of her wandering into the community to paint the mosque, a couple invited her over for dinner. They connected her with the mosque's leaders, who subsequently allowed her to pursue an artist's residency in the community. The initial warmth extended toward her continued throughout the remainder of her stay. It gave her the opportunity to connect with the Peace Village residents and feel a part of their society.

Eleen recounts being struck by the incredible sense of community in Peace Village. This is nurtured by the religious focus on the mosque. In addition to being a place of worship for prayer five times a day, it is a social space for serving food and selling books, and a learning space for studying the Koran, after-school activities, and participating in ESL classes. People of all ages from children to seniors walk to the mosque from their homes and participate in daily activities. It is a community centre as much as it is a place of worship.

One of the criticisms of Peace Village was that it would create a segregated community. However, both Eleen and Ahmad have a different perspective: Peace Village helps the community to preserve their culture, traditions and faith, to pass onto the next generation.

According to Eleen, even though the residents of Peace Village live in their own community, their actions and attitudes do not reflect a desire to remain apart. To Eleen, inclusion works both ways, and she had the opportunity to experience being a part of their community, and they in turn travelled into Toronto's Queen West district to see her art show.

Difficulties with the Planning Process


Developing Peace Village was a challenge. Gaining approval for the mosque was difficult because the zoning code recognized churches, but not mosques. To overcome this technicality, codes from the church category were applied to the mosque. For example, in an area where there are height restrictions, church bells and spires are able



Paintings: Martha Eleen

Mosque Gate #1, 2006, oil on wood, 16" x 16"

MUNICIPAL AND PLANNING LAW



**THINK LOCALLY.
ACT LEGALLY.**

To develop, you need complex approvals in the shortest possible time, at the best possible cost. That's why you should retain the multi-disciplinary services of WeirFoulds' Municipal and Planning Law Group.

Our experience runs deep. We've seen the issues that face your municipality. We're able to think ahead to solve problems. Our team draws upon 20 of the most highly experienced lawyers and paralegals (including planners).

For representation at the OMB, council or the Court; a thorny legal entanglement or some quick telephone advice; for your project — residential, commercial, institutional, or industrial — turn to the municipal experts at WeirFoulds LLP.

Call Bruce Ingell at 416-947-5081 or Ian Lord at 416-947-5067 today and they'll show you how we can help.

WeirFoulds LLP. Trusted. Capable. Experienced.

WeirFoulds.
ESTABLISHED 1877

The Exchange Tower, 130 King Street West, Suite 1600, Toronto, Ontario M5X 1J5
Tel: 416-365-1110 • Fax: 416-365-1876 • www.weirfoulds.com

to exceed the height limit. To gain approval for the mosque's dome, which also exceeds the height limit, Ahmad had to name the dome a "church bell" to be able to build it.

However, not all of the mosque's requirements were as easily accommodated. For example, a mosque can hold many more people in its prayer hall because it is an open floor without any pews. Therefore, a mosque's building occupancy load is greater than a church's, causing it to exceed the standards allowed in the fire codes. To overcome this issue, Ahmad had to negotiate an exception by explaining that even though the mosque's prayer hall holds more people, its open concept meant that unlike a church with pews, no obstructions block the exit paths if a fire were to break out.

Ahmad also had difficulty gaining approval for the Muslim street names as city staff were concerned about the pronunciation. However, after bringing in examples of street names from other ethnicities that were also difficult to pronounce and meeting with the Mayor to explain the importance of the Muslim names, the city agreed to approve all of the street names.

Despite the difficulties encountered in the planning process, Peace Village was realized in the way the community had envisioned, and continues to be a success. All of its residents are Muslim and there is a very low resale rate. In his opinion, Vaughan is now a model city in terms of accommodating diversity because the planning and political staff know how to deal with development applications from its multicultural communities.

Ahmad acknowledges that it is difficult for cities to deal with issues they are not familiar with. He has had to work long and hard to overcome the technicalities of zoning and building codes as well as educate city staff and the public about his faith. These factors are making his applications



Paintings: Marthia Eileen

Zafarullah Khan Crescent, 2006, oil on wood, 16" x 16"

take longer to approve than other developments: it took him 14 years to obtain approval for a mosque in Calgary and five years to obtain approval for a mosque in Brampton. Because non-Christian faiths are among the fastest-growing in Canada, he advises planners to be proactive in educating themselves about their multicultural communities, connecting with them, and learning about their needs.

Reflecting on the original question

Do planners have adequate tools to plan for multicultural cities?

Naseer Ahmad's experience with the zoning and building codes would suggest that our tools are sometimes out of date. If zoning for places of worship is still based on church requirements, these alone would not be an adequate tool for dealing with the development application of places of worship from non-Christian faiths.

Another issue may be the lack of flexibility in changing and expanding these codes. Why did Ahmad have to continue using church terminology, even while he was building a mosque? A flexible system would have allowed the city to expand the zoning code to include the unique requirements of a mosque, rather than impose church standards on a mosque.

In applying our tools, planners also need to think beyond land use technicalities to consider social, cultural and religious factors. For example, because the Ahmadiyya prefer to live with their extended families, their average household size is larger than the Canadian average. Planners making population projections—which are used to

determine the need for municipal services such as schools, libraries, hospitals and other public institutions—need to factor in these social differences to adequately provide for their communities.

There are other religious and social considerations. If most of the community lives within walking distance of the mosque, would it still be appropriate to require the mosque to have as many parking spaces as a place of worship where most of its members drive?

Future plans for the Peace Village include a neighbourhood centre and a library. What does this mean for the provision of municipal services in the area and what role should the city play? There are no definite answers to these questions, but the dialogue and learning with multicultural communities and amongst planners should begin today.

Corinne Yap can be reached at corinne@urbanjazz.ca or by phone at 416-420-4256. More photos of Marthia's paintings can be seen at www.marthaeleen.com.



Mark L. Dorfman, Planner Inc.

145 Columbia Street West, Waterloo
Ontario, Canada N2L 3L2
519-888-6570
Fax 888-6382

Environmental Policy and Analysis
Urban and Regional Planning
Community Planning and Development
Mediation of Planning Issues

THE RANDOLPH GROUP
MANAGEMENT CONSULTANTS INC.

**Strategic Planning
Organizational Effectiveness
Governance
Facilitation Services**

Carolyn Kearns
Michael Rowland
Susan Wright

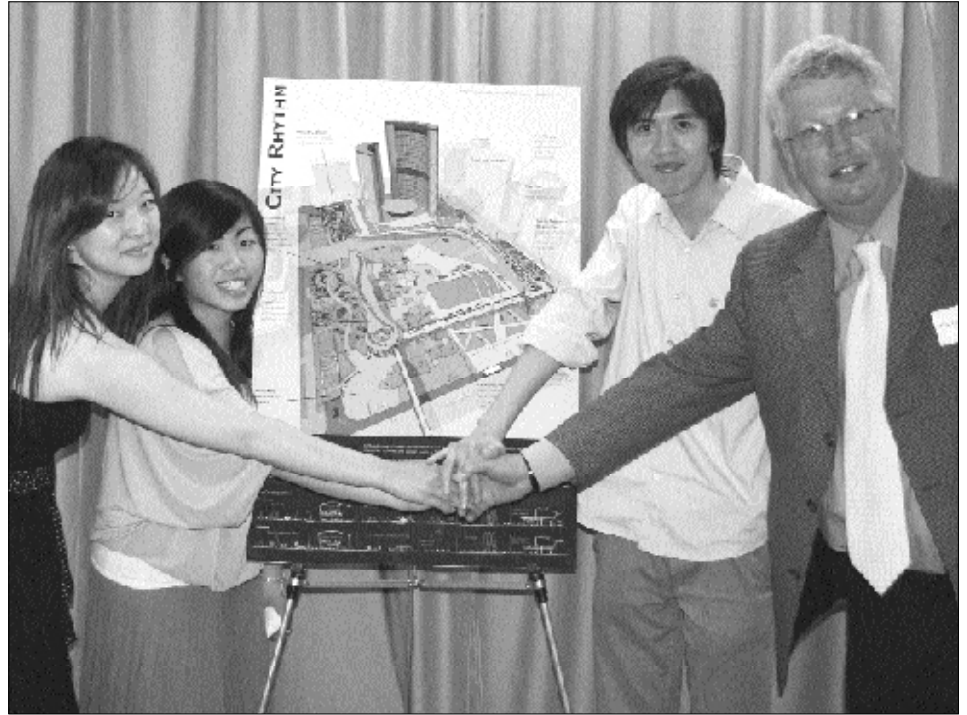
111 King Street East, 3rd Floor, Toronto, Ontario M5C 1G6
Tel: (416) 368-7402 Fax: (416) 368-9335
E-mail: consult@randolph.on.ca
www.randolph.on.ca

Central

Winners Announced for the International Student Design Competition for Nathan Phillips Square

Earlier this year, the City of Toronto organized a design competition to attract new ideas to revitalize Nathan Phillips Square, the City's most important civic gathering space. This competition was open to professional designers only, so the University of Waterloo's Schools of Planning and Architecture and the University of Guelph's School of Landscape Architecture decided to jointly organize a shadow competition just for students.

This international student competition attracted entries from design schools around



2nd prize goes to Waterloo



*Infrastructure
Environment
Communities
Facilities*

*Offices across Canada and International
235 Yorkland Boulevard, Suite 800,
Toronto, Ontario M2J 4Y8
(416) 229-4646
www.dillon.ca*

PLANSCAPE

BUILDING COMMUNITY
THROUGH PLANNING



MARGARET WALTON M.Pl. MCIP RPP
RICK HUNTER MCIP RPP
GREG CORBETT M.Pl. MCIP RPP
ANGELA GHIKADIS B.Sc (Hon.)
Nancy LeBlanc

104 Kimberley Avenue,
Bracebridge, ON P1L 1Z8

T 705.645.1556 **F** 705.645.4500
E info@planscape.ca
W www.planscape.ca



**45 St. Clair Avenue West, Suite 300
Toronto, Ontario M4Y 1K9
416.961.7110 (tel) 416.961.8007 (fax)
www.bagroup.com bagroup@bagroup.com**



**Ruth Ferguson Aulhouse
MCIP, RPP, President
Urban and Regional Planning**

230 Bridge Street East
Belleville, ON K8N 1P1
P: 613.966.9070
F: 613.966.9219
Email: ruth@rfaplanningconsultant.ca
Website: rfaplanningconsultant.ca



**Urban & Regional Planning • Master Planning • Urban Design
Market & Economic Analysis • Geographic Information Systems
Project Management • Economic & Tourism Development**

East: 140 Renfrew Drive Suite 701 Markham, Ontario Canada L3R 6B3
Tel: 905.513.0170 Fax: 905.513.0177

West: 2948 Cliffrose Crescent Coquitlam, BC, Canada V3E 2T2
Tel: 604.941.8203 Fax: 604.941.8203

www.mgp.ca
www.mgpinfo.com

**T.M. ROBINSON Associates
Planning Consultants**

TOM ROBINSON, MCIP, RPP

P.O. Box 221 Peterborough ON K9J 6Y8
(705) 741-2328 • Fax (705) 741-2329
Email: tmrplan@bellnet.ca

the world. Over 150 teams registered and in the end, 51 teams submitted entries by the closing date.

The entries were reviewed by a jury that consisted of three practising professionals from Toronto- one architect, one landscape architect and one planner. They were:

- Patrick Simmons — Principal, Robertson Simmons Architects Inc., Toronto and Kitchener
- Jim Melvin—Principal, PMA Landscape Architects, Toronto
- Dan Leeming—Principal, The Planning Partnership, Toronto.

The jury selected the following winners:

- First place (\$1500)—Zachary Rood, Dept. of Landscape Architecture, Cornell University
- Second place (\$1000)—Raymond Chau, Wai Yan Leung, Crispan Lo, and Clarissa Nam, School of Planning, University of Waterloo
- Third place (\$500)—Laryssa Stelyk, Dept. of Landscape Architecture, Cornell University

As well, they selected three projects for Honourable Mention:

- Tara Callaghan, Xiao Qiang Wu, Kirsten Pinkerton and Lin Chen, School of Landscape Architecture, University of Guelph
- Esther Chew, Kara Wood, Adrian Reveruzzi, and Xin Xin Yu, Department of Landscape architecture at the University of Adelaide, Australia
- Drew Adams, Fadi Masoud, and Lawrence Lui.

The jury members were unanimously impressed by the creative energy and professional skills demonstrated in the submissions, as well as the great diversity of fresh ideas. They applauded the entrants for their enthusiastic responses to the competition challenge, and expressed strong confidence in their capabilities as the next generation of urban designers.

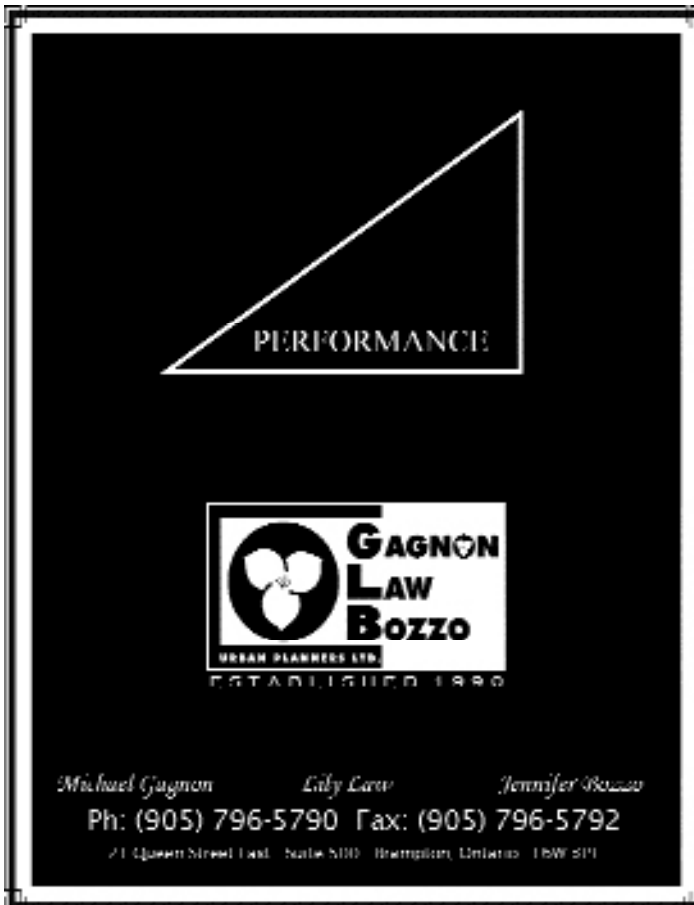
The results of the competition are available to view at www.fes.uwaterloo.ca/planning/news/competition2007/home.html. As well, many of the entries will be on display in the rotunda at Metro Hall in Toronto from July 23 to 26.

Western Lake Ontario

New Planning Policy Initiatives in Halton Hills

Damian Szybalski

On June 25, 2007, Halton Hills General Committee of Council approved two growth-related studies, specifically the GO Station Land Use Study and the Intensification Opportunities Study. The \$120,000 two-year GO Station Study will (i) evaluate the long-term redevelopment potential of lands near the Georgetown GO Station; (ii) analyze redevelopment opportunities and constraints; and (iii) examine redevelopment impacts on established neighbourhoods. The end product will be a Secondary Plan for the area. The Intensification Opportunities Study will be completed in-house and will be coordinated with the GO Station Land Use Study. Key deliverables include (i) identifying intensification areas; (ii) updating Halton Hills' intensification inventory; (iii) identifying successful intensification examples; and (iv) preparing an intensification strategy.



PERFORMANCE

**GAGNON
LAW
Bozzo**
URBAN PLANNERS LTD.
ESTABLISHED 1990

Michael Gagnon Lily Law Jennifer Bozzo

Ph: (905) 796-5790 Fax: (905) 796-5792

21 Queen Street East, Suite 500, Toronto, Ontario M5H 3P1

ANNOUNCEMENT



**Ontario Association of
the Appraisal Institute
of Canada**

**Susan McRury,
CRA**

The Ontario Association of the Appraisal Institute of Canada (OA-AIC) has elected Susan McRury, CRA as president for 2007-2008. Ms. McRury heads up the appraisal division of Royal LePage/Lannon Realty in Thunder Bay. She is a real estate broker with the same firm.

Active in the real estate business since 1984, Ms. McRury shifted her focus to the appraisal sector in 1992. Since then she has been actively involved in the OA-AIC through some critical development stages. Her experience in both real estate and appraising gives her an in depth understanding of the sector. Her key objective is to build stronger communications channels internally and externally.

The OA-AIC is the provincial association of professional real estate appraisers. Dedicated to maintaining a Code of Ethics and Canadian uniform standards of professional appraisal practice, the Appraisal Institute of Canada protects the public and the integrity of the real estate sector. It awards Canada's most recognized appraisal designations: AACI (Accredited Appraiser Canadian Institute) and CRA (Canadian Residential Appraiser). Professional appraisers provide services and consulting related to the valuation of real estate.

www.oaaic.on.ca

416-695-9333

Another recently approved initiative is the Fiscal Impacts of Growth and Long-Range Financial Plan Model study. Awarded to Hemson Consulting, the objective of this \$40,000 study is to assess the fiscal impacts of various residential and employment growth scenarios on Halton Hills to the year 2031.

Damian Szybalski, MCIP, RPP, is one of two district editors for Western Lake Ontario District.

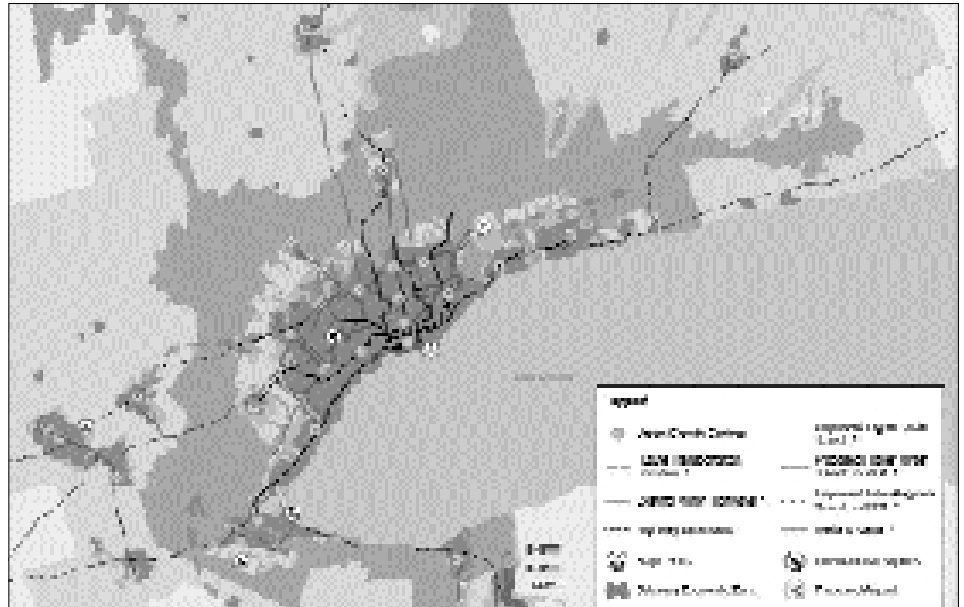
Insights for how to deal with Growth Plan

Alissa Mahood

Western Lake Ontario District The Ontario of the Future: How Can Planners Prepare? That was the topic of discussion at the OPPI Lunch and Learn session held in Thorold in May. Attendees had the pleasure of hearing from guest speakers Antony Lorius, Brian Hollingworth, Tom McCormack and Paul Lowes as they discussed trends in their area of specialty and the impacts of these trends on the field of planning.

Antony Lorius is a strategic planner with Hemson Consulting (and the author of two cover stories for the Ontario Planning Journal). He talked about the Growth Plan and the challenges planners will face trying to deliver the Government's vision for building stronger, prosperous communities. He noted that most new residential communities exceed the Growth Plan density target, but that this makes up only a portion of the urban land base. Between 50% and 70% are in other uses such as parks, open space, institutional, retail, transportation, and we need to change the way some of this land is used. He argued that senior levels of government are key to delivering the vision and to do this they need to enhance the appeal of high-density living; invest in the public realm—transit, roads, rail, parks, streetscapes, cultural amenities and the arts; and—perhaps most important—focus on locations with the best potential.

Brian Hollingworth is with IBI Group specializing in transportation and transit innovation. Brian talked about transportation challenges and opportunities. He identified five themes that municipalities need to think about when developing transportation master plans: better integration of transportation and land use planning;



Implementation of the Growth Plan will challenge planners

designing for transit and thinking ahead to the next 20 years; increasing flexibility in parking standards; designing for active transportation such as biking and walking; and addressing the funding gap by rethinking funding priorities. Brian also identified five key trends to watch for in planning for transportation: “green” as a marketing tool; bus rapid transit; car sharing; cycling as a mainstream mode; and user pricing by charging for distance-based travel.

Tom McCormack is a spatial economist with the Centre for Spatial Economics and Strategic Projections. He talked about new developments in the housing market and challenges planners will face. He commented that employment growth in the Greater Golden Horseshoe is higher than other parts of Ontario and that most of the jobs that are being created are outside the City of Toronto. In particular, Tom explained how trends in population growth will impact the number of housing units required between 2001 and 2031. Growth will be most prominent in the 35-and-over age groups who tend to prefer to live in single detached units. There will be a challenge in meeting this demand, as the Growth Plan is proposing approximately 285,000 fewer single homes than will be required.

Paul Lowes is an expert in commercial real estate trends with Sorensen Gravely Lowes Planning Associates Inc. Paul discussed the factors impacting retail trends and how we have been moving away from regional malls and anchor department stores of the 1980s to big box retail, power centres and destination shopping catering to time poor shoppers. Overall, changes in lifestyles

and attitudes are changing the way we shop. For example, the aging baby boomers are at their peak of wealth and they are looking to spend money and looking for an experience. Their kids, Generation Y, are the trend setters and their trends change quickly. Dual incomes, more women in the workforce and longer work weeks are other changes that equal less shopping time. Paul mentioned that retail trends for the future are moving towards lifestyle centres that offer a variety of shopping experiences in an open-air, main-street setting. These centres aim to offer national specialty shops together with main-street ambiance and human scale.

This was a true lunch-and-learn experience.

Alissa Mahood, MCIP, RPP, is one of two district editors for Western Lake Ontario District.

People

Meet your new District Editors

Following the reorganization of OPPI's district structure, we are pleased to introduce five new district editors who will endeavour to report on the many OPPI and other planning-related activities taking place at the local level. These hardworking individuals have agreed to be your ears and eyes on the ground. This is also an opportunity to sincerely thank Ian Bender and Lorelei Jones for their stalwart work over the

SGL Sorensen Gravely Lowes
Planning Associates Inc.

- GROWTH MANAGEMENT
- POLICY FORMULATION
- ZONING BY-LAWS
- LAND DEVELOPMENT & REDEVELOPMENT
- COMMERCIAL PLANNING
- EXPERT TESTIMONY

509 DAVENPORT ROAD
TORONTO, ONTARIO M4V 1B8
TEL: (416) 923-5630 FAX: (416) 923-6916

C Clara Consulting

- Strategic Planning
- Rural Economic Development
- Government Restructuring
- Group Facilitation
- Consultation Processes
- Organizational Development
- Project Management
- Community Planning

Lynda Newman
3192 Sideroad 5 RR #2
Bradford, Ontario L3Z 2A5
T: 705-458-0017 F: 705-458-4123
claraconsulting@sympatico.ca

Planning and Environmental Management

- Environmental management
- Public involvement
- Transportation and municipal planning
- Land development
- Landscape and urban design

— Offices Worldwide —

1223 Michael Street, Suite 100, Ottawa, Ontario, K1J 712
Tel: (613) 738-4160 Fax: (613) 739-7105

625 Cochrane Drive, Suite 500, Markham, Ontario, L3R 9R9
Tel: (905) 943-0500 Fax: (905) 943-0100

www.delcan.com

Delcan
TRANSPORTATION - INFORMATION TECHNOLOGY - WATER

years as contributing editors for the People section. The popular People section continues, but under the new arrangement, we hope that you will let your district editor know about people on the move, the formation or evolution of consulting practices, awards and other news related to professional practice.

Lakeland District:
Meet **Nancy Farrer**. A graduate of the University of Waterloo with a BES Urban & Regional Planning, Nancy now works for the town of Collingwood as a planner. She can be reached at nfarrer@city.barrie.on.ca.

West Lake Ontario District:
This is a very complex piece of geography, so two district editors have been appointed, **Alissa Mahood** is a planner in the Community Planning Section of the City of Hamilton. After graduating from Queen's School of Urban and Regional Planning, Alissa worked as a planner with the Ministry of Municipal Affairs and Housing and the City of Burlington before joining the City of Hamilton. She can be reached at amahood@hamilton.ca.

Around the corner in **Halton Hills**, **Damian Szybalski** will be focusing on the piece of the district closer to the GTA. Damian is a graduate of the University of Toronto's planning program and worked



Alissa Mahood



Damian Szybalski



Keri Baxter



Gregory Bender

as a consultant before joining Halton Hills.

Toronto District: **Keri Baxter** will be looking after the Toronto area from her position as a student transportation planner with the Region of Peel. Although this district comprises only one municipality, it is also home to a disproportionate number of members, so Keri, who graduated from York University, can expect to be quite busy. You can reach her at kbaxter@yorku.ca.

Southwestern District: **Gregory Bender**, who is a Vice President and senior planner with Tunnock Consulting Ltd. in Tecumseh, has taken on Southwestern District. He can be reached at gbender@tunnockconsulting.ca.

Look for additional appointments in subsequent issues, but in the meantime, we invite you to make the jobs of these new district editors as painless as possible by letting them know what is happening in your area. Please remember when emailing pictures of people that the pictures have to high resolution (at least 300 dpi) and please provide contact information in case follow up is necessary.

*Glenn Miller, FCIP, RPP, Editor and
Philippa Campsie, Deputy Editor.*

Retirements

Corwin Cambray

After over 33 years of dedicated service to the planning profession, Corwin T. Cambray, the Commissioner of Planning and Development at the Niagara Region, will be retiring at the end of June.

Highlights of Corwin's career include contributing to groundbreaking legislation protecting the Niagara Escarpment; active participation in OPPI and RPCO activities; and promotion of strong planning policies that preserve Niagara's tender fruit lands and environmental areas, promote better community design, encourage affordable housing and support recreational opportunities such as the Greater Niagara Circle Route. His work will continue to inspire many.



Corwin Cambray

Two Fine Fellows from Ontario Elected to CIP's College of Fellows

In a ceremony held in conjunction with the CIP conference in Quebec City in June, Robert Millward and Andrea Gabor were introduced as Fellows of the Institute. Also inducted were Robert Caldwell from Edmonton and Anthony Dorcey UBC (although he is on sabbatical and couldn't be present).

The President's Award was given to Jeanne Wolfe, Emeritus Professor at McGill's School of Urban Planning for her lifetime achievements.

Already a fellow of CIP, Jeanne continues to teach and carry out international assignments.

Although Bob Millward has worked as a consultant since 1997, he is also well known for having been the former City of Toronto's Commissioner of Planning and Development. He spent more than 20 years with the City. Bob is an active member of the Board of Trade and other professional organizations such as Lambda Alpha International, and has taught at McGill University's School of Urban Planning and several other schools in Ontario. Bob is generous with his time for beginning planners and has been a mentor to many.

Andrea Gabor, a partner with Urban Strategies Inc., is also an active member of the Board of Trade, and has participated for many years on OPPI's policy committee. Her practice (for which she and her firm have won many awards) is international in scope, including projects in the U.K. and the Caribbean. Andrea was also recently elected as a member of Lambda Alpha International. A long time advisor to McGill's School of Urban Planning, she is equally at home in Toronto City Hall, and numerous other



Robert Millward



Andrea Gabor

Ontario cities, including Brantford, where she worked on a downtown master plan study.

Robert Caldwell worked for a number of Ontario municipalities before relocating to Alberta, including the Region of Niagara. He is a graduate of Waterloo's School of Urban and Regional Planning.

Awards of Excellence were also handed out to a number of Ontario firms and government agencies. PIR won for the Growth Plan, Belleville were recognized for their downtown master plan, Ontario's Ministry of Municipal Affairs mysteriously won for the 2005 Greenbelt Plan (richly deserved but odd in terms of chronology). Urban Strategies were

recognized for their plan for the Lower Don Valley in Sheffield, England. York Rapid Transit won for VIVA. Honorable mentions to Ontario organizations were accorded to Du Toit Allsopp Hillier for the Parliamentary Precinct, Robert Zelmer for the Port Hope Project EA report, Canadian Urban Institute for the St Thomas Innovation Team report, and the Town of Aurora for the Northeast Old Aurora Heritage Conservation District. (Michael Seaman wrote about this in the most recent issue of the Ontario Planning Journal and has since agreed to become the magazine's contributing editor for Heritage.)

Obituaries

Farokh Afshar

Farokh passed away peacefully at home in Guelph, surrounded by his family and loved ones, after a hard-fought battle with prostate cancer. He was only 60 years old. Born in Calcutta of Iranian parents, he lived in four countries for seven years each before he making Canada his home. Farokh wanted to make a better world both here in Canada and abroad. He worked in 15 countries for international development organizations, NGOs and national governments. A committed scholar and passionate teacher, Farokh was a professor at the University of Guelph's School of Environmental Design and Rural Development. Farokh co-founded Development Workshop, an NGO working to improve living conditions in less developed communities. He was also a board member of the North-South Institute, the Canadian Association for Studies in International Development, and of the editorial board of the Canadian Journal of Development Studies. He was a member of the Iranian- Canadian Community of Guelph, the Canadian Institute of Planners, the Ontario Professional Planners Institute, and the Global Planning Educators Interest Group of the Association of Collegiate Schools of Planning. Farokh served for eight years on Guelph's Round Table on Environment, Economy, and Society. He also contributed on several occasions to this magazine.

Walter Frederick Manthorpe

Born in 1916 in Norwich, England, Walter Manthorpe was buried there in June. A fellow of the Royal Town Planning Institute, Walter was the first development commissioner for the City of Toronto.

URBAN STRATEGIES INC.

PLANNING & URBAN DESIGN

197 Spadina Avenue, Suite 600, Toronto, ON Canada M5T2C8
tel 416 340 9004 fax 416 340 8400 www.urbanstrategies.com

Guest editorial

At a Northern Crossroads: Time for a Survival Plan?

Jeff Celentano

Earlier this spring, with muted fanfare, the provincial government announced its intention to conduct a second Growth Plan under Bill 136 (the *Places to Grow Act*).

The target is a region physically far removed from the Greater Golden Horseshoe—Northern Ontario. And the timing could not be better.

Northern Ontario has had its share of ups and downs over the past three decades—mostly downs. Youth out-migration, sustained job losses in the resource sector and negative population forecasts have all contributed to difficulties for the region comprising 90% of Ontario's land mass but only 6% of its population.

Planners in the North understand the situation there and have tried to make its case for years. In the summer of 2006, some Northern planners and their municipal Councils went so far as to petition the Minister of Municipal Affairs and Housing to ask for a “New Deal for Planning in Northern Ontario.” Local elected officials (bless their hearts!) also seem to “get it” and have talked about the North's problems far and wide to anyone who will hear.

The real trick, up to now, has been getting the fine minds at Queen's Park to actually listen. There have been many studies over the years, by governments of every political stripe, about Northern Ontario and how it could grow. If one was optimistic, one would hope this attempt will be successful. Bill 136 is a powerful piece of

growth management legislation. It gives the Minister of Public Infrastructure Renewal regional planning and growth management powers that we have not seen in recent memory.

If the essence of managing growth wisely is to shape the future of a community through a set of interlocking actions, then the province has a great opportunity to set up a second award-winning Growth Plan.

But the clock is ticking and Northern Ontario has reached a crossroads concerning its future. The province can acknowledge that there are grave and serious differences between the North and other regions, and work aggressively to develop solutions. Alternatively, Northerners will be left to figure out a destiny of self-sufficiency and survival for ourselves. The Government of Ontario has a choice: it can be part of the solution to Northern growth issues, or it can be part of the problem.

Northerners are standing at the crossroads, and we're looking for some company.

Jeff Celentano, MCIP, RPP, is a Northern Ontario resident. He is the Senior Policy, Research & Property Specialist, Planning Services Dept., City of North Bay. He was one of the Ontario Planning Journal's first district editors.

Letters

Municipal Futures

Finally, I got my hands on the May/June issue of the Ontario Planning Journal. The articles seem to be more and more relevant to the challenges of the 21st century. In particular, I found Paul Bedford's article about planning departments timely and extremely important. Not only does he have enormous experience and knowledge, but he also has the personal charisma and talent to present complex and difficult issues in a language that is comprehensible to audiences outside of the planning profession. I hope Paul will take his message further, to business people, decision makers and to the general public.

When I retired in 2000, I was convinced that planning in municipal government had virtually no future. But after reading Paul's recent articles—well, perhaps there is still hope.

We have to admit though, that currently there is no municipal planning. There are no plans in a true sense. All we can see is an accommodation of developmental pressures within the prescribed framework of bureaucratic procedures. In public, planners only

rarely voice their own opinions. For very good reasons, they would not dare to contradict Council or the sentiments of the community.

As in any other complex and sophisticated corporation, planners should be at the top of the pyramid. In the current municipal set-up, planners should be an integral part of the City Manager's Office, and other municipal departments ought to be subordinated to them. Unfortunately, this can only be achieved after a profound improvement in planners' knowledge and skills. It would also require a different education, training and much expanded experience.

The current debate about “sustainability” can illustrate this point. During my municipal planning years, when I interviewed students or applicants for a position in the planning department, I always—out of curiosity—asked about the ideas of Paolo Soleri—and I always got blank eyes. In 25 years, only one applicant, a refugee from the former Yugoslavia, was familiar with the name. (Editor's note: Paolo Soleri is an Italian born architect now living in the U.S., founder of the Cosanti Foundation and author of six books. See www.arcosanti.org for more information.)

An inconvenient truth is that we are inundated with charlatans and opportunists, giving us—for a modest fee of hundreds of thousands of dollars—a slick presentation of facts which were already known a quarter century ago. If pressed, some of them are honest enough to admit that they are buying credits to support their own “unsustainable” personal lifestyle. So, here we go again, like selling absolution in the middle ages, carbon-cap-and-trade allows us, individually and collectively, to sin with a clear conscience and to fill some pockets with undeserved money.

Let the Great Reformation of Municipal Planning begin!

Vladimir Matus

LETTERS TO THE EDITOR

Send letters to editor@ontarioplanning.com

Formatting do's and don'ts:

Do name your files (“OPPI article” doesn't help) and *do* include biographical information. *Don't* send us PDFs. *Don't* embed graphics with text, or text in text boxes.



land use planning
 development analysis
 ontario municipal board
 hearings
 draft plans and site plans
 urban design
 project management
 cad applications

www.bousfields.ca

3 Church Street, suite 200
 Toronto, Ontario M5E 2M2
 t 416-947-9744
 f 416-947-0781
bousfields@bousfields.ca



- Planning
- Urban Design
- Market Research
- Financial Feasibility
- Municipal Finance
- Transportation Systems
- Municipal Engineering

230 Richmond Street West, 5th Floor,
 Toronto, ON M5V 1V6
 (416) 596-1930 FAX (416) 596-0644

*Other offices in: Montreal, Ottawa, Kingston, Richmond Hill,
 Waterloo, London, Calgary, Edmonton, Vancouver, Richmond
 and in the United States, Europe, the Middle East and Asia*

Visit our website at www.ibigroup.com



Consulting Services include:

- Land Market Needs Studies, Demographics and Fiscal/Economic Impact
- Asset Management Strategy and PSAB 3150 Compliance
- Pupil Forecasting, School Requirements and Long Range Financial Planning for Boards
- Water/Sewer Rate Setting, Planning Approval and Building Permit Fees and Service Feasibility Studies
- Municipal/Education Development Charge Policy and Landowner Cost Sharing

4304 Village Centre Court
 Mississauga, Ontario L4Z 1S2
 Tel: (905) 272-3600
 Fax: (905) 272-3602
 e-mail: info@watson-econ.ca



*Regional & Urban
 Planning & Resource
 Development*
www.mhbcplan.com

MIIBC Planning focuses on realistic advice for complex and challenging issues. We have successfully completed a wide range of planning projects:

- Municipal Plans/Studies
- Urban and Site Design
- Aggregate Resource Planning
- Project Management
- Landscape Architecture
- Community Planning
- Land Development
- Government Restructuring
- Communications
- Expert Evidence

171 Victoria St. N., Kitchener, ON N2H 5C5 (519) 576-3650	7050 Weston Rd., Suite #230 Woodbridge, ON L4L 8C7 (905) 761-5588	630 Colborne St., Suite #202 London, ON N6B 2V2 (519) 858-2797	10 Davey Crescent, Kingston, ON K7N 1X6 (613) 384-7067	13 Poyntz St., Barrie, ON L4M 3N6 (705) 728-0045
--	---	--	---	---

HARDY STEVENSON AND ASSOCIATES

- Socio-economic Impact Assessment
- Land-use and Environmental Planning
- Public Consultation and Facilitation
- Engineering

Tel: (416) 944-8444 Fax: 944-0900
 Toll free: 1-877-267-7794
 Website: www.hardystevenson.com
 E-mail: HSA@hardystevenson.com
 364 Davenport Road, Toronto, Ontario M5R 1K6

PLANNERS
 URBAN DESIGNERS
 LANDSCAPE ARCHITECTS

www.gspgroup.ca



SHAPING GREAT COMMUNITIES

KITCHENER	72 Victoria St. S., Suite 201	P 519.569.8883
HAMILTON	21 Hunter St. E., Suite 102	P 905.522.4847



KENTRIDGE JOHNSTON LIMITED
 PLANNING CONSULTANTS

*Project Management
 Land Use / Policy Planning
 Development Approvals
 Expert Testimony*

Paul E. Johnston, MCIP, RPP Johnston@planners.to Ext. 222	185 Carlton Street Toronto, Ontario M5A 2K7
Adrian R. Litavski, MCIP, RPP Litavski@planners.to Ext. 223	P: (416) 323-1444 F: (416) 323-0388



Ontario Professional Planners Institute
Institut des planificateurs professionnels de l'Ontario

Ontario Planners: Vision • Leadership • Great Communities

234 Eglinton Ave. East,
Suite 201, Toronto, Ontario, M4P 1K5
(416) 483-1873 1-800-668-1448
Fax: (416) 483-7830
E-mail: info@ontarioplanners.on.ca
Web: www.ontarioplanners.on.ca

PRESIDENT

Gary Davidson, FCIP, RPP, 519-565-5374
davidson@scsinternet.com

PRESIDENT ELECT

Wayne Caldwell, MCIP, RPP, 519-524-8394
waynecaldwell@hurontel.on.ca

DIRECTORS

Policy Development,
Gregory Daly, MCIP, RPP
416 968-3511
gdaly@wndplan.com

Recognition,
Sue Cumming, MCIP, RPP
416 406-6607
cumming@total.net

Membership Services,
Dana Anderson, MCIP, RPP
905 819-2993 x221
dana@meridianplan.ca

Membership Outreach,
Amanda Kutler, MCIP, RPP
519 575-4818
kuamanda@region.waterloo.on.ca

Professional Practice & Development
Vicky Simon, MCIP, RPP,
416-869-5628
vsimon@stikeman.com

DISTRICT REPRESENTATIVES

Central, Mary Lou Tanner, MCIP, RPP
905 825-6000 x7966
MaryLou.Tanner@halton.ca

Central, Mike Sullivan, MCIP, RPP
905-833-1244
msullivan@lgl.com

Eastern, Don Morse, MCIP, RPP
613-580-2424 x13850
don.morse@ottawa.ca

Northern, Mark Jensen, MCIP, RPP
705 360-1350
mjensen@city.timmins.on.ca

Southwest, Matt Pearson, MCIP, RPP
519 524-2641 x216
mpearson@bmross.net

Student Delegate, Aviva Pelt
apelt@yorku.ca

EXECUTIVE DIRECTOR

Mary Ann Rangam

MANAGER, FINANCE & ADMINISTRATION

Robert Fraser

MANAGER, POLICY & COMMUNICATIONS

Loretta Ryan, MCIP, RPP

MEMBERSHIP COORDINATOR

Denis Duquet

EXECUTIVE ASSISTANT

Christina Edwards

President's Message

A Summer's Gaze

Gary Davidson

On a mid-summer's day it's pleasant to sit back with a crisp glass of white and think about fall's upcoming activities.

During the heat of summer the day-to-day doesn't push in as much and the pace slows down—time to ponder the policy initiatives of our planning organizations.

During the first half of 2007, several exciting initiatives began that will mature later this year, both for OPPI and CIP. In fact, the combination of activities and their contribution to developing planning policy is itself exciting, as is seeing both organizations pursuing issues of interest to all Canadian planners.

Two activities stand out. OPPI has been following up on the community health theme of our 2006 symposium. Our policy committee has brainstormed the issue, staff has developed background materials, local policy forums have been held, and council has held a major strategic discussion. All this activity will come to a head at our "Lifestyle 2007" conference this October at Blue Mountain where specific OPPI policy positions will be presented for discussion.

This collaborative approach to policy development, using the concentrated brainpower of our members based on our symposium themes, has led to a significant expansion of our policy capabilities. It also brings members of all types into the creative process. I am proud that our policy committee has pioneered this leading-edge technique for complex policy development.

At the national level, CIP is forging a partnership with Natural Resources Canada to undertake a series of activities focused on climate change adaptation. This initiative holds some exciting opportunities for OPPI members and students in our recognized planning programs. CIP's goal is to enlist planners across Canada to assist in developing planning policies on climate change adaptation and to mainstream this information through the development of new CPL modules.

Another exciting component of this initiative is building community capacity for climate change adaptation in two pilot communities in Nunavut. Recently, a CIP e-mail blast went out to

solicit planners to volunteer their time to engage the two communities and help them develop community-based climate change adaptation plans. I hope OPPI members will step forward to assist.

Involving student planners and supporting planning programs is always a challenge. The climate change adaptation project has taken to heart the need to engage students and further their understanding and capability around issues of climate change and adaptation. Nine graduate fellowships of \$5,000 and eight studio projects of \$2,500 each form part of the project. This component is being coordinated by ACUPP and detailed information will be out this fall with the awards made for the start of 2008.

After much prodding and helpful suggestions by our members, a sustained policy effort is now growing in both OPPI and CIP. These initiatives showcase innovative ways of developing policy positions and tap the depth and breadth of our members' knowledge. I am glad that our university planning programs and our planning students are becoming partners in our endeavours. Enough gazing towards fall, time for a refill!

Gary Davidson, FCIP, RPP, is President of OPPI. He is also the principal of the Davidson Group. He can be reached at Davidson@scsinternet.com.



Gary Davidson

Anthony Usher Planning Consultant

**Land, Resource, Recreation,
and Tourism Planning**
146 Laird Drive, Suite 105
Toronto M4G 3V7
(416) 425-5964 fax (416) 425-8892



**Environmental Planning
Biophysical Analysis
Lake Capacity Assessment
Resource Management**

104 Kimberley Avenue, Unit 1
Bracebridge P1L 1Z8
(705) 645-1413 fax (705) 645-1904
www.mnal.ca

The following members have resigned or been removed from the roster

The following Full Members resigned in good standing from OPPI for the 2007 membership year:

Paul Attack
Diane Biuk
Jeffrey Brookfield
Marcel Ernst
Michel Labbé
Howard Malone
Mary Neumann
George Peter
Louis Spittal

The following Full Members have been removed from the roster for non-payment of membership fees for 2007:

Andrew Adamson
John Barnes
Ted Chlebowski
James Collishaw
Kathy Desjardins

Liette Gilbert
Carolyn Glaser
David Gurin
Roderick Hines
Joseph Perfetto
William Robins
Michael Skelly
Kees Verburg
John G. Williams
John Winter

The By-laws of OPPI requires that this notice be published in the Ontario Planning Journal. The notice is accurate at the time of going to press.

For questions regarding membership, please contact Denis Duquet, Membership Coordinator, at 416-483-1873 Ext. 222, 1-800-668-1448, Ext. 222, or membership@ontarioplanners.on.ca

*Botanical Surveys
Naturalization
Species at Risk Surveys
Landfill Covers
Land Reclamation
Phytoremediation
Forensic Botany
Ecological Land Classification*



WWW.LANDSAGA.COM
519 662-9754

The Municipal Group



Avoid land mines... call the land minds

Thomson, Rogers is a leader in Municipal and Planning Law. Our dedicated team of lawyers is known for accepting the most difficult and challenging cases on behalf of municipalities, developers, corporations and ratepayer associations.

Call Roger Beaman, Stephen D'Agostino, Jeff Wilker, or Al Burton at (416) 868-3157 and put the land minds at Thomson, Rogers to work for you.



BARRISTERS AND SOLICITORS, SUITE 3100, 390 BAY STREET
TORONTO, ONTARIO, CANADA M5H 1W2 FAX 416-868-3134 TEL. 416-868-3100



**"PEOPLE SHAPING
THE COMMUNITIES
OF TOMORROW"**

PLANNING & ENGINEERING INITIATIVES LTD provides our clients with integrated planning, engineering, landscape architecture, water resources and environmental consulting services in an efficient, professional and personal manner.

VISIT OUR WEBSITE: WWW.PEIL.NET

KITCHENER • HAMILTON • MISSISSAUGA
TOLL FREE: 1-877-822-3798

Planning Futures

Long Winding Road Leads to Fresh Insights

Paul J. Bedford

In late May I achieved a life long ambition to drive the entire length of Yonge Street from Toronto harbour over 1,896 kilometres to Rainy River, where it comes to an abrupt end at the border crossing to Baudette, Minnesota. It was a great experience that I treated as a busman's holiday, stopping to meet with

northern Ontario planning directors and their staff along the way. My wife has become used to my planning passions, so was most supportive of the trip. For someone who has lived and worked an entire career in the south, this was a true learning experience.

The power of a driving trip is that you get to see communities up close and personal. My tour was brought to life through the eyes of planning directors in North Bay, Temiskaming Shores, Timmins, Thunder Bay and Kenora. While our discussions and tours were most stimulating, I developed an understanding for the unique planning challenges of northern Ontario and real admiration for how they are going about their jobs.

Meet the Movers and Shakers

My first stop was in North Bay, where Jeff Celentano shared his passion for his home town. With 30 year's experience he now has a special corporate role in policy, research and property and is central to bringing about positive change, along with Ian Kilgour, the Manager of Planning Services. North Bay's economy is generally based on government

services and public administration, transportation, tourism, forestry and resource industries. A mill closure and the steady loss of jobs over the past ten years led to diversification, including call centres that employ about 2,000 people. Like other northern Ontario communities, North Bay's population is stable or declining, with young people leaving and an aging population.

While past downtown revitalization has benefited from improvements to the public realm, a business improvement program and a facade loan program, a new down-

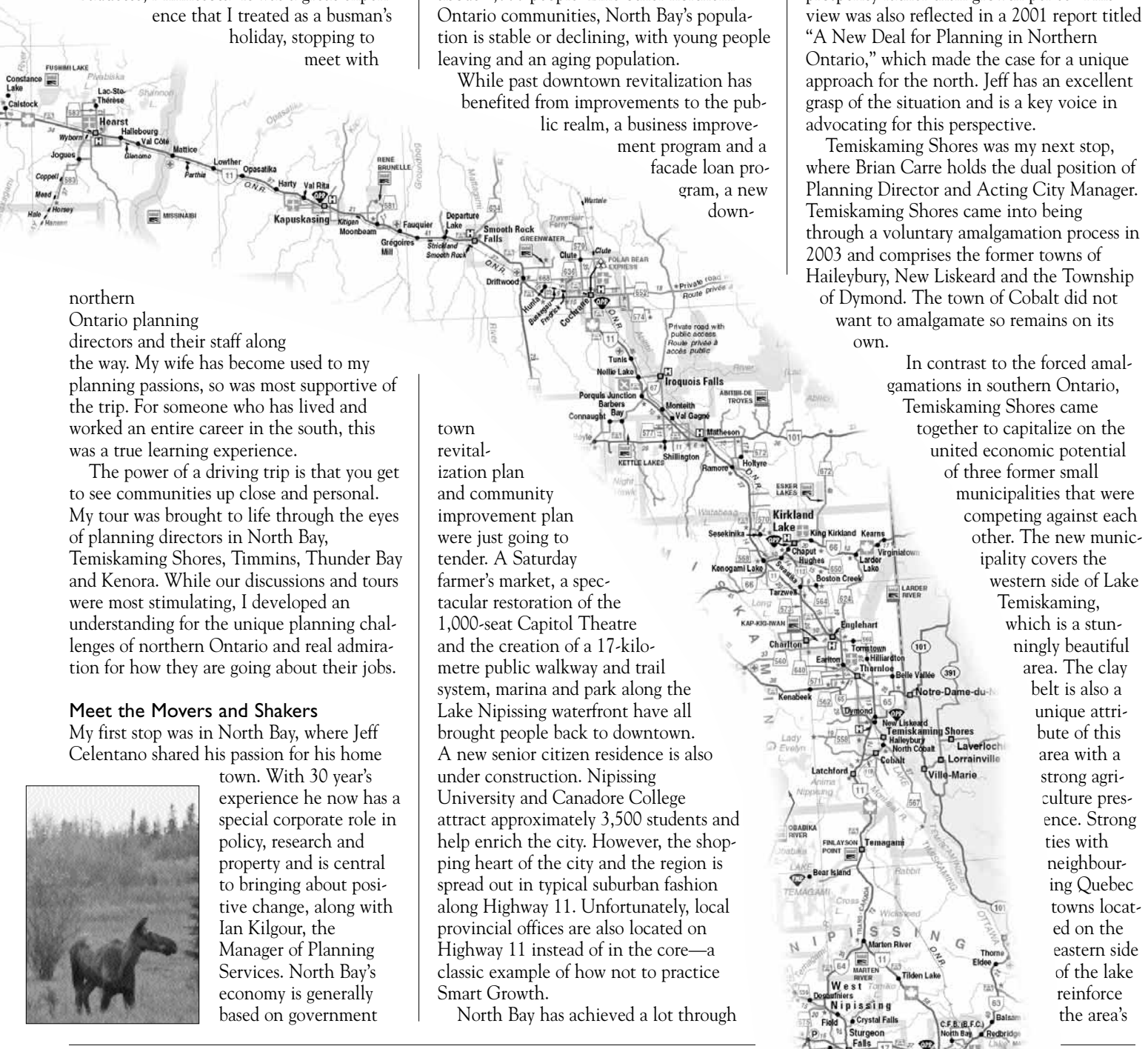
town revitalization plan and community improvement plan were just going to tender. A Saturday farmer's market, a spectacular restoration of the 1,000-seat Capitol Theatre and the creation of a 17-kilometre public walkway and trail system, marina and park along the Lake Nipissing waterfront have all brought people back to downtown. A new senior citizen residence is also under construction. Nipissing University and Canadore College attract approximately 3,500 students and help enrich the city. However, the shopping heart of the city and the region is spread out in typical suburban fashion along Highway 11. Unfortunately, local provincial offices are also located on Highway 11 instead of in the core—a classic example of how not to practice Smart Growth.

North Bay has achieved a lot through

its own creativity and energy. While it looks forward to being an active participant in the recently announced Provincial Growth Plan for Northern Ontario, it is concerned that the plan should focus on stabilization and prosperity rather than growth per se. This view was also reflected in a 2001 report titled "A New Deal for Planning in Northern Ontario," which made the case for a unique approach for the north. Jeff has an excellent grasp of the situation and is a key voice in advocating for this perspective.

Temiskaming Shores was my next stop, where Brian Carre holds the dual position of Planning Director and Acting City Manager. Temiskaming Shores came into being through a voluntary amalgamation process in 2003 and comprises the former towns of Haileybury, New Liskeard and the Township of Dymond. The town of Cobalt did not want to amalgamate so remains on its own.

In contrast to the forced amalgamations in southern Ontario, Temiskaming Shores came together to capitalize on the united economic potential of three former small municipalities that were competing against each other. The new municipality covers the western side of Lake Temiskaming, which is a stunningly beautiful area. The clay belt is also a unique attribute of this area with a strong agriculture presence. Strong ties with neighbouring Quebec towns located on the eastern side of the lake reinforce the area's



potential as one economic region that can achieve more by working together than separately.

Brian is another planner who has returned to the north to make a contribution. To achieve results he has integrated planning and economic development into one unit and seems to have his finger on a variety of key initiatives. He is embarking on the development of a new official plan for Temiskaming Shores with extensive consultation strategies of every type to get people involved in shaping their collective future. Specific initiatives include promoting new student residences for the local community college in downtown Haileybury to boost



retail activity, the conversion of a former multi-storey convent on the Haileybury waterfront into condos and the promotion of a tourism strategy for Lake Temiskaming involving around-the-lake boat cruises and an extensive waterfront trail. He is

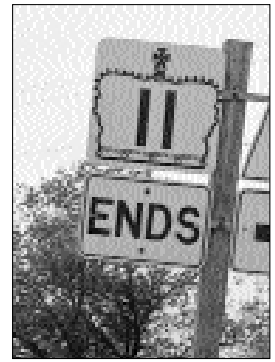
full of energy and clearly is excited about the opportunities ahead. He feels strongly that the Northern Ontario Growth Plan process should focus on sustainability. The creation of a Ministry of Northern Affairs was also an idea of great interest to improve the coordination and delivery of provincial services.

A slight diversion off Highway 11 and a roadside moose took me to Timmins to spend time with Mark Jensen, the Director of Community Development. Mark is another northerner returning home after working in Hamilton and Perth. His departmental responsibilities include both planning and transit, but not economic development. Gold mining is what Timmins is all about and I quickly learned how this activity influences his planning agenda. The current mining boom and the prospect of a major gold discovery under existing built-up areas is the subject of much public discussion as the proposed open pit mine would necessitate the demolition or relocation of many existing buildings and a historic local arena may be impacted (see an earlier article by Mark in this Journal). The existence of several abandoned mine shafts under the city has also created a serious

problem with sink-holes and mine collapses which have serious repercussions for the buildings above. Needless to say, this is a unique planning challenge!

A tour of the city revealed a downtown with a 10-15% vacancy rate, many surface parking lots, previous streetscape enhancements and a business improvement program. Generally speaking, most new retail has developed on the edge of town with a new Canadian Tire and other big box stores strung out along the main highway next door to the Timmins Square Mall that was built many years ago. While the population is generally stable at 46,000, the city has problems of youth retention. The local community college has certainly helped to combat this with specific training programs tailored to the mining and resource extraction industries. I left Timmins knowing that Mark's enthusiasm for his home town will help to make a difference.

The next day took me through Cochrane,



Northway - Photomap Inc.

47 Lesmill Road, Toronto, ON - M3B 2T8
visit: www.northway-photomap.com

Bus: (416)441-6025 - Fax: (416)441-2432
email - info@photomapltd.com

NOW AVAILABLE!!!

**2006 Digital
Colour Aerial
Photography
for the
Greater Toronto Area**



the home of the Ontario Northland Polar Bear Express to Moosonee and to the pulp and paper town of Kapuskasing. The long drive from Kapuskasing through Hearst and Nipigon to Thunder Bay was magnificent for its scenery and emptiness. The highlight of this stretch of Highway 11 was a roadside encounter with two black bears and the expansive boreal forest that totally engulfs the land. I had to stop the car just to hear the total quiet and smell the forest!

After such serenity I was ready for the metropolis of the north, Thunder Bay. Planning Director Mark Smith and two of his staff—Katherine Dugmore, Waterfront Project Manager and Leslie McEachern, Manager of Planning—devoted a full afternoon to give me an in-depth tour and briefing of their city. The initial consolidation of the former cities of Fort William and Port Arthur in the early 1970s is now a distant memory, but the identity of both survives in their respective neighbourhoods and downtowns. Given a stable population, a surplus of municipality-owned land and a general lack of growth, the city has to address its future within itself.

With extensive frontage on Lake Superior, the city has long been home to massive grain elevators and such major industries as



Young street, south end . . .

Bowater Pulp and Paper and Bombardier, where Toronto's transit vehicles are manufactured. The former CP train station located on the downtown's waterfront is being converted into a convention facility along with the development of new condos, an elaborate downtown waterfront park, marina and extensive pedestrian and bike connections. It is an ambitious project with lots of energy behind it.

The immensity of the waterfront comes into focus after a tour of two large islands located adjacent to south Thunder Bay with uncertain futures. Different scenarios involving industrial, residential and recreational uses are up for debate. My first impression was that they are both big enough to successfully accommodate a full mix of all uses. They are clearly very special places whose future will be best determined by the citizens of Thunder Bay.

As in other Northern Ontario communities, the downtown core suffers from a 10-15% vacancy rate, exacerbated by the location of big box stores and shopping malls built along the main highway to the south. Older retail strips were going through an uncertain future, with some being renovated and others waiting for market forces to tap their potential. The city is doing an official plan review that will be rethinking conventional land use designations. A tour of residential neighbourhoods indicated an overwhelming emphasis on detached housing with a general level of affordability that would be the envy of southern Ontario. The growth of Lakehead University, a busy airport, proximity to the U.S. border and a very attractive physical environment all contribute to a livable community that seems to be clear about its place in the north.

The last stretch of Highway 11 left on my journey took me west to Fort Frances and finally to the village of Rainy River, with a Yonge Street sign marking the end of the line

in front of the town offices. While these towns did not have formal planning directors, they offered a fascinating window into Ontario's far north-west that most people in southern Ontario do not appreciate. Fort Frances and its U.S. neighbour, International Falls, Minnesota, are pulp and paper towns. Rainy River is a small village at the end of the road that is the border entry point to Minnesota and a local service centre. It is also the shortest route from Thunder Bay to Winnipeg on a route called "MOM's Way" which stands for Manitoba, Ontario and Minnesota. Key issues being debated by the local MPP Howard Hampton and the business community included the loss of bus service when Grey Goose cancelled the service from Winnipeg to Thunder Bay via Rainy River. The bus company did not want to kill this service, but U.S. security rules prevented freight from crossing the border, which was what made the bus service viable. However, the lead editorial in the *Rainy River Record* was "Northwest Ontario (NWO) could be a have province." This is indicative of the feelings I encountered on my travels that the south really doesn't understand the north. It also reinforces the expression that all politics is local.

Having driven the full length of Yonge Street, I had one more stop in mind and headed north to Kenora to see Jeff Porte, the local planning director. Jeff is originally from upstate New York, studied rural planning at the University of Guelph and was drawn to Kenora in the 1980s. He heads a unique department of planning, economic development and tourism that is focused on making the transition from a mill town to a tourism town. He devotes his abundant energy and time to visionary and strategic thinking.

Kenora is an attractive community with surprising topography, a healthy downtown

MACAULAY SHIOMI HOWSON LTD.
 MUNICIPAL AND DEVELOPMENT CONSULTANTS SINCE 1981

**Professional Land Use Consulting
 Services since 1981**

293 Eglinton Ave. E., Toronto, ON M4P 1L3
 T 416 487 4101 F 416 487 5489
 Email mshmail@mshplan.ca Web www.mshplan.ca

**BLS Planning
 Associates**

SERVING MUNICIPALITIES AND THE
 DEVELOPMENT INDUSTRY IN ONTARIO

St. Catharines Burlington
 (905) 686-1130 (905) 339-1121
 FAX (905) 686-1005 FAX (905) 339-0991
 E-mail: planning@bbsplanning.com.ca

Better Land Use Solutions

**DPS
 DESIGN
 PLAN
 SERVICES**
 TOWN PLANNING
 CONSULTANTS

385 The West Mall, Suite 303
 Etobicoke, ON M9C 1E7
 Tel: 416.626.5445
 Fax: 416.620.6665
 Email: Mail@DesignPlan.ca
 Web: www.DesignPlan.ca

Specializing in Community
 and Neighbourhood Design



... north end

and beautiful waterfront setting on the Lake of the Woods with a busy boat and airplane dock. It was a place of energy that I enjoyed being in. However, like other northern communities it also has a full range of suburban big box stores on the edge of town that unfortunately resemble a geography of nowhere. Suburban development has also taken over portions of the downtown. An ambitious plan for significant downtown and waterfront revitalization is about to get underway that is focused on re-establishing a

strong sense of place, pedestrian values and a continuous waterfront public access. This initiative will reinforce the Kenora's strengths and help it to achieve its potential. Given its proximity to Winnipeg, a large number of Winnipeggers make the 2+ hour drive to cottages located on the numerous islands of Lake of the Woods most weekends. Many of these cottages would easily rival those found in Muskoka. Winnipeg investors will also continue to play a big role in shaping Kenora's future. Jeff is front and centre in

all the action and is exercising strong leadership for his community. It is a place to watch closely over the coming years.

Lasting Impressions and Lessons Learned

This was a good thing for me to do. Living without a car in a condo near Yonge and Bloor, and spending my career in a big city is so foreign to the planning challenges in the north. These include population decline, youth exodus, stimulating growth through strategic partnership investment, fostering a culture of entrepreneurship and innovation, a harsh climate and vast distances. Northern mayors from the five largest cities of North Bay, Timmins, Sault St. Marie, Sudbury and Thunder Bay have developed a united voice on the priorities of road infrastructure, electricity pricing, downloaded provincial costs and a plan to enhance stable growth. The planning directors I met advocated for the recently announced Growth Plan for Northern Ontario to more fully embrace the concepts of prosperity, sustainability and survival.

The importance of inclusive partnerships with First Nations communities throughout the north for employment, education and



Kevin M. Duguay
Community Planning and Consulting Inc.

- Community-Land Use Planning
- Accessibility Planning, Design and Innovative solutions
- Strategic Planning, Facilitation

560 Romaine Street
Peterborough, Ontario
Tel: 705-749-6710 Cell: 705-749-6710
Fax: 705-741-0975
Email: kevin@kmdplanning.com
Web: www.kmdplanning.com


urbanMetrics inc.
market, economic and strategic advisors



- Market Research and Analysis
- Financial Feasibility Analysis
- Economic Development and Tourism Strategy
- Location Analysis and GIS Services
- OMB and Litigation Support

Principals: Doug Annand ▪ Rowan Faludi ▪ Lauren Millier
Lynne Davidson ▪ Peter Thoma

144 Front Street West, Suite 460, Toronto, ON M5J 2L7
T: 416 351-8585 F: 416 345-8586
Website: www.urbanmetrics.ca




WATERSHED MANAGEMENT ECOLOGY

Géza N. Gáspárdy, B.Sc., MCIP, RPP
Principal, Ecologist/Planner

778 Coulson Ave., Milton, ON L9T 4K4
c: 416.806.2026 f: 416.850.5181
e: gezagaspardy@sympatico.ca

Terrestrial, Wetland & Aquatic Ecology
Natural Heritage & Environmental Planning



Advisors to Government, Development & Investment Sectors

VALUE OUR OPINION

- Expropriation and Damage Claim Assessment
- Litigation Support Valuation Studies
- Forensic Review
- Acquisition and Negotiation Services
- Retrospective Valuation Studies
- Contamination Loss Valuations
- Highest and Best Use Studies
- Comprehensive Valuations for Mortgage Financing
- Request for Proposal (RFP) Administration
- Expert Witness Testimony and Appeals
- Land Use Planning Studies
- Feasibility Studies
- Development Applications
- Municipal and Departmental Organization
- Work Flow & Process Assessment
- Customer Service Plans & Training
- Fees Rationalization
- Municipal Economic Development
- Strategic Plans & Strategic Location Analysis
- Official Plan & Zoning By-laws

Contacts

Kenneth F. Stroud, AACI, P.App., PLE
GSI REAL ESTATE & PLANNING ADVISORS INC.
5307A Yonge Street, 2nd Floor, Toronto, Ontario, Canada M2N 5R4
tel: 416-222-3712 fax: 416-222-5432

William S. Hollo, MCIP, RPP

training opportunities, business development and revenue sharing is also critical to the success of the north. Young people from First Nations and Metis communities are the big exception to the exodus of youth in the general population. Over half the aboriginal population is less than 25 years of age. As such, the future of Northern Ontario must encompass this precious resource.

Another important message to the province was to practise what it preaches by locating branch ministry offices within the downtown cores rather than in suburban car-dependent strips. It is essential for the province to set a positive example with every building associated with the delivery of provincial services, ranging from drivers licences to liquor stores. (Federal offices could also follow this example!)

Clearly, one size doesn't fit all. Planning policies and instruments need to be tailored to the reality of slow growth or no growth. It is much harder to plan in this environment without the energy of the private sector to achieve public objectives. Finally, I was impressed with the passion of the planning directors. They have their hearts and minds invested in the north. I thank them for sharing their time and their insights with me and hope that this article will promote a better understanding of this important region of our province.

Paul Bedford, FCIP, RPP, is contributing editor for Planning Futures. He teaches city and regional planning at the University of Toronto and Ryerson University, is a frequent speaker and writer in addition to serving on the Greater Toronto Transportation Board, the National Capital Commission Planning Advisory Committee and Toronto's Waterfront Design Review Panel. He is also a Senior Associate with the Canadian Urban Institute.

Urban Design

Walkable Cities— One Step at a Time

Ryan Mounsey and Paul Britton

As a mid-sized city, the City of Kitchener has many suburban neighbourhoods developed on conventional street patterns with modest densities. Like most mid-sized cities, Kitchener has experienced decades of this type of development, resulting in a firmly rooted multi-nucleic structure. This form is changing through innovative urban infill projects and through a new approach called the Neighbourhood Design Initiative. The application of design guidelines and supporting implementation recommendations has had a dramatic effect on city building and neighbourhood design.

In April, Council approved the Design Brief for Suburban Development and Neighbourhood Mixed Use Centres. These guidelines form part of the City's Urban Design Manual, which in turn, implement the City's urban design policies. For the first time, new design guidelines clearly articulate the City's design expectations for development in suburban neighbourhoods. The Design Brief is based on clear design objectives, sound urban design principles and innovative strategies to implement a variety of local initiatives that include official plan policies, the Pedestrian Charter, the Healthy Communities Plan and local growth management strategies. The Design Brief also references the Places To Grow Growth Plan, and establishes minimum design expectations for greenfields.

Kitchener is a mid-sized city with a dispersed urban form. The Design Brief represents a breakthrough initiative that supports the complete communities model by encour-

aging the creation of compact, walkable neighbourhoods based on the principle of being able to reach key amenities within a five-minute walk, transit-supportive development strategies and direct access to major destinations such as parks, employment lands, and mixed use centres. Within a short time, the Design Brief has experienced tremendous success in creating complete communities and improving neighbourhood design quality. This is exemplified through the recent conceptual master plan process for the Trillium Community.

The design initiative took about three years to complete. Its overall success is attributed to:

1. *Champion:* This project was initiated and managed, by several champions who promoted progressive change and collaboration.
2. *Collaboration:* a major success of this project was the collaborative approach between city staff and the homebuilders' representatives. This led to a better, well-endorsed product.
3. *Extensive Consultation:* This project incorporated an extensive consultation process including a public survey, the creation of a resident working group and local homebuilder's liaison group, multiple industry meetings, internal staff and council workshops and tailored presentations to City Advisory Committees.
4. *Shared Agendas:* Shared agendas were established early in the process between the city and industry representatives.
5. *Incremental refinements:* During the Neighbourhood Design Initiative process, staff promoted higher design standards and added new subdivision conditions to ongoing projects. This helped staff develop better implementation strategies and provided working examples of implementation tools and design strategies.
6. *Awareness:* The Design Brief is a complex project with confusing terms and new approaches. To improve awareness and understanding with all stakeholders, but primarily the general public, planning staff developed a Design Brochure with the help of in-house communications staff. The brochure has been instrumental in promoting awareness.

bmi | pace

Planning | Urban Design | Architecture | Landscape Architecture

Brook Mellroy Planning | Urban Design | Pace Architects

51 Camden Street, Suite 300 Toronto, Ontario M5V 1V2 | 416.504.5997 | 416.504.7712
www.brookmellroy.com

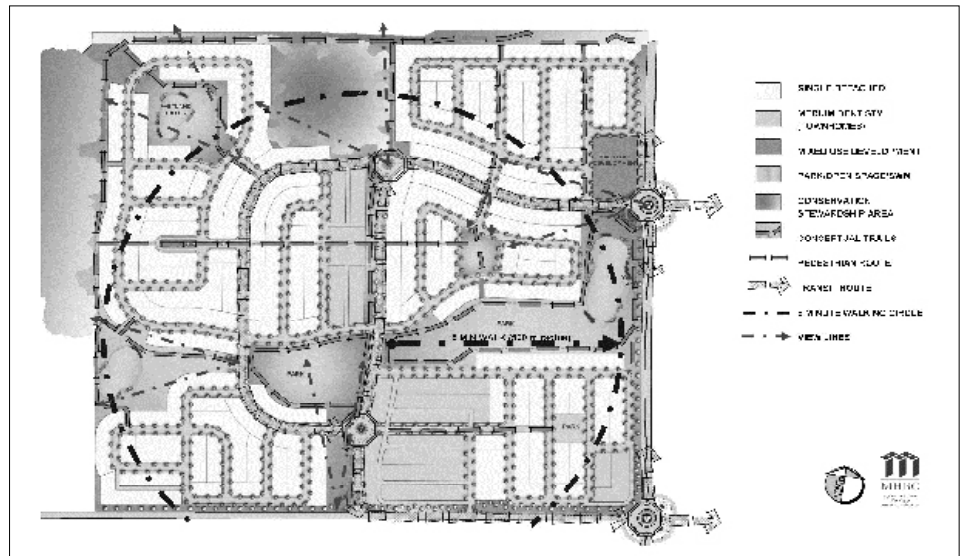
7. *A Design-Based Approach:* This project has transformed the planning approval process, placing a much higher emphasis on good urban design. The process promotes preliminary site meetings and early concept plans for discussion and evaluation. The Design Brief also includes a set of clear design objectives to which all design guidelines relate. The design objectives were promoted by the homebuilder representatives to make the document easier to use, understand and implement. The objectives were also effective for consultation purposes and education.

8. *Good Design Principles:* One of the major successes of this project was the establishment of clear and effective design principles that promote complete communities. The key principles relate to establishing walkable neighbourhoods based on a five-minute walking distance; developing a new parks hierarchy that contributes to attractive, walkable neighbourhoods; establishing the modified-grid street pattern as the preferred form; promoting transit-supportive development along transit routes; incorporating existing site features as focal points; and focusing on streetscape details.

9. *Effective Implementation Strategies—*the Design Brief focuses on implementation through innovative “guideline tips” to help users implement specific guidelines, current reference links identifying relevant (local and provincial) policies, standards, guidelines and strategies and modifications to the process that encourage pre-application meetings, preliminary design concepts and new application submission requirements. Recent experience has shown that early discussion leads to more productive discussions and improved results. The Planning Report also identifies a series of report recommendations that implement the design guidelines such as making key revisions to the City’s Urban Design Manual, adopting new official plan policies and updating the City’s Subdivision Manual.

10. *Graphic Illustrations:* The Design Brief is a graphic-based document that provides photographs of preferred design solutions. The Design Brief also includes a conceptual Demonstration Plan. This Plan was developed with the assistance of The Planning Partnership, and was based on minimum criteria established in the Places To Grow Growth Plan. Detailed vignettes of the Demonstration Plan are used to illustrate specific design guidelines. This approach makes the document easy to understand and implement.

11. *Political Leadership:* This project received full Council support. This is attributed to



A sample subdivision

effective collaboration, a comprehensive consultation process with positive feedback, support from various Advisory Committees, addressing public survey comments, linking this project to key City initiatives and addressing financial implications.

For many cities, there is a decisive moment or event that affects its future. The Neighbourhood Design Initiative and the adoption of the Design Brief is one of those moments for Kitchener. This new approach uses design to create more diverse, interesting communities. The Design Brief exercise and the preparation of the Demonstration Plan confirmed to staff that new approaches are required to create complete communities. Kitchener’s approach is relatively new for mid-sized cities, which typically rely on land use policies, zoning regulations and other technical standards. Overall, this initiative represents a major shift in planning which emphasizes design principles, collaboration, shared objectives and end results. This approach, along with the lessons

learned, can be considered by other mid-sized cities interested in using design to create complete communities.

On-line copies of the Design Brief with background information are available at www.city.kitchener.on.ca under Planning. This project will also be presented at the Blue Skies Planning Conference in October. Any questions regarding this project should be directed to Brandon Sloan, a Senior Planner with the City of Kitchener.

Ryan Mounsey, BES, MUDS, MCIP, RPP, was the principal author of Kitchener’s Design Brief. Ryan was a senior planner with the City of Kitchener specializing in urban design. Ryan sits on the OPPI Urban Design Working Group and recently accepted a new position with the City of Waterloo as an urban designer. Paul Britton, BES, MCIP, RPP, is a principal with MHBC Ltd and is the local homebuilder’s representative for the Neighbourhood Design Initiative. Paul has over 25 years of public and private sector experience.

planningAlliance

community planning
urban design
infrastructure
housing

205 • 317 Adelaide Street West
Toronto, Ontario M5V 1P8
t 416 593 8489
f 416 593 4911
www.planningalliance.ca

John van Nieustrand, MCIP, RPP, FRAC
vanstrand@planningalliance.ca

Consultation with First Nation Communities

David J. Stinson

In January 2007 a rural Ontario politician was reported to have said that a \$300 million, corporate-owned wind energy project, proposed by Epcor Utilities Inc., was put on hold because a native community was claiming ownership of the wind. The Chief of the First Nation countered that they had tried to review the project as quickly as possible, but had been consulted at the last minute. Epcor refused to blame anyone in particular, but stated that they had negotiated with native communities in British Columbia and Alberta, and that this should help them here. The Township, for its part, delayed the project due to concerns over setbacks for turbines.

A similar \$400 million project, by Enbridge Inc., near Kincardine, was not "signed-off" because, by their own admission, they had not properly consulted the local First Nation.

This project has since been sent to the Ontario Municipal Board.

The prevalence of the apparent confusion displayed here can also be seen in the "Oneida opposition over Toronto's private negotiations for a landfill, Mississauga protests about Toronto's approval of a small airport, and Mohawk blockades around developments outside Deseronto . . ." It raises an intriguing question of why consulting with First Nations is still in such a "primitive" state, particularly since the cost of not doing so can be high. Part of the answer is that there can be a lack of recognition, sometimes a lack of understanding, even a lack of respect for the fact that the "first" peoples were here . . . first! Since they're often not seen as part of the "game," they are not often treated as "players." If a First Nation and its concerns are unimportant, why would one talk to them? But even when this limited view is overcome, or even if there is a genuine desire for dialogue, there can still be a vacuum of appropriate methods for engagement.

Since consultation lies at the heart of good planning practice, and since the "duty to

consult" is a principle which is emerging in Canadian jurisprudence, this article has two sections. The first focuses on the growing body of case law which elaborates why consultation with First Nations is vital, not just for public agencies, but private concerns.



Workshop in progress

The second is a reflection of the author's experience on how to fulfil the moral obligation, not simply the procedural requirement, of consultation in this context. Part two of this article will appear in the September/October issue.

The Nub of a Constitutional Dilemma

Part of the problem is that under our constitutional arrangements, the fiduciary issues related to native peoples have been assigned to the federal government, while the economic issues related to land have been assigned to the provinces. Yet from a First Nation perspective, while their primary legal relationship is with the highest representatives of the Crown, their fundamental relationship with the land is at the heart of their cultural self-definition. Jeff Cowan, writing earlier this year, makes the point that prior aboriginal occupation of the land is the starting point for understanding this issue. Pre-contact traditions and the common law traditions interacted to produce the treaties with the Crown. Later constitutional developments reaffirmed the treaties and later common law developments framed statutes.

What Cowan confirms is that the legal obligations arising from the constitutional and statutory levels, though different, are nevertheless related.

Aboriginal Title Not Easily Determined

The constitutional case law has been accumulating both before and since, but the definitive decision was *Delgamuukw v. British Columbia* [1997]. In it, the Supreme Court legitimized the concept of Aboriginal title. Oral history, traditional land use, archaeological and anthropological evidence can all be used to establish such title. The traditional

territory involved must have been exclusively occupied before Britain asserted her sovereignty, and a substantial connection must have been maintained until the present. The significance of the B.C. case is that this was the first time that an Aboriginal legal interest in traditional lands had been recognized.

Previously, the Supreme Court had ruled that section 35 of the *Constitution Act*, 1982 protected Aboriginal title, and could thus only be infringed in very specific ways. To do so, the government must be acting in the best interests of society, while also maintaining its fiduciary obligation towards First Nations.

The test of any infringement was provided by the earlier *R. v. Sparrow* [1990] case. Once an Aboriginal right has been established, infringement would have to be justified against the following:

- Is the exercise of the right being prevented?
- Does it impose undue hardship?
- Is it unreasonable?
- Is there a valid legislative objective?
- Is priority given to First Nations?
- Is the infringement as small as possible?
- Has compensation been given for any expropriation?
- Has there been appropriate consultation? (Brackstone, 2002)

Good Faith Must Be Demonstrated

Giving priority to Aboriginal title and reflecting, even accommodating, the interest of First Nations entails consultation in good faith. To this end, the government must negotiate and sincerely engage those communities that their decisions affect. This does not imply a "duty" to agree; nevertheless, determining whether consultation has occurred can be used to

determine if any infringement of Aboriginal title is justified, even before such title has been conclusively established by a court, and before any infringement occurs. A First Nation, for its part, must also participate in good faith and not frustrate the process. But the “duty to consult” has been construed as a governmental obligation in which the “Honour of the Crown” is at stake. Though the onus may rest on a First Nation to demonstrate its *prima facie* case, the onus rests on the Crown to demonstrate that its “duty to consult” was met.

Sovereignty is a key issue

Aboriginal title is, of course, layered upon Crown title. Sovereignty, along with the underlying legislative jurisdiction, remains with the Crown. Nonetheless, in a more recent case, *Haida Nation v. British Columbia* [2004], the Supreme Court linked the assertion of sovereignty with an obligation of trust towards native peoples. They argued that since Aboriginals were never conquered, the Crown must justify taking over their lands. The *quid pro quo* for the right to claim sovereignty was that the “Honour of the Crown” must be upheld; thus establishing, as Shanks (2007) put it, “a protectorate relationship with indigenous peoples.” Indeed, this principle lies at the heart of the legal foundation of Canada’s constitution and institutional arrangements. In adjudicating the Haida dispute, the Court ruled that this principle was violated because the First Nation was not consulted.

Statutory Obligations Are Clear

A recent Ontario case has elaborated the statutory “duty to consult.” It was triggered by the transfer of environmentally sensitive areas of the Oak Ridges Moraine lands for developable parcels of the Seaton lands near Pickering. It dealt with respect for burial sites, an Aboriginal right. Since Iroquois, Huron-Wendat, and Anishnaabeg had all occupied this territory there was concern whether all possible First Nations were properly consulted. The court used Aboriginal, historical, legislative, and constitutional evidence and ruled that the Crown was not obliged to consult with the appellant Anishnaabeg communities due to the fact, among others, that these First Nations surrendered these lands in the Williams Treaty, 1923. However, it left firmly in place the statutory “duty to consult,” as found in such legislation as the *Environmental Assessment Act*, the *Planning Act*, or the *Cemeteries Act*.

Third Parties Now Required to Consult

The courts have now extended the duty to consult from governments to third parties.

Although the substantive requirements are undefined and vary depending on the strength of evidence for title and the degree of infringement, the duty implies that:

- All necessary information is given to the First Nation
- It is given in a timely manner
- The First Nation has an opportunity to express their interests and concerns
- Their responses are seriously considered
- Wherever possible, these responses are shown to be integrated into the proposal.

The intent is to give native groups a meaningful role in decision-making. The full ramifications for private ventures are not known yet, but a more open approach to native communities will be needed in order to avoid the aforementioned cost of not doing so. What is intriguing are the implications for advocacy and non-profit groups. As one analyst noted: “When these Aboriginal concerns mesh with environmental groups’ concerns, the duty to consult can become a powerful tool to force government and industry to respond” (Brackstone, 2002).

This document was originally prepared as a brief for the Ontario Sustainable Energy Association to assist their ongoing work with First Nations. The legal ramifications presented here are the author’s understanding of this topic, and should not be taken as a substitute for legal advice. David J. Stinson, MCIP, RPP, is a partner in Incite Planning which focuses on native planning issues. He can be reached at dave@inciteplanning.com. These references are provided for the benefit of readers wishing to do additional research.

Further reading

Ahenakew, Lee. 2006. “Cross-cultural business communication 101.” *Windspeaker Business Quarterly*. Aboriginal Multi-media Society. Second Quarter-summer 2006: 16.

Bender, Sara. 2007. “Council taking wind turbine concerns to MOE.” *Lucknow Sentinel*. Wednesday 28 February 2007. Lucknow, Ontario.

Brackstone, Paul. 2002. *Duty to Consult with First Nations*. Environmental Law Centre, University of Victoria. Victoria, British Columbia. [http://www.elc.uvic.ca/projects/2002-03/2002-03-01.pdf]. 8 March 2007.

Cowan, Jeff. 2007. “Duty to Consult.” *First Nation Consultation and Archaeology seminar*. 16 February 2007. Ontario Professional Planners Institute. Barrie, Ontario.

De Bono, Norman. 2007. “Stuck on red tape: The \$300-million second phase of a wind turbine project near Goderich is shelved.” *The London Free Press*. Sunday 28 January 2007: A1. London, Ontario.

Delgamuikw. 2007. “A Community Guide to Delgamuikw.” *The Delgamuikw / Gisday’wa National Process*. [http://www.delgamuikw.org/community/negotiate.htm]. 8 March 2007.

Dodd, Scott. 2007. “Partnership Potential.” *First Nation’s Energy Forum: First Nation Opportunities-Powering Our Future*. 13 & 14 February 2007. Casino Rama, Mnjikaning First Nation.

Divinski, John. 2007. “More support for Kingsbridge wind.” *Bayshore Broadcasting*, 560 CFOS. Owen Sound, Ontario. 20 February 2007.

Miller, John. 2007. “Consulted at the 12th hour.” *The London Free Press*. Friday 2 February 2007: B1, City-Region. London, Ontario.

Pardu, J., J. Hoilett and J. Ground. 2007. *Hiawatha First Nation v. Ontario (Minister of the Environment)*. Ontario Superior Court of Justice, Divisional Court. 12 February 2007: 286/06. CanLII 3485 (ON S.C.D.C.). [http://www.canlii.org/on/cas/onscdc/2007/2007onscdc10025.html]. 8 March 2007.

Patterson, Troy. 2007. “Enbridge Project OMB hearing scheduled for April 23.” *Kincardine News*. 31 January 2007. Kincardine, Ontario.

Shanks, Signa A.D. 2007. “Municipalities and First Nations Reserves: What’s the connection?.” *Municipal World*. January 2007, Vol. 117, #1: 31-32, 42.

“The One.” 2007. “Kincardine Windfarm Discussions Begin April 23.” FM 101.7. Wingham, Ontario.

m+bc
Montelth + Brown
 planning consultants

Vision, Depth and Commitment

An Award Winning Firm Established in 1977

Specializing in:

- ◆ Municipal Planning
- ◆ Land Development
- ◆ Site Planning
- ◆ Recreation Planning
- ◆ Facility Planning
- ◆ Public Consultation
- ◆ Public Opinion Research
- ◆ Expert Witness Testimony

610 Princess Avenue London, Ontario N6A 3D4 Tel: (519) 686-1300 Fax: (519) 621-1690 Email: mbc@mbpc.ca Web: www.mbpc.ca

Sustainable Halton Charts the Future of Halton Region

Damian Szybalski

Seed of change are being sown in the Region of Halton. They take the form of over 800 pages of background reports prepared as part of the Sustainable Halton planning exercise.

Led by the Region of Halton, in partnership with its four local municipalities (Halton Hills, Milton, Oakville and Burlington), Sustainable Halton is the Region's response to the need to bring its official plan into conformity with the Growth Plan, the Greenbelt Plan and the 2005 Provincial Policy Statement.

The overarching objective is to craft a sound long-term growth management strategy to meet growth pressures to 2031 and beyond. Outcomes of the Sustainable Halton process will determine where future Halton residents live, their quality of life, where they recreate, where they work, how they commute to work, the health of their economy and environment, and the longevity of agriculture. It is a pivotal process, crucial to articulating the future of Halton while balancing various social, environmental and economic interests.

Sustainable Halton exercise is occurring within the following context:

- The 2006 Census pegged Halton Region's population at 439,256. By 2021, the Region's official plan time horizon, Halton is anticipated to be home to 628,900 residents and have a labour force of 340,000 people. The Growth Plan assigns a 2031 population of 780,000 and a labour force of 390,000 to the Region. Population allotted by the Growth Plan represents a 78% growth rate between 2006 and 2031, and a 24% growth rate between 2021 and 2031. Between 2006 and 2031, meeting these targets will require Halton's population density to grow from 454 to 806 people per square kilometre.
- Halton will continue to experience rapid growth. According to the 2006 Census, among 10 selected Greater Golden Horseshoe regions, Halton's 2001 to 2006 population growth rate (17.1%) significantly exceeded growth rates in Durham (10.7%), Waterloo (9%) and Simcoe (12%). Among selected Greater Golden Horseshoe municipalities, between 2001 and 2006, Milton had the highest population growth rate (71.4%), exceeding growth in Brampton (33.3%), Vaughan (31.2%) and Markham (25.4%), among others. In future, of the six Greater

Toronto Area-Hamilton municipalities to which population and employment have been allocated by the Growth Plan, Halton is to achieve the highest growth rates.

- With the Greenbelt rendering much of the Region undevelopable, the only area available for new growth consists of lands located to the south and east of the Greenbelt Plan. Commonly referred to as the "whitebelt" and predominantly composed of prime agricultural lands in Halton Hills and Milton, this area is not subject to the Greenbelt Plan. Some have suggested that the exclusion of the whitebelt from the Greenbelt Plan implies that these lands are to be ultimately urbanized. At this point, there is no consensus on this matter.
- The Region's settlement on an appeal of its Official Plan Amendment No. 25 hinges on the completion of the Sustainable Halton process within three years. Among other matters, ROPA No. 25 appellants sought to expand Georgetown's urban boundary by 3,000 acres (PL040720).
- Despite significant population and employment allocations by the Growth Plan, development in certain areas of



Winding roads of King Township may get busier feeding traffic to Halton Region

the Region, especially Halton Hills, is severely constrained by water servicing limitations. There is currently no new water system capacity available in Acton and Georgetown, effectively precluding the approval of new development. Acton and Georgetown rely on a well-based water system. Despite this, Georgetown is one of the communities alluded to through the Sustainable Halton process as being a potential expansion area.

The three-year Sustainable Halton project comprises four distinct phases, requiring considerable human and financial resources. The completion date for the project is 2009, culminating in a new regional official plan or amendments to the existing plan. Consultants for Phase 1 of the project included Meridian Planning Consultants Inc., Hemson Consulting Ltd., shs inc., Dillon Consulting, ICF International, North-South Environmental Inc., Planscape, Archaeological Services Inc., and GLPi. Working on the project (Council approved a budget of up to \$6 million for the entire project) are numerous staff from the Region and the four local municipalities. Steve Robichaud (Manager, Long Range Planning), Anita Fabac (Senior Planning Policy Advisor) and Gena Ali (Senior Planner) are the lead Regional staff on the project. Formerly a Senior Planner in Halton's Current Planning section, effective July 9, 2007, Anita Fabac is the Region's new Senior Planning Policy Advisor.

Phase 1 of the project entails undertaking background research to set the foundation for future strategic planning decisions. Building on the results of Phase 1, Phase 2 is to develop and evaluate various growth scenarios. Recommendations arising from phases 1 and 2 will inform the statutory five-year review of the Region's official plan and thereby constitute Phase 3. Phase 4 will see the adoption of a new Halton Official Plan or amendments to the existing plan.

With the release of 22 draft Technical Background papers in April, prepared both by Regional staff and consultants, the project is now in the latter stages of Phase 1. The background papers were released as draft documents for the purpose of public consultation. Regional staff have developed a multi-faceted approach to inform and engage the public in the process. In addition to the traditional mail-out notices, the Region has published notices and articles in local newspapers and has created a video. By the end of June, Regional staff had made presentations to various Regional advisory

committees, the Halton Economic Development Partnership and other stakeholder groups.

Following the public consultation process, Regional staff will report back to Council this fall. Phase 1 concludes this August. Phase 2 is projected to conclude prior to the end of 2007.

The technical background papers assess a broad spectrum of topics, including land supply, demographic change, waste management, climate change, urban structure, intensification, housing, air quality and human health, physical activity and the built environment, human services, transportation, water and waste water, energy demand, natural heritage system, agriculture, food security, aggregate resources, archeological resources, healthy communities and stakeholder consultation.

Thus far, the technical papers have reached several key conclusions, including:

- Future growth to 2031, beyond existing urban boundaries, can only be accommodated within the Primary Study Area (PSA). The PSA is defined as the "rural area of Halton located south and east of the principal Greenbelt area that is not

otherwise designated Urban in the Halton Region Official Plan." The PSA measures 16,803 ha (twice the area of the City of Guelph), of which 10,700 ha are potentially developable and is almost entirely located within Halton Hills and Milton.

- Depending on the densities achieved and the amount of intensification, upwards of an additional 4,200 ha of land within the PSA (that is, beyond existing urban boundaries) could be required to accommodate additional growth. This includes 600 ha for employment and 2,800 ha for residential development. Halton's existing urban area measures 25,220 ha. The amount of new urban land required decreases as the amount of intensification increases.
- Within the PSA, long-term urban growth areas can either be accommodated through the expansion of existing communities (i.e., Milton and/or Georgetown) or through the development of new communities. Precise locations for new urban areas have yet to be determined.
- Achieving the Growth Plan's combined target of 50 people and jobs per hectare



R.G. Richards & Associates

Expressions of Interest – Land Development Consulting Services

R.G. Richards & Associates is a land development project management firm expanding and growing to meet existing and new clients' needs. We wish to identify independent consultants in the land development business, whether in project management or planning, to assist us as sub-consultants with a diverse range of development projects – commercial, industrial and residential.

We are interested in developing working relationships with individuals with expertise in technical consultant management, land development strategy, stakeholder management and development application processing on a project by project basis. Our work is primarily located in Southern and Eastern Ontario.

Expressions of interest along with a description of your experience and capabilities should be sent to R.G. Richards & Associates, Attention: Linda Simpson, Vice-President at 1705 Lakeshore Road West, Suite 201, Mississauga, ON L5J 1J4 or by e-mail to linda@rgrichards.com.

of greenfield development (which the Region currently does not achieve) will require increases in densities of all land use types (such as employment, retail).

- Meeting the Growth Plan's requirement for, at minimum, 40% of annual residential development being located within the built-up area by 2015 will be challenging.
- A Natural Heritage System (NHS) should be enhanced to protect biodiversity and facilitate plant and animal movement. Depending on the option selected, the NHS area could range from 43% (41,940ha) to 47% (45,717ha) of the Region.
- Agriculture should have a permanent presence within the PSA as the PSA contains much of the Region's prime agricultural land. The establishment of a permanent agricultural reserve should also be considered.
- Achieving complete communities can be realized through several implementing tools, including expediting affordable housing applications, establishing community improvement areas, and using density bonusing and tax increment financing.
- Building an effective transportation system will require transit supportive devel-

opment and financial backing. Complete communities can increase physical activity, improve human health, mitigate climate change impacts and reduce future energy demand.

- Ensuring that Halton Region is a healthy community will require preserving as much of the PSA for local food production as possible, ensuring physical access to local grocery stores, fostering urban agriculture and increasing affordable housing.
- Improving human and environmental health requires building complete communities, efficiently served by public transit. Alternative energy production (such as wind power), green space preservation and the encouragement of higher energy efficiency standards are also important.
- Among others, options for protecting shale resources located within the PSA include protecting the entire resource and only protecting the most viable resources.
- Intensification and urban boundary expansion is likely to require an extension and expansion of lake-based water servicing.
- Demographic change will have implications on service delivery and housing

preferences. Continuing preference for ground-related housing will challenge shifts to intensification through higher density forms of development.

Looking forward, the 2031 picture of Halton Region that emerges is one of a region characterized by complete communities, higher densities, a greater mix of housing types, pedestrian-friendly developments, an accessible and convenient public transit system, expanded urban boundaries, adequate hard and community infrastructure, an extensive natural heritage system and a significant agricultural presence.

To review the technical background papers, upon which this article is based, in greater detail visit: <http://www.halton.ca/PPW/PlanningRoads/Planning/OP/SustainableHalton.htm>

Damian Szybalski, M.Sc. Planning, MCIP, RPP is a Policy Planner with the Town of Halton Hills. Damian is also the Ontario Planning Journal District Editor for the Western Lake Ontario district and a frequent contributor to the Journal. He can be contacted at damians@haltonhills.ca or at damian@urbanjazz.ca. Opinions expressed are solely those of the author.

Transportation

A Last Word

David Kriger

This is my last column as contributing editor for transportation. Family considerations have limited my available extra-curricular time in the last few years.

In the 19 years in which I have been responsible for the column, Ontario has had five premiers from three different parties: not only have we covered the political spectrum, but many of the old stereotypes associated with left, centre and right have been turned upside down. So it's been a time of serious and ongoing change. When the column began, Ontario—and especially Toronto—was in a very strong development boom. Since then, of course, NAFTA has come into being and our economy has had its ups and downs as we have become ever more integrated globally, but the Toronto-centred region continues to be the country's economic engine and the principal destination of New Canadians. The Blue Jays won two championships, the Senators came into being and the Tiger Cats have revived. (As



Photo: Iain Myrnes

TTC still the transit hub for GTA

for the Leafs—well, they have a nice new building: importantly, it's well served by transit.) Toronto, Ottawa, Hamilton and several other small and medium-sized communities like Kingston have been amalgamated.

Our transportation system has not kept pace with all these changes and increased demands. Our once-vaunted road, highway

and transit infrastructure needs serious rehabilitation—to speak nothing of expansion. Three emerging developments suggest, though, that we are entering a very exciting time for transportation planning in Ontario:

First, there is a growing realization that we must add economic development to the bilateral transportation/land use linkage. This means, among other things, that



MMM GROUP

Formerly Marshall Macklin Monaghan Limited

A NEW CORPORATE IDENTITY

We have expanded our Planning, Transportation, and Environmental Services, added locations and downsized our name!

- ▶ Land Development
 - ▶ Transportation Planning & Engineering
 - ▶ Urban & Regional Planning
 - ▶ Urban Revitalization & Brownfields
 - ▶ Housing, Economic & Demographic Studies
 - ▶ Environmental Planning & Assessment
 - ▶ Infrastructure Planning
 - ▶ Parking Strategies
 - ▶ Transit Planning
 - ▶ Airport Planning & Design
 - ▶ Natural Heritage Planning

SUSTAINABLE
COMMUNITIES
TRANSPORTATION
BUILDINGS
INFRASTRUCTURE

**Canadian Publications Mail
Product Sales Agreement No. 40011430**

**ONTARIO
PROFESSIONAL
PLANNERS
INSTITUTE**
234 Spadina Avenue East
Suite 201
Toronto, Ontario
M5S 1E3

(Returns
Requested)

providing adequate urban transportation infrastructure and services is much more than a local issue: it directly impacts economic well-being and competitiveness. That changes how we frame, evaluate and fund transportation alternatives.

Second, new mechanisms are emerging to provide comprehensive, big-picture planning frameworks (the GTTA, for example) and sustainable funding, especially for transit (the gas tax and other governmental ini-

tiatives). “Comprehensive” and “sustainable” are the keys by which we should measure progress.

Third, public-private partnerships are gaining acceptance as a way to meet the massive demand for public infrastructure (recreation centres and hospitals as well as highways and LRT) in Canada. If we do this right, and if we can have a reasoned public discussion about the roles of pricing and social equity in the debate, we just

might be able to have our cake and eat it too—including a truly sustainable multi-modal transportation system.

On the flip side, I continue to hear from many transportation planners that they do not have a true home in OPPI. Certainly, this is not for lack of trying on OPPI’s part. There is definitely a role and a niche for transportation in virtually everything that OPPI touches, from agricultural policy to sustainability. Transportation planners clearly can and should shape the three aforementioned developments—now’s the time. I encourage you to take hold of what OPPI offers and make it your own.

In closing, some words to live by: “Keep on trucking?” Of course. “Take the bus?” Should be a matter of policy for planners. “Pay as you go?” For sure—the likely shape of the future.

Thanks for the opportunity.

David Kriger, P.Eng., MCIP, RPP, introduced the Ontario Planning Journal’s Transportation Column in 1988. Along the way, he also had stints as the editor of Vibrations, the Eastern Ontario District’s newsletter and as the chair of the OPPI Policy Development Committee’s Transportation Working Group. David is a Vice President of iTRANS Consulting Inc. in Ottawa.

Dennis Kar, a planner with Dillon Consulting, is our new contributing editor for transportation.

In Print will return. Readers interested in doing book reviews should contact David Aston at daston@mhbcpian.com.

LARKIN + ASSOCIATES
planning consultants inc
www.larkinassociates.com
905.895.0554

The Planning Partnership
Land Use Planning • Urban Design • Landscape Architecture • Communications

www.planport.ca 1255 Bay Street, Suite 201 • Toronto, ON • M5R 2A9
t 416-975-1556 f 416-975-1590 e info@planport.ca

Design & Planning & Architecture & Co
www.planningpartnership.co

Mark Sterling
OAA, MCI, RPP
Chris Handley
BArch, OES, OPA
Christian Haggott
OAA, MCI, RPP

www.planport.ca
416-975-1556

