

ONTARIO Planning JOURNAL

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Planning for LEED Standards
North-South Cooperation
Adaptive Reuse
Best Laid Plans

**2008 Annual
OPPI Symposium**

THE
Grey Tsunami
AGING COMMUNITIES & PLANNING



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

INSTITUT DES PLANIFICATEURS
PROFESSIONNELS
DE L'ONTARIO
L'Association affiliée ontarienne
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ONTARIO PLANNERS:

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JULY 13-16

**CIP-MPPI NATIONAL CONFERENCE
PLANNING BY DESIGN IN
COMMUNITY: MAKING GREAT
PLACES**

The Canadian Institute of Planners and the Manitoba Professional Planners Institute have partnered with the organizers of the Manitoba Planning Conference.

There'll be 59 sessions, 13 mobile tours/workshops, 15 professional development/CPL workshops and approximately 200 speakers from all parts of Canada and the world.

Presentations include: Jeff Speck from Washington DC; Charles Landry from the United Kingdom; Leonie Sandercock from Vancouver; Giovanni Attili from Rome, Italy; Arthur Mehrhoff from Minnesota; Jerry Kaufman from Wisconsin; and Ted Jojola from New Mexico.

Conference tracks include: Celebrating Canadian Urbanism; Urban Planning by Design; Indigenous Planning by Design; Rural Planning by Design; Planning for Agriculture and Food; Planning for Community by Design; City-Region Placemaking; and Planning for Sustainability by Design.

Winnipeg. <http://www.cip-icu.ca/English/conference/2008conference.htm>

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

Sustainable Communities: Design for the Right Big Picture

Dan Leeming and Diane Riley

THIS IS THE FIRST OF THREE articles that reviews the merits of the new LEED-ND rating system. “LEED” stands for Leadership in Energy and Environmental Design. “ND” stands for Neighbourhood Development, indicating that the rating system will be applied to entire communities.

We hope to build the case for sustainability by drawing upon three topics dealt with in a previous series of articles: the depletion of cheap energy; our aging society; and the importance of public health considerations in planning our built environment.

The Case for Sustainability

For many people, the idea of sustainability was succinctly defined almost 20 years ago by Gro Bruntland, then Chair of the World Commission on the Environment and Development, when she wrote: “sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their needs.” This definition has influenced many policies and given rise to much debate. In general, the intent of reducing harm to future generations has not been realized in our actions over the last 20 years. Indeed, according to a significant amount of accumulated evidence, harm to future generations has actually been increased by our recent actions. As a result we are, for the most part, already one generation behind where we could have been with regard to sustainability initiatives.

When we look back to past attempts to deal with sustainability, we read language that is still very familiar today. For example, “The style and manner in which land has been developed in the past can hardly be justified in a time of escalatory costs and a diminishing supply of non-renewable resources sources of energy. The challenge lies in modifying the urban form.” These words were written in 1982 in the Design Criteria for Energy Efficient Neighbourhood Planning for the City of Hamilton. At that time, in the post-OPEC oil embargo of the late 1970s, the focus was on energy sustainability. The long line-ups of cars at gas stations and the fuel rationing was because OPEC had turned off the taps to cheap energy. Today, the taps are wide open, with the major producers pumping it out of the ground as fast as possible to keep up with demand. The price of oil continues to rise due to increased global demand from emerging nations as well as industrialized nations. Sadly, the CO₂ levels also continue to rise in lockstep, reaching dangerous new levels each year.

Our concern about energy must never be viewed (as some still



Energy another source of GHG emissions

think) as an aberration, that more cheap oil and gas is out there just waiting to be discovered or that the silver bullet of technology will be found in the nick of time to fuel our voracious appetites. This Pollyanna perspective is rapidly losing ground to realism: we are actually going to have to work long and hard at many initiatives and make real changes to how we live in order to make any difference to our energy problems.

Sustainability is more than just being green. Although the depletion of cheap energy tends to catch our attention because we feel it in our wallet, there are three emerging issues that need to be addressed in a comprehensive, holistic manner, which demand our immediate attention.

First, Canada is getting older: within 25 years one in every four people will be 65 or older. Our public health system can barely cope now, so with the doubling and tripling of diseases such as diabetes, heart disease, asthma and depression every 20 years, as has been the pattern, we can expect serious dysfunction. The Ontario Health Sector Budget will consume \$40.4 billion in 2008, an increase of almost \$10 billion in just four years. While eating up more than 40% of the entire provincial budget, this amount still won't be nearly enough to keep pace with the increase in health care required.

Second, the issue of climate change has captured our attention through extensive media coverage and the massing of compelling evidence to the point at which even those in deepest denial admit that climate change is really happening. At the same time, the rate of species depletion across the planet has reached a level not seen since massive disruptive events such as ice ages, wide-scale volcanic activity or comet impacts.

The case for considering sustainable initiatives seems at times to be a somewhat academic exercise, a discussion among the converted mixed with some sharp shocks from the media headlines about dramatic changes—drought, famine, vanishing glaciers—Somewhere Else. The rate of global climate change—what some are now calling planet change—is greater than most people can accept. The evidence from around the globe continues to mount as significant new scientific research becomes available and as the media produces stories that stimulate awareness about sustainability.

In China, 14,000 new cars arrive on the road every day and two to three new coal-fired plants are brought on line every week; little wonder that China is home to five of the world's ten most polluted cities. The implications of this situation don't stop at the

borders of China; new cars require petroleum, thereby driving up world costs, and coal-burning plants are one of the global atmospheric air polluters. In India, new economic prosperity and the rise of the middle class have resulted in the introduction of a new, inexpensive car, the Tata, that is expected to sell in huge numbers to those who previously used bicycles, scooters or the bus.

The Arctic seas' ice melted by 386,000 square miles in 2007 alone, an area equivalent to the size of British Columbia (*Discovery*, May 2008, p. 23)—10 times the rate reached in the preceding decade. Not only did this provoke a game of territorial brinkmanship with Russia, which planted its flag on the sea bed to stake out future northern transportation passages, but it also triggered a rush to Greenland to exploit newly exposed land, for diamonds, zinc and oil. It seems that in this way the problems become compounded: with glaciers melting and sea levels rising as a consequence of CO₂ emissions, drilling for oil in environmentally sensitive areas for more CO₂-producing oil is not the answer.

Another implication of global warming that could trigger an acceleration of the current CO₂ problems is the melting of the world's permafrost. "It has been calculated that the world's permafrost contains roughly 1,000 gigatons of carbon, one gigaton equaling one billion metric tons" (*National Geographic*, *Changing Climate*, p 9). Our current global atmosphere holds 700 gigatons; by comparison, humanity releases about 6.5 gigatons annually. Researchers worry that as the permafrost melts and starts to emit carbon dioxide and methane into the atmosphere relatively quickly, amplifying the effect of human carbon emissions, it could cause dramatic and unstoppable climate change.

The warming of the planet will hit the poorest and most vulnerable the hardest, through factors such as drought, desertification, intense storms and rising sea levels. "Climate change has already caused arid areas such as Ethiopia to become drier and may be intensifying droughts throughout Africa and other parts of the globe." (*National Geographic*, p17, 18, 21) Ethiopians are at high risk due to their dependence on rain-fed agriculture and their inability to afford technology to help them adapt. Countries south of the Sahara have had agricultural land areas turned into desert through deforestation, drought and other symptoms of climate change. A recent UN study warned that desertification could displace 50 million people in the next decade, mostly in sub-Saharan Africa. The Intergovernmental Panel on Climate Change (IPCC) recently estimated that seas will rise 7–23 inches by 2100. A 16-inch rise would submerge 11% of Bangladesh's land area and displace seven to ten million people. (*National Geographic*, p14) Extreme weather affects all reaches of the planet. Increased average temperatures puts more heat and energy into the atmosphere, driving heavier rainfall and more powerful hurricanes and heatwaves. Weather modeling predicts wilder events ahead, such as that just seen in Burma.

The facts are now before us: last year the atmospheric carbon dioxide level reached 384 parts per million, its highest level in 800,000 years (*National Geographic*, p25). The global average surface temperature has risen by 0.74 degrees Celsius (approximately 1 degree Fahrenheit) in the past century. Three-quarters of that warming occurred in the last three decades; 11 of the 12 warmest years have occurred since 1995. Climate forecast models predict further warming by the end of this century of



The big picture begins with emission generating transport systems

between 1.8 and 4.0 degrees Celsius. The scientific debate is now about how hot it will get, how fast, and what the impact will be. Part of the uncertainty in the debate is in the chaotic nature of climate itself, with its multiple amplifying feedback loops; as Chaos Theory explains, climate just cannot be predicted with precision. The other part of the uncertainty is us. "Since 2000, carbon emissions have been growing faster than anyone at the IPCC or anyone else thought possible—in part as a result of the explosive growth of China and India."

Yet, clearly we can't simply blame all the problems of climate change on the developing world simply trying to attain a Western standard of living. In North America the average person's carbon footprint is several times larger than that of a person in China or India. "The dependence on the car in America is the main reason twice as much energy is used per capita as European countries with the same standard of living and more total energy than China and India combined." (*National Geographic*, p13).

All of these significant areas of change are tied to the activities of human beings—how we conduct our daily affairs and use the planet's resources. All of these issues have a direct impact not only on the dignity and quality of our lives and the lives of our off-



Severe weather events destructive and disruptive



The 10 most polluted cities in the world are in China and India

spring, but also on the very survival of our species. So why is it that we are doing so little, so slowly, to address these concerns? The implementation of meaningful sustainable initiatives, such as the various LEED programs, needs to be comprehensive and conducted in a manner that addresses all aspects of the human-planet interaction. Sustainability is not just about natural habitat preservation, green buildings or fuel-efficient transportation.

Historically, we have reacted to serious societal issues through research and strategizing, and the concerted efforts of dedicated people. In the 18th century, protectionist legislation was implemented to preserve the English countryside for future generations in the face of encroaching industrialization. In the 19th century, Ebenezer Howard founded the Garden City Movement to create healthy, livable towns as a response to the new industrialized slums and abject poverty of the old city centres of the U.K. In the 20th century, Rachel Carson galvanized attention to the environment through her book *Silent Spring*, a critical analysis of the effects of chemicals used in agriculture and weed control. In each of these cases, public attention and political will was brought to bear on the issues, albeit slowly in the latter two cases. The result was meaningful and positive change that affected the way the current and future generations lived their lives.

The complexity of the issues that comprise “sustainability” is daunting and at times seems overwhelming; no one person can address them all. In fact, very many small initiatives have to get under way very quickly if we are to make an adequate amount of change in the time that we have. The dynamics of the built environment, defined as all things changed from a natural state through human intervention—ranging from a burial mound to an urban centre—are reciprocal and ripple through all other systems. The way in which we design our communities now takes on a far greater importance than just creating shelter, providing jobs and filling leisure time. We have to be better than just good builders and designers of functional and attractive places to live. To quote Doug Farr in his recent book, *Sustainable Urbanism* (p10) “We humans are now a ‘super species,’ making personal and national choices that together will determine the world our children will inherit and the fate of the world’s other species.”

Acceptance of the facts, well thought-out strategy and concerted action is the only way to ensure positive change in response to the current state of denial, inaction and worsening global conditions. The next article will examine opportunities for positive change through implementation of different rating

systems, including LEED-ND that are aimed at market transformation in the way we design, build and sustain our communities.

Dan Leeming, MCIP, RPP, is a partner with the Planning Partnership. He is also a lecturer at the University of Guelph and the University of Toronto, and a member of the Toronto Urban Design Review Panel. Dan is also a founding member of the Ontario Professional Planners Institute Urban Design Working Group and a member of the team responsible for the development of LEED ND.

Diane Riley has a PhD in psychophysiology and works in the areas of public and international health; she is with the School of Public Health, University of Toronto and is Director of the Women’s International Harm Reduction Association.

FIRST IN A SERIES...

THE SECOND ARTICLE in this series, to be published in Vol 23 No 4, “LEED-ND: How Green is Your Valley?” will examine:

- What the LEED-ND rating system is about and its evolution in North America
- The different rating systems available
- Time frame for availability
- Challenges of getting the system up and running from both a public and private perspective.

The concluding piece, to be published in Vol 23 No 5, “If We Build It, Will They Buy It?” will examine:

- Where sustainable communities are being built
- Who is building them
- The case for using the LEED-ND rating system to evaluate where you live
- Proposed next steps, the role of education and the role of advocacy by the professions.

Inclusive Design Must Be Integrated With Drive for Sustainability

The Demographic Tsunami Continues

Glenn R. Miller



Preserving mobility for older Canadians an emerging concern

The following is based on a presentation to the Special Senate Committee on Aging by the Canadian Urban Institute (CUI) in April. The committee, chaired by the Honourable Sharon Carstairs, P.C., has issued two interim reports to date. The CUI was asked to comment on the second interim report, "Issues and Options for an Aging Population."

IN ITS FIRST REPORT, the committee identified three categories of seniors—the "young old" who are healthy, fit and reasonably affluent; the "middle old" who are starting to slow down and have less money and resources; and the "frail old" who are very elderly and have special social and physical needs. This confirms the basis of the CUI's research into the impact of changing demographics on quality of life for older Canadians. We agree with the committee's finding that people who have been physically active throughout their lives are more likely to continue this pattern after retirement. The physical design and layout of

Canada's communities plays a key role in facilitating "active living." As a result of the World Health Organization's work in promoting Age-Friendly cities, there is growing awareness among Canadian policy makers regarding the need to prepare for and adapt to the demands of an aging society. But acknowledging the opportunity is not enough. We believe there are important reasons why the federal government should take concrete steps to address these matters.

Most people agree that "aging in place" is a desirable goal. But our research suggests that unless action is taken to address a variety of issues (ranging from urban design to the way that government services are delivered), the quality of life enjoyed by older Canadians will take a turn for the worse. The reality of urban living in this country is that most Canadians depend on the private car to get to work, carry out errands and accomplish the things that provide us with one of the most attractive qualities of life in the world. But if a majority of senior citizens lives in communities where one needs a car to be able to function, what happens when

we get too old to drive? A majority of older Canadians live in single-family houses, located in urban areas. Most residential suburbs built since the Second World War have developed as car-dependent communities where essential services and amenities such as shops, health care, libraries and community centres are not available within walking distance. Even when services are present in shopping malls, the lack of sidewalks and the width of suburban arterial roads is a daunting prospect for anyone whose agility and strength has started to decline.

The current generation of baby boomers, who over the coming decades will become "senior citizens," has higher expectations in terms of mobility than any other generation before it. This creates the prospect that reduced mobility, which will occur if and when seniors are forced to give up driving, will have a negative impact on quality of life if steps are not taken to address this issue.

Within a period of 25 years or so, by which time seniors will comprise one in four Canadians, the make-up of Canada's communities will "look and feel" very different from today's cities. The resulting impact on government finances, the delivery of public services and priorities for how the private sector responds to these changes, will likely see profound changes throughout society.

Our search for best practices has focused

MOTORING ALONG

Ontario Transportation Minister Jim Bradley recently introduced the notion of a graduated licence scheme that would make it easier for older motorists to keep driving by banning driving at night or driving on 400-series highways. At present, it is an "all or nothing" proposition, whereby physicians have a responsibility to recommend removal of driving privileges when tests show that patients are no longer capable of driving safely. This approach has been commented on favourably by the head of the Insurance Bureau of Canada.

These issues have been discussed in the *Ontario Planning Journal* over a period of several years. A key concept is whether driving is a right or a

AGING IN PLACE

Most people connote aging in place with remaining in one's home. This issue was addressed in the Ontario Planning Journal several years ago in an article by Gordon Harris, entitled "Suburbs are no place to grow old." Surveys by CMHC suggest that people aged 55–64 are just as likely to choose single-family dwellings when moving house as any other age group. In Britain, the Lifetime Homes, Lifetime Neighbourhoods program acknowledges that the desire of older citizens to remain in their homes results in costly accidents resulting from falls. This also has an impact on health care costs. The Ministry of Health successfully made the case that it is cost-effective for the government to take on the chore and expense of retrofitting houses with special railings and other modifications that reduce the likelihood of falls because this significantly reduces the length of stay in hospital for people recovering from accidents around the house. As well, the government recognizes that senior citizens often stay in their homes long

after they are able to keep up with routine maintenance. Arguing that it is in the public interest for property to be kept in good repair—and thus maintain its ratable value—the government is introducing a "handyman" program that not only subsidizes the costs of maintenance but which warrants the quality and legitimacy of those carrying out the work. This acknowledges that older people are particularly susceptible to being "ripped off" by unscrupulous tradesmen.

But aging in place can also refer to the ability to remain in one's neighbourhood by encouraging the location of age-friendly apartments and long-term care facilities as part of the development mix. The inclusive design approach advocated by the CUI addresses this issue. Research carried out in Edmonton found that facilities to which seniors move after they can no longer stay in their homes are often located "out of district," making it hard for friends and relatives to maintain regular contact.

on two countries that are ahead of Canada in terms of the aging of the population: Japan and the United Kingdom. Building on insights from these places, we urge this Committee to consider recommending that the government adopt the principles of universal or inclusive design to guide the actions of all government departments and its relationships with provincial and territorial governments. Japan did this nearly a decade ago and the positive impact of inclusive design is being felt throughout Japanese society. Even though Japan has the most elderly population in the developed world, everything from the design of transportation systems to the delivery of government services is now viewed through the lens of equal access for everyone. This pro-active approach is also helping Japan mitigate the impact of ageism.

A second recommendation, which builds on the first, is to borrow an idea from the U.K. The government there is implementing a "cross departmental" policy called "Lifetime

Homes, Lifetime Neighbourhoods." Nested within broader initiatives to promote sustainability, this program has set aggressive targets for introducing inclusive design into the private housing market, planning and municipal service delivery. A key attribute of this program is that its principles are to be embedded across government departments. Health is a key player, but, unlike the situation in Canada, the role of departments affecting the built environment such as planning, housing and transportation, as well as delivery of government services for matters such as income support and communications, enjoy equal consideration.

The report, less than a month old, states "Good design works well for people of all ages, but for those with mobility problems, or with cognitive impairments it can make the difference between independent living and social exclusion . . . It is not just lifetime homes that are needed, but lifetime neighbourhoods, where older people are not left out because they cannot access buildings or public spaces. . . . these are neighbourhoods where transport, good shops, green spaces, decent toilets, and benches, are consciously planned for people of all ages and conditions."

Canada's future prosperity depends on how well our cities and towns adapt to what the CUI calls the "demographic tsunami." As with demographics, there are powerful forces at play that drive the tsunami forward. The impact will vary across the country, reacting to differences in climate, immigration levels, and regional economic drivers. How well we learn to retrofit existing communities and change our approach to the design of new places in the coming decades to accommodate an environment where a quarter of the population is eligible

for retirement will decide our future.

To achieve the goal of active aging referred to in its report, the CUI recommends the following:

- First, the federal government will need to broaden its understanding of the impact of an aging society beyond health care and fiscal issues to fund research and work collaboratively with its many agencies, departments and commissions as well as other levels of government. Adopting the principles of universal or inclusive design will go a long way towards advancing this goal.
- Second, urban planners, led by organizations like the Canadian Urban Institute, the Canadian Institute of Planners, and provisional affiliates like the Ontario Professional Planners Institute, are well placed to foster collaborative partnerships with all levels of government, other design professionals, health care professionals, developers and other investors, to creatively approach the design of new communities and the retrofitting of existing ones.

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Presentations and other articles dealing with the demographic tsunami can be found at www.canurb.com/aging.

privilege. Assuming the latter, the CUI has argued that the current approach that allows seniors to self-regulate is problematic. It is also not appropriate to ignore reality by acquiescing to the opinions of those who argue that targeting seniors is a form of ageism. There is clearly a massive problem to be addressed, namely that we have created car-dependent suburbs and that seniors who live in these suburbs, and who lose their ability to drive (for whatever reason) will be severely affected by a loss of mobility. The Minister's proposals need to be discussed openly and rationally. The current system would need to be dramatically overhauled to fairly address the issues raised, making this a matter of public policy rather than shifting the onus onto physicians.

International Polar Year: A Time for Science and

Climate Change Watch

Nancy Doubleday



Photo: Nancy Doubleday

A dog team from Cape Dorset. Environmental changes will affect such scenes, should warmer weather in the north continue

THE POLAR REGIONS, north and south, are abuzz with scientific parties marking the 2007-2008 International Polar Year, also known as IPY. This is the fourth in a series of international polar years, and the most intensive yet, with research activities involving over 60 countries, including 166 international proposals for research and 52 for education and outreach. In Canada alone, 44 major projects were supported by the Government of Canada, involving hundreds of researchers from universities, government and northern communities. They are investigating everything from changes in community health and well-being, in permafrost, and in treeline; to excavation of archaeological sites; to understanding the identity of Kwady Dan Ts'inchí, the Aboriginal man whose remains were found in a glacier in northern British Columbia.

Many of these projects will allow us to document changing conditions in the Arctic and Antarctic, and to assess the implications of these environmental changes for the health of our planet as a whole. As issues such as long-range transport of persistent contaminants from the mid-latitudes to the

Arctic have shown, there are many surprising interconnections between industrialized regions and the poles.

The idea for the Polar Year originated with Lt. Karl Weyprecht, an Austrian explorer, scientist and military man, who argued for integrated approaches to science, saying: "The Earth should be studied as a planet". He sought to promote international scientific cooperation in order to enhance our knowledge of basic science, as well as of the cryosphere or frozen regions themselves. The first IPY took place during 1882-1883, and involved 12 countries which mounted 15 expeditions (13 to the Arctic and 2 to the Antarctic) to investigate the Earth's cold regions. The second International Polar Year included scientists from 40 countries and was held 1932-1933, just before World War II. The third was the International Geophysical Year or IGP, held in 1957-1958, which included some 80,000 scientists, and 67 countries. Some of the scientists who conducted research during the IGP are also participating in this IPY.

The biggest distinction in the current IPY (in comparison with previous IPYs) is the

degree to which human sciences and northern peoples contribute to the direction taken in IPY research thus far, and to conducting the work to be done. In Canada, in particular, emphasis has been placed on making research relevant to the concerns of northerners who are experiencing the impacts of a changing environment in terms of health and well-being first hand.

One of the international projects taking place in the circumpolar north under the auspices of the IPY Office is PPS Arctic—Impacts of a Changing Treeline, led by Dr. Annika Hofgaard of Norway. (PPS means "Present processes, Past changes, and Spatiotemporal variability.") This project involves over 60 researchers from several countries, including Canada, Norway, Sweden, the United States of America, Russia and France. Each country has a national leader within PPS Arctic, and in Canada the project is led by Dr. Karen Harper of Dalhousie University. Within PPS Arctic Canada, there are many regional studies across the north, such as fragmentation of treeline, tree reproductive success, impacts of site factors on vegetation, and two projects close to my own heart: Photos and Plants Through Time, which I lead with Dr. Shawn Donaldson of Health Canada, and Access to Food: Connections to Health and Well Being, led by Dr. Donaldson (co-led by Dr. Jay Van OostDam and me). Both of these projects involve close cooperation with the Nunavut Research Institute and the communities in which we work, including hiring northerners.

Post-doctoral fellows, including Dr. Brian Starzomski of Dalhousie, and Dr. Keith Lewis of Memorial, are key contributors to PPS Arctic Canada, organizing team logistics, managing data, and conducting research. Our French post-doctoral associate, Sylvie Blangy of Montpellier University, brings extensive expertise in indigenous ecotourism to the project. We are also collaborating with the French national IPY Program, extending applied research to communities in northern Canada and Scandinavia. Graduate and undergraduate students also play an important role in PPS Arctic, from organizing publications and translation into

d Co-operation

Inuktitut, to conducting northern field work as team members. In addition, the students are engaged in a wide range of thesis projects that link the science of environmental change, indigenous knowledge and concerns, and a range of goals for sustainability. For example, Morgan Ip, a graduate student in Architecture, is working with community members in Cape Dorset to design a healing centre as part of his project *Appropriate Arctic Architecture*, while managing the *Photos and Plants Through Time Project*. By documenting community plant and photograph collections during this IPY, we can create a snapshot of plants occurring in the community, as well as a collective record of social, cultural and environmental change. In the process we can establish a baseline and combine scientific and Inuit knowledge to assess change. In the future, these observations and the process of community research will also support adaptation.

Underlying this detailed and locally-based, site-specific work is a much broader agenda for change. By recognizing Inuit knowledge and partnering with northern institutions and communities, we create opportunities in the north for fieldwork experience, and build a northern legacy for the International Polar Year. In addition to providing a circumpolar view of the changing treeline, PPS Arctic will support adaptation to changing environments and contribute to development of sustainable livelihoods in the North. As our understanding of the linkages between polar environments and global changes deepens, we all benefit from a clearer understanding of the interconnections among economic, social and environmental decisions in all regions and their implications for all of us.

Note: This summer the Canadian Institute of Planners will meet in Iqaluit, Nunavut, offering members a first-hand IPY experience. For more information about Canada's participation in IPY, please go to: <http://www.ipycanada.ca/>

Nancy Doubleday is Associate Professor at Carleton University, and is a Canadian Member of the International Project "PPS Arctic: Impacts of a Changing Treeline."

Photo: Morgan Ip



Treeline in northern Quebec

Photo: Nancy Doubleday



Boats on the frozen beach at Cape Dorset

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Intensification: Lost In Translation

Municipal Growth Plan Conformity Approaches (Part 2 of 2)

Damian Szybalski

Part 1 provided context for the discussion of growth management initiatives by 21 lower- and single-tier Greater Golden Horseshoe (GGH) municipalities, specifically those that have an Urban Growth Centre. Part 2 reviews the steps undertaken by these municipalities toward Growth Plan implementation, with a focus on intensification.

Note: The full text of this article can be seen online at www.ontarioplanners.on.ca.

Barrie

BARRIE HAS THE ONLY Urban Growth Centre in Simcoe County. As one of the fastest-growing cities in Canada, Barrie now finds itself rapidly approaching build-out, and the 4,000 residential units remaining in the City's inventory represent only a three- to four-year building lot supply. In the absence of a municipal boundary change, the Barrie will experience a dramatic shift in how it grows. The city needs to transform itself from a community dominated by greenfield development, to one that is focused on intensification, infill, adaptive reuse and redevelopment.

The city has initiated an intensification study which will focus on addressing PPS and Growth Plan intensification requirements. Phase 1 entails background research to identify intensification sites and prepare a discussion paper that includes principles for intensification to form the basis for Barrie's new official plan policies. During Phase 2, each intensification site will be evaluated against a set of criteria. Density targets will be prepared during Phase 3. Phase 4 will result in a final report and an official plan amendment. The intensification study will identify the City's intensification potential and chart a course for Growth Plan conformity. To encourage intensification, Barrie is also updating its Zoning By-law.

Brampton

Brampton's Growth Management Program coordinates the timing of new development with the provision of both hard and soft infrastructure and services. To address the Growth Plan's policy areas, the City is undertaking (1) a review of built and planned densities; (2) an inventory and

assessment of intensification opportunities; (3) an employment land inventory and analysis; (4) an infrastructure capacity review of utilities and hard services; (5) a transportation and transit master plan update; (6) a natural systems and conservation policy review; (7) a review of financial and operational management implications; and (8) population and employment allocation. The latter studies should be completed by mid-2008, at which point, the City will begin the formal official plan amendment process to ensure Growth Plan conformity.

To provide intensification guidance in the short term, last October, Brampton Council approved an amendment to the City's official plan to include Interim Growth Management policies (OP03-289 and OP2006-010). These policies direct intensification to the City's transit nodes, intensification corridors and the Central Area, and deem the conversion of employment lands to non-employment uses premature pending completion of Growth Plan conformity. These policies will be lifted when the conformity exercise is completed in June 2009.

Brantford

Brantford's Growth Plan conformity efforts were captured within Official Plan Amendment No. 125, which concluded a five-year official plan review, completed in 2006. The amendment was approved by City Council in spring 2007. OPA No. 125 includes growth management policies that require Brantford's UGC to achieve a minimum density of 150 residents and jobs per hectare by 2031; call for greenfield areas to develop into complete communities at a minimum density of 50 residents and jobs per hectare; require meeting the 40% intensification target by 2015; and encourage intensification within UGC, nodes, existing neighbourhoods and intensification corridors. New policies also delineate the UGC, the built boundary, greenfield areas, an intensification corridor and a major transit station.

Burlington

Burlington has reached a juncture in its history where the focus of growth has shifted from greenfield development to intensification and infill. Rather than address intensification pressures through interim policies,

Burlington opted for partial implementation of the Growth Plan through Official Plan Amendment No. 55, adopted by City Council in October 2006 and later approved by the Region of Halton. This amendment delineated Burlington's UGC and incorporated policies to achieve Growth Plan intensification targets, spur intensification along major corridors and encourage accessory dwelling units.

Existing density within the UGC is estimated at 142 residents and jobs per hectare, projected to increase to 200 residents and jobs per hectare by 2031. Burlington has also considered intensification opportunities through its GO Transit Lands Intensification Opportunities Study (September 2006). This study resulted in OPA No. 59 and the implementing ZBL 2020-213 which are intended to attract intensification to the City's three GO Transit stations. OPA No. 59 and ZBL 2020-213 were appealed to the OMB, which recently issued a decision approving ZBL 2020-213, and approving OPA No. 59 in part. (PL061117).

Full implementation of the Growth Plan will be accomplished through the Sustainable Halton exercise—the Region's response to the need to bringing its official



Photo: Iain Myrns

Brantford's new square and new mid/low-rise buildings

plan into conformity with the Growth Plan, the Greenbelt Plan and the 2005 PPS. As part of this initiative, Burlington staff prepared an Intensification Study that identified the City's intensification potential. In a January 2008 report, Burlington's residential intensification potential to year 2031 was estimated at 9,700 residential units or a population of 17,750, as well as 4,000 jobs.

Cambridge

Cambridge is conducting an official plan review, to be completed by the end of 2009, following the Region of Waterloo's Official Plan Review. Among other things, the official plan review process will entail delineating the City's UGC. Cambridge staff have met with MPIR about this matter. Existing density within a preliminary UGC boundary is estimated to be 42.2 residents plus jobs per hectare. Cambridge is currently undertaking a more detailed analysis of existing and potential UGC densities; results will be available in the near future.

Guelph

Guelph is preparing a "local growth management strategy" to guide the City's growth to 2031. In December 2007, Meridian Planning Consultants released a background report, Strategic Directions, which recommended, among other things, that Guelph plan for 175,000 residents and 100,000 jobs by 2031. In consideration of environmental sustainability (e.g., wastewater effluent assimilative capacity to the Speed River), staff concluded



with the, as of yet, un-redeveloped main street beyond

that a 2031 target of 165,000 residents and approximately 95,000 jobs is more appropriate.

Planning work is under way to optimize intensification opportunities in Guelph's downtown and the built-up areas of the City. The City's Residential Intensification Analysis Report (Fall 2007) identified the potential for 18,500 dwelling units by 2031, or more than 46,000 additional residents. Work is under way to bring planned densities in greenfield areas into line with Provincial Growth Plan objectives.

Hamilton

The City of Hamilton initiated a growth management planning process that led to the City's Growth Related Integrated Development Strategy (GRIDS) in 2006, which included a Residential Intensification Study. This study explored the drivers and barriers to intensification; estimated the number of intensification units; and identified suitable locations for intensification. Information from this report also supports the development of the City's new official plan.

One finding of the study was that, in theory, about 44,000 additional units can be created in Hamilton, in the downtown, in mixed-use corridors and in underutilized commercial areas, but achieving this number means shifting housing demand to intensification-type dwellings (such as apartments) and away from single-detached housing. To spur demand for intensification projects, the study recommended that Hamilton expand the use of incentives, facilitate approvals, update its planning documents and invest in community amenities. The Residential Intensification Study is complemented by a Human Services Plan and a Housing Affordability Study.

Kitchener

Intensification and growth management are already deeply entrenched in Kitchener's official plan. Although data on existing densities within the proposed UGC as well as the densities that may be achieved by 2031 are not yet available, Kitchener's recent intensification levels may already meet the Growth Plan's intensification targets. Focal points for additional intensification include the City's UGC (downtown Kitchener), one primary node, 15 mixed-use nodes, 7 mixed-use corridors, 19 neighbourhood mixed-use centres and 2 comprehensive development areas. However, Kitchener's UGC boundaries have not yet been formally endorsed by MPIR.

Although the City's existing policies are

not framed around the prescribed Growth Plan intensification targets, they are believed to be sufficiently detailed to put Kitchener on the path to meeting the Plan's policies and targets while the City's official plan is updated. A benchmarking study, currently under way, should confirm this. The study entails extensive data review and consultation with the study's growth management task force.

Markham

Markham is unique in that it fully contains one UGC and shares part of another. Markham Centre is located within Markham and is subject to the policies of an existing secondary plan. With planned densities within the latter UGC anticipated to exceed those specified by the Growth Plan, there is no need for interim intensification policies. Nonetheless, parts of the secondary plan will be reviewed to determine if additional density increases are warranted.

The second UGC, Langstaff, is shared by Markham and the Town of Richmond Hill. The Markham portion of Langstaff consists of an older industrial area. At present, Markham is developing a master plan and secondary plan for the area.

Although existing densities within the two

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UGCs have yet to be calculated, it is estimated that, at full build-out, Markham Centre may achieve a 2031 density of more than 250 residents and jobs per hectare. Actual densities will depend on the final UGC boundaries, density calculation methodology and the Town's understanding of current development permissions and proposals.

Milton

Milton intends to delineate its UGC and incorporate generic intensification policies as part of its current official plan review process. Like Oakville, Burlington and Halton Hills, Milton is participating in Halton Region's Sustainable Halton exercise. New development within two of the Town's secondary plan areas is already achieving the Grown Plan's target of 50 residents plus jobs per hectare.

Mississauga

Of the three municipalities known to have adopted interim intensification policies (Brampton, Oakville and Mississauga), Mississauga was the first to do so. Adopted on September 27, 2006, through OPA No. 58, Mississauga's interim intensification policies replaced existing residential intensification policies with more robust and comprehensive policies and are intended to ensure compatibility between intensification and existing development. At present, there are two site-specific OMB appeals to OPA No. 58 (PL061029).

OPA No. 58 differentiates between intensification within and outside the UGC. Intensification is to be focused within the UGC, a corridor stretching 7 km north from the QEW along Hurontario Street, an area that includes City Hall, Mississauga City Centre, the Central Library, the Square One Shopping Centre, the Cooksville GO station, and the Trillium hospital. OPA No. 58 incorporates the UGC's boundaries into the official plan. At a minimum, the UGC should achieve a density of 200 residents and jobs per hectare. Outside the UGC, intensification other than on vacant or underutilized lands, or that requiring an official plan amendment, is generally considered premature. In support of a development within the UGC, proponents may be required to submit a Community Uses Impact Study, Transportation Study and Micro-Climate Study, and a Stormwater Management Study.

Further refinements to Mississauga's UGC, and associated population and employment densities will be based on the final UGC boundary, as well as the outcome of other studies currently under way, includ-

ing a Growth Management Strategy. The Planning and Building Department is working on a brochure for the Central Mississauga area that will include density figures.

OPA No. 58 includes a unique policy that expands the criteria used to establish a Community Improvement Area: one may be established based on the need to encourage office employment opportunities. In addition, to facilitate financial incentives, the whole UGC has been designated a Community Improvement Area.

OPA No. 58 will eventually be replaced or modified based on the outcome of the Growth Management Strategy, which will identify additional locations suitable for intensification City-wide, specify acceptable densities and built forms, and include strategies for employment growth. The boundaries of the UGC may also be adjusted through the strategy. Critical input into the Strategy will come from studies being carried out by other City departments, which are expected to be completed later in 2008. The final strategy is due at the end of the year.



Photo: Brent Gilmour.

Mississauga

Newmarket

Although not representing full Growth Plan conformity, Newmarket's new official plan was adopted by Town Council on October 10, 2006, and is awaiting York Region approval. The Plan incorporates the Town's UGC and directs future population and employment growth to four contiguous centres: the Yonge-Davis Provincial UGC; the Yonge Street Regional Centre; the Regional Healthcare Centre; and the Historic Downtown Centre. For each centre, the Plan stipulates specific density, population and employment targets.

The Yonge-Davis Provincial UGC (or "Newmarket Centre") is to capture major institutional and regional service investment. The Historic Downtown Centre will serve the local area and the other two centres will serve the regional market. Yonge-Davis will be planned in conformity with the Growth Plan to achieve a 1:1 residents-to-jobs ratio and a minimum combined net density of 200 residents and jobs per hectare by 2031 or earlier.

Oakville

In summer 2007, Oakville Council adopted OPA No. 275 (Interim Growth Management Policies), with a few site-specific exceptions. Pending the completion of several growth management-related studies, including the

Midtown Oakville Review, the Housing and Employment Opportunities Study, the Uptown Core Review, the Bronte Village Revitalization Study and the Kerr Village Review, Town staff prepared interim growth management policies to provide a framework for evaluating development applications that propose intensification beyond what is currently allowed under the Oakville Official Plan. Once these studies are completed (spring 2009), the interim policies will be replaced by comprehensive growth manage-

ment/intensification policies.

Complementing OPA No. 275 is the Midtown Oakville Vision and Business Plan Study. As a designated UGC, Midtown Oakville is to become a new residential, employment and mixed-use centre. This study will provide the implementation framework required to realize a cultural and civic centre-focused Midtown. In addition, the Town has initiated the Livable Oakville – New Official Plan program, and is participating in Halton Region's Sustainable Halton process.

Oshawa

Oshawa is participating in Durham Region's Growth Plan conformity exercise which will, among other things, allocate population, employment and intensification targets to the local municipalities by the end of 2008. Until then, Oshawa cannot develop additional intensification policies and will continue to rely on the City's existing official plan intensification policies. Nonetheless, as part of an upcoming official plan review, the City will undertake further analysis related to intensification. In addition, on behalf of the City, consultants are preparing a Downtown Master Plan, expected to help in developing policies for the Oshawa UGC.

Peterborough

Peterborough will identify necessary revisions to its official plan through an official plan review, scheduled for 2008. The review will entail extensive public consultation to identify community priorities. The delineation of Peterborough's UGC as well as any other necessary Growth Plan-related amendments will be completed in this review.

Pickering

Pickering's official plan review is being carried out through a series of amendments with a focus on sustainability and conformity with the new Durham Regional Official Plan and provincial plans, including the Growth Plan. One amendment will focus on growth-related matters, especially the delineation of Pickering's UGC, built boundary, intensification corridors and transportation gateways; a policy framework to achieve the Growth Plan's prescribed UGC density of 200 residents and jobs per hectare; targets and designations to achieve allocated growth; and

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policies for intensification, urban expansion and employment-land conversion. Although the review should be completed in 2010, amendments related to Growth Plan conformity will be processed in 2009.

Although it is not yet known which policy changes will be required to meet Growth Plan targets for Pickering's UGC, preliminary analysis indicates an existing density of 110 residents and jobs per hectare in the existing Downtown Core, and 48 residents and jobs per hectare for the adjacent mixed-use area (where there is a GO station), which is being considered for inclusion in the UGC.

Although Pickering has not yet determined the densities to be achieved by 2031, the City has engaged consultants to assist with a downtown visioning exercise and provide urban form examples for the UGC area that will be used to visualize compatible intensification.

Pickering is also participating in Durham Region's Growth Plan conformity exercise. Population and employment targets derived from this exercise will provide input into Pickering's own Growth Plan conformity exercise.

Richmond Hill

Richmond Hill is preparing a new official plan, through which the Town will conform

with the Growth Plan. The new official plan is being prepared simultaneously with a new Strategic Plan, entailing extensive public consultation. The Town is also undertaking a land use and urban design study for its Regional Centre to establish the direction and policy framework required to facilitate growth of Richmond Hill's UGC. As part of the Official Plan Review, Richmond Hill is undertaking several background studies, including a Growth Management Analysis and a Housing and Intensification Study.

St. Catharines

St. Catharines is in the midst of its official plan review. Initiated in February 2006, the review will delineate the City's UGC, and deal with issues of growth, urban design, the downtown, the environment and community stewardship. As part of the official plan review process, St. Catharines has undertaken a review of its Central Area Secondary Plan, which includes part of the City's UGC. Moreover, the City has established a Downtown Development and Revitalization Committee and retained a consultant to complete a creative cluster master plan that will integrate St. Catharines' various downtown rejuvenation initiatives and provide a basis for revisions to the Central Area

Secondary Plan. Drafts of major policies and an updated Community Improvement Plan should be available later in 2008.

City Council recently approved an agreement with Brock University that will potentially see the relocation of the university's School of Fine and Performing Arts to the downtown from its current suburban location. The creation of a downtown Niagara Centre for the Arts is being explored as part of this partnership. St. Catharines is also talking to McMaster University about establishing a downtown medical education program in association with a local hospital. As well, a former hospital site on the edge of the downtown is now in the first stage of redevelopment. This initiative, coupled with the City's Community Improvement Program, is contributing to an increase in the number of downtown residential units.

Toronto

Toronto planners are confident that the City's new official plan is consistent with the broad policy objectives of the Growth Plan. The new official plan reflects the boundaries of Toronto's five UGCs and contains secondary plan policies for each. To encourage intensification, the City has embarked on Secondary Plans and Avenue



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Studies. The City is currently in discussions with the Province about whether official plan amendments are necessary for full Growth Plan conformity.

Vaughan

Vaughan planners will soon begin three studies which may have implications for intensification and may result in official plan amendments: studies on the Woodbridge Core, the Vaughan Centre area (at Rutherford Road and Highway 400), and the Vaughan Corporate Centre Node (the UGC). They are part of the City's official plan review project, which is itself part of a broader Growth Management Strategy that includes an Environmental Master Plan, and master plans for water, sewer, stormwater, transportation, parks, recreation and community facilities.

The official plan review process entails a housing intensification strategy to provide a comprehensive policy framework determining where intensification should be directed and how it can be accommodated. Several recently approved official plan amendments already allow for intensification along Highway 7, Steeles Avenue, at Major Mackenzie and Weston Road, and at the intersection of Dufferin Street and

Rutherford Road (the Carrville District Centre). Since subway service will eventually be extended to the Vaughan Corporate Centre, planned population and employment densities are seen as inadequate, and will be reviewed in the Vaughan Corporate Centre focused area study.

Waterloo

The City's intensification objectives are articulated through OPA No. 54, which contains designations and policies to promote intensification in nodes and along corridors, including Uptown Waterloo (the City's downtown area and UGC). Through OPA No. 54, Waterloo's official plan now provides for heights of up to 25 storeys and residential densities of up to 250 units per hectare (and a minimum of 100 units per hectare) in the Uptown Core.

According to the City's Development Services Department, OPA No. 54 and the implementing Zoning By-law will help Waterloo meet the Growth Plan's growth forecasts. Any required Growth Plan conformity policy modifications will be addressed through the official plan review process, expected to be completed by the end of 2009. It will include precise UGC delineation. Although UGC densities were not

available at the time of writing, parts of the centre are estimated to have densities close to 190 residents and jobs per hectare.

June 2009 and beyond

While each of the GGH municipalities must achieve Growth Plan conformity, each has tailored its approach to local objectives and priorities. Barring any unforeseen delays, by 2009 the GGH region will be better positioned to facilitate more compact and efficient development.

Damian Szybalski, MCIP, RPP, is a Policy Planner with the Town of Halton Hills, co-founder of www.urbanjazz.ca and co-District Editor for the WLO district. He can be contacted at damian@urbanjazz.ca.

Opinions expressed are solely those of the author. Information was provided by planners working in the 21 GGH municipalities. While efforts were made to ensure that all information is current to the time of writing and that all key Growth Plan conformity measures are captured, the reader should contact individual municipalities for the most up-to-date and complete information.

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Lakeland



Orangeville Earth Day Plants Roots

Orangeville's Earth Day tree planting event on April 19 was a great success. The beautiful, sunny day drew about 120 volunteers. Over 760 trees and shrubs were planted and a tremendous amount of garbage was removed from Lower Monora Creek. The Town's Sustainability Action Team would like to thank all of the people who participated and the event partners: Ontario Professional Planners Institute-Lakelands District; Credit Valley Conservation; Trout Unlimited Canada; The Izaak Walton Fly Fishing Club; TD Canada Trust Friends of the Environment; and the Orangeville Lions Club.

Toronto

Exploring Toronto's Changing Urban Landscape at the 4th Annual York University Planning Alumni Social

On Wednesday, June 24, 2008, York University's fourth annual planning alumni social maintains the tradition of exploring Toronto's changing urban landscape. Building on the success of last year's event, the MES York Planning Alumni Committee (MYPAC) invites you to join over 200 professionals from the public, private, academic and non-profit sectors who will gather at the historic James Austin Gallery at One King Street West in Toronto.

As Southern Ontario continues to evolve and grow, the revitalization of urban centres has become particularly important. Located at King Street and Yonge, One King Street West was built in 1914, housing the former Dominion Bank headquarters. Now a hotel/condominium building, One King West has undergone magnificent transformations while keeping its original design element.

The gallery is named after the former Dominion Bank president, James Austin, and is located in the two-storey banking floor, which remains the centerpiece of the magnificent former bank. Originally a 14-storey structure, today's building includes one of the most slender skyscrapers in the world, increasing the height to 49 storeys.

This adaptive mixed-use building is an important symbol of the past as well as an indicator of the future face of Yonge Street and the city as a whole. By providing a mix of uses and services within the building, One King West is successfully filling a niche of people wanting to live, work, and visit Toronto's downtown. Although issues around neighbourhood change and affordability are ever present, One King West is helping change the makeup of Toronto's financial core.

York University planning program continues to lead the discussions around community revitalization, redevelopment and heritage preservation. York's alumni, who work in many diverse sectors, have made significant contributions towards many revitalization projects in our city. On June 24, 2008, you are invited to network with planning and development professionals, colleagues and friends while observing one example of how the past can be integrated into new uses for the future.

Jane McFarlane, first year planning student and OPPI representative. For more information on the event see the Billboard.

Western Lake Ontario

Planning for LEED Standards

In early April, 95 planners from the Western Lake Ontario District had an opportunity to attend a "lunch and learn" session at the Casablanca Winery Inn in Grimsby, Ontario. The topic for discussion was Planning for LEED Standards. Those who attended had the pleasure of hearing from guest speakers Joanne McCallum, Charlie McConnell and Gerry Davis as they discussed how LEED standards in building and neighbourhood development will affect the planning profession.

LEED (Leadership in Energy and Environmental Design) certification recognizes building and planning projects that have demonstrated a commitment to sustainability by meeting higher performance standards in environmental responsibility and energy efficiency. The LEED green building rating system was originally developed by the U.S. Green Building Council to provide a recognized standard for the construction industry to assess the environmental sustainability of building designs. The Canadian Green Building Council (CaGBC) has since adapted the USGBC LEED rating system to the specific concerns and requirements of buildings in Canada. LEED is a point-based rating system; points are earned for building attributes considered environmentally beneficial. LEED differs from other rating systems in that it has quantified most of the "green credits." For example, 5% of the building materials must be from salvaged materials to earn a point for the salvaged materials credit.

Joanne McCallum, Partner, McCallum Sather Architects Inc., talked about LEED architecture and the planning process. She provided information on the LEED points system (70 points for LEED Canada) covering six topic areas. Each topic area has a statement of associated goals:

- Site Development: minimize storm water run-off, encourage car pooling and bicycling, increase urban density and green space;
- Water Efficiency: eliminate site irrigation, reduce water consumption, minimize or treat wastewater;
- Energy Efficiency: reduce building energy

consumption, use renewable energy, eliminate ozone-depleting chemicals, commission building systems;

- **Material Selection:** minimize construction waste, re-use existing building façade, use recycled and salvaged materials, use renewable construction materials and design and build more durable buildings;
- **Indoor Environmental Quality:** incorporate daylighting, use low off-emitting materials, provide operable windows and occupant control of work space, improve delivery of ventilation air;
- **Innovation in Design:** use a LEED Accredited Professional, greatly exceed the requirements of a credit, incorporate innovative environmental features not covered in other areas.

Designers can pick and choose the credits most appropriate to their project to achieve a rating. LEED has four performance ratings: Certified is 26 to 32 points; Silver is 33 to 38 points; Gold is 39 to 51 points; Platinum is 52 or more.

Joanne discussed some of the benefits and paybacks of LEED buildings which include improved indoor environments (lower absenteeism, greater productivity, better thermal comfort), lower maintenance costs

(commissioned building, more durable materials, smaller or eliminated building systems), higher corporate profile (increased product sales, marketing advantage, improved employee morale), and reduced risk of remedial measures (to deal with sick building syndrome or environmental contaminants). Joanne pointed out that the LEED rating system is intended to be a vehicle for changing the built environment and is a process that will help us transform how we think about and plan for our communities.

Charlie McConnell, Manager of Current Planning and Urban Design, Town of Oakville, discussed LEED for Neighbourhood Development and the North Oakville pilot project. LEED for neighbourhood development is a rating system that integrates the principles of smart growth, new urbanism, and green building into neighbourhood design. Using the framework for other LEED rating systems, LEED for Neighbourhood Development recognizes development projects that successfully protect and enhance the overall health, natural environment, and quality of life of our communities. The North Oakville secondary plan has been framed around the natural heritage environment to form the

genesis for a sustainable community. By using a systems approach to protecting natural heritage, stakeholders came together to create an interconnected natural heritage system which formed the backbone for the new community. Around the natural heritage system are connected streets that form the structure for the pattern of neighbourhoods, each with a central focus that features local amenities such as schools and parks. The neighbourhoods are transit supportive with central nodes containing neighbourhood centres within five minute walking distance from the outer fringe.

Gerry Davis, Senior Director of Public Works for the City of Hamilton, discussed LEED design for heritage buildings and the complexities of implementing LEED retrofits in heritage buildings. While the synergies between green building and historic preservation are increasingly recognized, many still believe that there are considerable points of friction between green building and historic preservation. There are definitely a number of challenges associated with integrating green building and historic building standards, and, there are (unfortunately) clear instances in which LEED disadvantages historic buildings. But "green" technologies can be incorporated into his-

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toric buildings under the LEED program. Each renovation project is unique, and each historic building likely possesses distinct advantages and weaknesses with regard to LEED certification. There are enormous benefits of reusing an existing building on a previously developed site, but, under the LEED program, far less consideration is given to the vast amounts of energy needed to construct, maintain, and demolish buildings, and to the overall durability of buildings.

Overall the lunch and learn session was a great hit. Planning for LEED standards is compatible with OPPI's commitment to creating and fostering healthy communities. LEED reinforces the influence that urban design, active transportation, and green infrastructure has on creating healthy communities. Planning for the LEED standard is starting to gain momentum in Canada. With the view that every building or neighbourhood can aspire to sustainability we can build and plan tangible actions that will result in healthier communities for future generations.

People

Gary Wright Named Chief Planner for Toronto

Gary Wright has been named as Chief Planner for the City of Toronto. The announcement came on the day of a memorial for the late Ted Tyndorf at Ryerson University. Gary was one of half a dozen people asked to speak at the event, organized by David Amborski, Director of the Ryerson School of Urban and Regional Planning. A scholarship was named in Ted's name. Other speakers include Ryerson president, Sheldon

Levy, Joe D'Abramo and Toronto Mayor, David Miller. Gary has held many senior positions in the Toronto planning department before and after amalgamation and was acting in his position for some time before the official announcement.



Gary Wright

Greg Bender left his position as a Senior Planner and Vice President of Tunnock Consulting Ltd. in January to start a new position as a Senior Planner with MMM Group Limited in Markham.

In moving to another district, he will miss his position as the SW District editor of the OPPI Journal, but looks forward to other volunteer opportunities that may arise within the planning profession. Greg is enjoying his new job and looks forward to continuing his volunteer work and pursuing other opportunities with the MMM Group Limited.



Greg Bender

Another Ontario Planning Journal editor to change jobs is **Michael Seaman**, who is moving from a position as Community Planner with the Town of Aurora to the Town of Oakville as Manager of Heritage Planning. Michael notes that Oakville has a rich heritage and that the Town is looking to expand and enhance its heritage conservation program. He will continue his role as contributing editor for heritage.

Elizabeth (Liz) McLaren has retired her post of Assistant Deputy Minister with the Ministry of Municipal Affairs and Housing. While responsible for co-ordinating the delivery of municipal government services, emergency response and affordable housing programs, Liz will be remembered for her long-standing role in the land use planning field. Since leading the creation of the Office for the Greater Area in 1990 (and subsequently the Greater Toronto Services Board), Liz has been one of the most progressive leaders and staunchest advocates of (re)establishing a provincial presence in

land use planning, both province-wide and in the GTA and Golden Horseshoe.

Wearing both policy/operations and municipal governance/planning hats, more recent initiatives with Liz's unique leadership stamp include the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, the Provincial Policy Statement 2005, Brownfields, the Inter-governmental Action Plan for Simcoe County and the proposed Lake Simcoe Act. As a fitting culmination of her stellar career in the Ontario public service, Liz has received the Ontario Amethyst nomination for the Sandra D. Lang Lifetime Achievement Award.



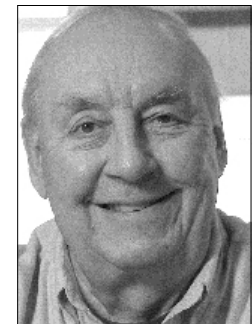
Liz McLaren

Obituaries

David Williams, FRTPI, AICP, MCIP, RPP

David Williams died earlier this spring. A professional planner of long standing and a professional land economist, David came to Toronto from the U.K. in the late 1950s, where he worked at the Toronto Planning Board, rising to the position of Director of Planning of the Toronto Township. Before long, however, David migrated to the private sector, where he remained for the balance of his distinguished career.

For the past 15 years, he was the principal of David Williams Planning Consultants, having previously headed the Planning Management Group. For the past five years, his firm was a consultant to Davies, Howe, Partners, a well-known Toronto law firm. His extensive experience, which began in Lancashire, England, in the post-war period following his graduation from Victoria University of Manchester,

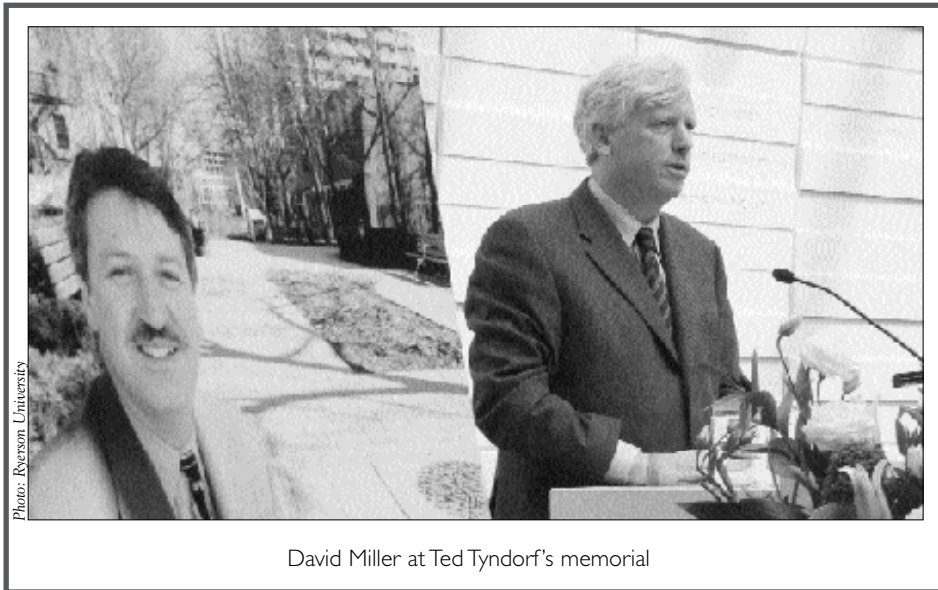


David Williams, FRTPI, AICP, MCIP, RPP (Ret.)

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David Miller at Ted Tyndorf's memorial

saw him providing advice to places as diverse as Texas, Alberta and numerous municipalities in Ontario. David's professional credentials included membership in the American Association of Certified Planners, the Royal Town Planning Institute and the Canadian Institute of Planners. He was also a member of the Association of Ontario Land Economists.

Former Toronto Director Matt Lawson Dies

Planning consultant and former Director of Planning for the City of Toronto Planning Board, Matt Lawson, passed away earlier this spring after a lengthy illness. Matt Lawson's legacy as a forward thinker lives on in many places throughout the city, particularly the downtown core. He was a forceful figure in the development of the Railway Lands, beginning with his tenure as a Director of the Planning Board in the 1950s, through to the 1980s when he acted on behalf of Marathon Realty, the company responsible for developing CP's rail lands. It was Mr Lawson's blue pencil that set out the location of the famous "blue route," the north-south pedestrian linkage from Union Station to what is now the Air Canada Centre. Someone involved with the development must have a sense of humour, because to this day the ceiling in the walkway is painted blue. His vision also earmarked the Teamways—so called because CN and CP used these routes to haul luggage and freight with teams of

horses under the railway viaduct—as potential pedestrian linkages.

The underground PATH network owes much of its success to decisions made by Mr Lawson. For example, at his insistence, his major client, Marathon Realty, built in a provision to extend the underground network west from Thompson Hall through to what later became Metro Hall, long before it was

clear that development of the western end of the former railyard would ever get built.

It was also his insights into the dynamics of the job market that led planners to acknowledge the changing nature of regional employment in the early 1980s. Metro Toronto at the time insisted that new vehicular transportation capacity was needed to accommodate the planned extension of the financial district, effectively stalling development because Mr Lawson would not allow Marathon to consider paying for expansion to the Gardiner. Mr

Lawson, with the assistance of transportation planner, Dan Cherepacha of Reed Voorhees Ltd, eventually proved that thousands of industrial jobs had been replaced by office jobs being served by transit. The volume of car traffic had remained more or less constant. Vehicular capacity remained unchanged.

Matt Lawson came to Canada after the war from Scotland, equipped with engineering qualifications. After working and teaching in B.C. and Alberta, he arrived in Toronto, where he quickly rose to prominence with the Toronto Planning Board. As an associate member of both the British and American town planning institutes, he joined the forerunner of CIP and remained a member until his retirement.

Not all of his ideas proved popular, however. The 50-storey tower known as 500 Duplex was the first development in what was to have been an apartment neighbourhood in North Toronto. Opposition to the concept brought David Crombie into politics.

It is a measure of Matt Lawson's stern demeanour that the writer of this obituary still refers to him as Mr Lawson.



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Report on Professional Practice and Development

Vicky Simon

The Professional Practice and Development Committee has had another busy year. Last Spring, Facilitator Rob McLeod was selected as the provider of OPPI's new Project Management course. The course was officially launched last fall and feedback has been good. Sessions to be held this spring and fall have already sold out. An on-line version of the course is under development and we expect to pilot the course later this year.

In the meantime, we are in the process of selecting a provider for the next new OPPI course—Urban Design, which will debut in late Fall.

Additional courses identified by the 2006 CPL survey of OPPI members include Understanding Legislation and Being an Effective Planner. These courses will be developed over the next several years.

Environmental Issues was another area of interest to the membership. This information will be provided by way of website links rather than full course development as a multiplicity of resources already exists.

It is important to recognize that without the volunteer efforts of current and past Professional Practice and Development Committee members and the at-large Continuous Professional Learning (CPL) Committee, we wouldn't be where we are in terms of new course development.

Current Committee members are listed below:

- Steve Turco (Northern District)
- Dan Radoja (Lakelands)
- Ron Blake (Oak Ridges District)
- Dan Nicholson (Toronto District)
- Stephen Alexander (Eastern District)
- Marilyn Lagzdins (Western Lake Ontario)
- Maureen Zunti (Southwest District)
- Deb Walker (Member at Large)

Jason Ferrigan (formerly Northern District Committee representative) and Carla Guerrero (formerly a Member at Large) also participated in the Committee over the past year.

On the national CPL front, the various

Canadian Institute of Planners (CIP) Affiliate Councils endorsed the development of a "Learning Network" section on the CIP website. The Learning Network will initially publicize opportunities for CPL course attendance across Canada and will later highlight existing third-party websites of interest to planners. The on-line version of the Project Management course will be the first Affiliate-developed course to be

posted on the Learning Network. I am excited by the possibilities of sharing information amongst the Affiliates, as Ontario is a leader in this regard. In the meantime, those Members eager for an on-line experience should have a look at the American Planning Association's (APA's) website for webcast opportunities of which there are now close to 20.

The Professional Practice and Development Committee welcomes any thoughts or questions

on our activities or any related matters. Please direct your comments or inquiries to Vicky Simon, MCIP, RPP, at vsimon@stikeman.com or (416) 869-5628.

Vicky Simon, MCIP, RPP, is OPPI's Director of Professional Practice and Development and was recently appointed Chair of the CIP CPL Committee. She is also a senior planner with Stikeman Elliott in Toronto.



Vicky Simon

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Membership Outreach Committee: Reaching out to Students

Amanda Kutler

Over the past year the Membership Outreach Committee has been busy reaching out to planning students. In addition to visiting all of the accredited planning schools to speak about the benefits of OPPI student membership, the Committee has been moving forward on projects that implement some of the feedback received from the 2006 Student Survey.

Results from the survey indicate that OPPI is delivering valuable programs and services to students, particularly resources such as the Ontario Planning Journal, website and networking opportunities, including the annual conference and district events. The results also told us that there is a need to work more closely with university faculty as they are a student's first point of contact with OPPI. There is also



Amanda Kutler

a need to better promote employment and networking/mentoring opportunities as students start to think about transitioning to the workforce.

In response, the Outreach Committee held a meeting with the planning school directors to hear their feedback on some of the initiatives the Committee is involved with and to initiate discussions on how to better facilitate a link between the profession and the institutions. These include the implementation of a handbook for student representatives and the initial stages of an on-line research database to help bridge professional practice with academic research.

Recent restructuring of the Districts has added members to the Committee and will give the Committee an opportunity to expand its outreach efforts beyond the planning schools, giving us the additional resources to speak to high school and college students who may be interested in entering the profession.

Finally, this is scholarship season for OPPI and once again the Committee was extremely impressed with the talented and dedicated students who applied. We are

pleased to announce that Nigel Selig from the University of Waterloo is the recipient of the Gerald Carrothers Graduate Scholarship and Tom Schwerdtfeger from Ryerson University is the recipient of the OPPI Undergraduate Scholarship. The winners will be highlighted in an upcoming edition of the Ontario Planning Journal and will be honoured at the Symposium in North Bay in September. Our thanks to all of the students who applied.

As my term as Chair comes to an end I want to thank all of the members on the Outreach Committee for their efforts as well as OPPI Staff and Council for their commitment to students who are the future of the planning profession. Members of the Membership Outreach Committee are: Rob Armstrong, Natasha D'Souza, Lorelei Jones, Barb Kalivas, Agnes Kruchio, Mark Paoli, Aviva Pelt, Jeff Port, Bruce Singbush, Pam Whyte and Mary Ann Rangam.

Amanda Kutler, MCIP, RPP, is Director of Membership Outreach and Manager of Development Planning—Reurbanization for the Region of Waterloo.

New Student Delegate Takes Up the Challenge

Jennifer Burnett

I would like to thank the Ontario Professional Planners Institute (OPPI) for the opportunity to serve as the Student Delegate for this academic year.

I am currently a Master's student in the Rural Planning and Development program at the University of Guelph. In May 2007, I graduated from the University of Northern British Columbia (UNBC) with a BA in Geography and minors in Environmental Planning and Psychology. This



Jennifer Burnett

past year, I served as the OPPI first-year student representative at Guelph and I am looking forward to taking on a new role on the OPPI Council in 2008-2009 representing the concerns and interests of planning students across Ontario. I would like to acknowledge Aviva Pelt, the outgoing student delegate, for her work this past year.

As the OPPI student representative for the Rural Planning and Development program I learned that many students need more experience and exposure to the planning profession and the benefits of membership in a professional institute. During my term I hope to make OPPI membership more tangible to students by working with other representatives to identify ways for students to access the opportunities that OPPI provides, such as conferences, courses and district events and the opportunity to

network with practising planners. I welcome your ideas and suggestions to create and enhance learning opportunities and experiences for all planning students in Ontario.

*Jenn Burnett can be reached at
burnettj@uoguelph.ca.*

Three Ontario Planners Vie for Top Spot with CIP

Having multiple nominations for senior posts is a sign of a healthy organization. This year, there are four members competing for the post of CIP Vice President, a position that is a stepping stone to the presidency. Three of the four are from Ontario: Marni Cappe, Ronald Glenn and Dennis Jacobs. The fourth candidate, Linda McFadden, is from Manitoba.

Membership Issues and Activities

And Important Information for New Graduates Seeking to Log Experience

Dana Anderson

The Provincial Membership Committee has continued to be extremely busy in a number of activities including regular monthly meetings of the Provincial Committee and the Sub-committees. All of the Districts continue to see an increase in the number of logs to be reviewed as well as the number of provisional members applying to sit Exam A. Staff and the new Registrar have also continued to provide assistance and updates to provisional members regarding membership requirements and inquiries.

Attention all Student Members

Student members are permitted to maintain their student membership for up to one year after graduation. However, if you choose to do this and are employed in planning during this time but do not transfer to provisional membership, you cannot log this experience while still registered as a student member. Many student members have said they were unaware of this policy and if they had known of it would have transferred to provisional membership. Please make sure you consider this policy carefully when you obtain your first planning job.

New Provisional Members: Backlogging—Remember You Have to Forward Back Logs within Eight Weeks

New Provisional Members who wish to back log have eight weeks from when they become a provisional member to submit logs of past experience. This is expressed to all provisional members when they receive their membership package. It clearly states that a candidate must submit/log any previous experience within eight weeks of becoming a provisional member. If a provisional member does not follow this requirement, the membership sub-committee is not required to consider any experience prior to the candidate becoming a provisional member.

Interested in Volunteering for Membership Services

Our District Sub-committees are always looking for experienced members to assist with the review of logs, applications for provisional membership (Entrance Interviews) and Exam A's. If you are interested in with membership services please contact me.



Dana Anderson

Moving Forward with the Membership Continuous Improvement Project (MCIP)

The National Affiliate Membership Committee and CIP Council recognized several years ago that it was time to review membership requirements and, where necessary, "raise the bar" to strengthen the planning profession in Canada. Many other profes-

sional certification bodies are currently doing the same, including the national planning institutes of other countries. The Membership Continuous Improvement Project (MCIP) was launched to assess current standards and requirements for membership in CIP with the goal of recommending and implementing changes to greatly improve the current membership process.

A work program for MCIP was established and three key task forces were set up to look at three key aspects of membership:

1. Competencies
2. Ethical Standards; and,
3. Certification

In February I attended the National Affiliate Membership Committee Meeting in Winnipeg as the OPPI Representative. The majority of the meeting was spent discussing the MCIP project. The following is an extract from my report to Council updating them on the status of the MCIP project.

The three Task Forces for the MCIP project have now all met. The Competencies Task Force met in the summer of 2007 and prepared draft competencies in November 2007. These were circulated to the Affiliates

for comments and sent out to all members with a survey. The draft competencies were also forwarded to a number of stakeholders (municipalities, agencies) for comments.

The Task Force on Competencies prepared a summary of the survey results and received considerable feedback from members and the Affiliates. They presented a progress report to the Certification Task Force and the National Affiliate Membership Committee in February and are now working on a draft report for circulation to the Affiliates for review and comment.

The Task Force on Ethics met in October 2007 and prepared a draft report on Ethical Standards which was presented to the Certification Task Force and the National Affiliate Membership Committee. The National Affiliate Membership Committee provided several comments on the draft Ethical Standards Report. The Ethical Standards report has now been finalized and will be sent very soon to the Affiliates for review and comment.

The Certification Task Force met in February and reviewed the key policy areas associated with certification to be addressed. They also established three working groups to further address the issues of education, examination and work experience.

OPPI have set up an advisory committee on the MCIP project who will review and comment on the various documents and reports that come forward from the Task Forces. Members are encouraged to go to the CIP website to view updates on MCIP and watch for articles and e-bulletins on MCIP matters and requests for comments.

A session will be held at the upcoming National Conference by myself, Ron Keeble and Greg Hoffman who represent the three Chairs of the Task Forces. The session will provide an overview of what has been completed on the MCIP and the next steps.

Dana Anderson, MCIP, RPP, has recently taken on new responsibilities with the Town of Oakville. She is OPPI's director of membership.

Independent Professional Judgment

Maureen Zunti

As an employee of the public sector, have you ever heard a member of the public say, "We pay your salary so you are supposed to represent us"? On the flip side, as a consultant or employee for the private sector, have you ever been accused of being a "hired gun" with the assumption by the public or special interest groups that you couldn't possibly be objective? Wherever we work as planners, we are always under scrutiny for the planning opinions we give and positions we take.

One of the most important cornerstones of the planning profession is our obligation to render "independent professional judgment" to our clients, employers, the public and tribunals. To do this, we must always ensure that:

- We have enough information and resources to form an opinion;
- We have sufficient training and experience for the specific planning issue;
- We are professionally objective and our opinion is independent of our employer's or client's position / directives.

Key principles relating to these three not-so-little words, independent professional judgment, include the following:

- avoidance of real or perceived conflict of interest;

- disclosure of unavoidable conflicts;
- rejection of bribery;
- resisting pressure and undue influence on your position;
- providing educated, accurate, thorough, well documented and critical analysis;
- always being honest, fair and truthful;
- conducting oneself ethically, responsibly and lawfully.

If we are faced with situations where others try to unduly influence our opinion

or where public distrust exists, it is important not only to be clear in our own minds about the underlying principles of independent professional judgment, but also to remind employers, clients and the public of our obligations under OPPI's

It is important to . . . be clear in our own minds about the underlying principles of independent professional judgment

Professional Code of Practice. Additional information and more detailed descriptions of the principles related to OPPI's Standard of Practice regarding Independent Professional Judgment and OPPI's other Standards of Practice can be found on OPPI's website at http://www.ontarioplanners.on.ca/pdf/Code_and_Standards.pdf.

Maureen Zunti, MCIP, RPP, is a member of OPPI's Professional Practice and Development Committee. She is also a Project Manager, Planning, with Sifton Properties Limited in London, Ontario.

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The Grey Tsunami

Aging Communities and Planning

This September, the Ontario Professional Planners Institute invites you to Clarion Pinewood Park Resort in North Bay to get your intellectual cobwebs washed away by the "Grey Tsunami," a two-day symposium devoted to gaining a better understanding of our changing demographics. Make sure you reserve September 18 through 19 for this symposium, and plan to stay in the North Bay Area for the weekend. The event begins with a bracing hike in the beautiful countryside around Lake Nipissing, with the goal of raising funds for OPPI scholarships.

If you need to know more about how to plan healthy, sustainable communities for an aging population, look no further than keynote David Foot, the best selling author of *Boom, Bust and Echo*. He contends that demographics explains two-thirds of everything, and will be detailing his views on how the economy will react to the demographic shifts in store for Canada.

Lunch is a networking session with tables challenged to launch three key ideas on the role of the profession – a perfect set up for the first panel session, with Dr Charles Garner, Medical Officer of Health and CEO of the Simcoe Muskoka District Health Unit. He will continue the trend established in recent OPPI events by exploring the links between the built environment and health. He will be joined by Gaylene Pron, a clinical epidemiologist with the Medical Advisory Secretariat of the Ministry of Health and Long Term Care. Planning consultant Jean

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AGING COMMUNITIES & PLANNING



Monteith will then set out the challenges to be faced by municipalities in terms of service delivery to a population with a high average age.

The last panel of the day features Paul Bedford, Beatrice Schmied, CEO of the Ontario Public Transit Association and the former mayor of Elliot Lake, George Farkouh. The session begins with a discussion of the range of housing and services needed for a "complete community" and the particular challenges facing providers of transit service, including dealing with implementation of new legislation affecting disabilities. This will also be a chance to learn how a declining mining town was transformed into a thriving retirement community.

On the evening of the first day, participants will enjoy a gala dinner hosted by tv newscaster Suhana Meharchand. The Minister

of Municipal Affairs and Housing, Jim Watson, MPP, has been invited to speak before the awards ceremony. Before taking on his current role, Watson was Ontario's first Minister of Health Promotion—a perfect fit for the continuing focus of OPPI on healthy communities.

Friday's first session is an opportunity to hear from Brad Graham, Assistant Deputy Minister of Public Infrastructure Renewal. He too has a background in health, having been an economist with the Ministry of Health before joining PIR. Concurrent with with day's events, those interested in urban design have the option of participating in a Design Charrette led by Dan Leeming, Gabe Charles, Karen Hammond and Christian Huggett. Alternatively, participants can tackle the Growth Plan for the North, with Michelle Mason and Hannah Evans (Ontario Growth Secretariat), and Lisa Zanetti, with the Ministry of Northern Development and Mines.

Two other options include a mobile workshop in North Bay and a communications session with Ontario Planning Journal deputy editor, Philippa Campsie, principal of Hammersmith Communications. The day continues with OPPI's AGM and presentation at lunch from Susan Eng, newly appointed Advocacy Director of CARP (Canadian Association of Retired People) – Canada's Association for the 50 Plus. The conference ends with the option of a session on ethics and standards led by Ron Keeble and Vicky Simon, and a workshop created by the Ministry of Municipal Affairs and Housing led by Lynne Peterson and Ken Petersen.

Ontario receives Urban Leadership award for Growth Plan, Greenbelt

The cumulative impact of important new legislation to create the Greenbelt, establish the Growth Plan and carry out reforms to the OMB as well as creation of a regional transportation authority (Metrolinx) were just some of the initiatives cited when Premier McGuinty stepped up to accept the City Initiatives award from CUI President, Glen Murray. Acknowledging the leadership of PIR minister, David Caplan, the Premier spoke passionately about the link between quality of life in Ontario's cities and towns and the province's future prosperity.

The 5th annual Urban Leadership awards also recognized Phyllis Lambert, awarding her the Jane Jacobs Lifetime Achievement Award. Described as an "architect, activist, philanthropist, pioneering urbanist and institution-builder, Ms Lambert is well known for launching the Canadian Centre for Architecture in Montreal but many Torontonians acknowledge her key role in bringing Mies van der Rohe into the design of the Seagram Building in New York in 1958 – an act that arguably transformed the way large corporations viewed architecture. This influenced spread to Toronto, where in

time for Canada's centennial, the Toronto Dominion Centre was commissioned by Allen Lambert, then chairman of the TD Bank. Phyllis Lambert's influence extended to support the architect's insistence that all retail storefronts be glass and black aluminium. Fittingly, the award was made by architect and planner, Jack Diamond.

Another notable award recipient, also from Montreal, was Quartier International de Montreal, which received the City Renewal award. The remaking of an unloved section of the city bisected by an expressway was been lauded for unique sense of place and outstanding contribution to the public realm.

Western Lake Ontario: One of the 4 New Districts

The new Western Lake Ontario (WLO) District includes planners from Halton, Hamilton, Haldimand and Niagara. Our new District has approximately 350 members—and we'd like to encourage all of them to take part in our upcoming events and activities. What are the objectives of the Western Lake Ontario District?

- To welcome new members, recruit non-members and encourage provisional and student members within our area to develop a stronger relationship with OPPI and CIP.
- To provide an accessible voice for local member issues on OPPI Council.
- To facilitate professional development and networking events within the District.
- To implement the strategic directions of OPPI, including Continuous Professional Learning and the promotion of Healthy Communities
- To broaden public awareness of planning, the role of planners and the many "leading edge" practices generated in this District.

Here are some of the events we have planned:

In response to the Healthy Communities ini-

tiative, WLO District organized a Lunch and Learn event with the theme of "Planning for LEED Standards" (see LEED article in Districts and People).

The District will host a breakfast meeting this spring to present the Healthy Communities paper and discuss implementation strategies and community application. The meeting will be held at the Region of Halton Headquarters.

Our first annual Golf Tournament (9 holes plus dinner) is being organized for May 22 in Hamilton. Registration forms have been sent out and this affordable event is booking up fast.

The District is also planning a Provisional Member Information Session. This event will be held in the Fall in conjunction with our 3rd annual Niagara wine tour. Along with a great networking opportunity, provisional members will learn about benefits of OPPI membership, stages of the membership process, upcoming District events, etc. The event is intended to encourage

local provisional members toward full membership and to recruit District volunteers.

The 2009 OPPI/CIP Conference will take place from Wednesday September 30 to Saturday October 3 at the Sheraton on the Falls

Hotel, Niagara Falls. Since the Conference is to be held in our District, several members of the WLO Executive have joined the 2009 Conference Committee. The District sponsored a Dessert Social after the April 3 Lunch and Learn presentations in order to inform local planners about the upcoming conference, seek their suggestions for conference topics, and enlist volunteers. Our members enjoyed the discussion—along with a make-your-own sundae bar!

The WLO District will continue to offer opportunities for networking, professional development, professional collaboration, and furthering our profession. We hope to see you at a future event. Many thanks to our hard-working District executive and volunteers for all their efforts on our behalf.



Rosalind Minaji, WLOD Rep.



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Editorial

Do We Care Enough About Shaping Public Opinion?

Glenn Miller

THese are interesting times. The financial markets are in turmoil, oil prices are rising around the globe, and the death knell is being sounded for manufacturing in Ontario. But in any edition of almost any national newspaper, readers can find articles that offer contradictory evidence of how the world around us is faring. SUV production is down in North America but levels of car ownership are skyrocketing in India and China. European drivers are staging protests against additional taxes on gasoline and diesel but Asian countries are considering cancellation of gasoline subsidies. Manufacturers are closing factories in Ontario but economists are predicting that Asian exporters will lose their price competitiveness as fuel costs rise.

Columnists, whose mandates are very different from those of reporters, can be influential but not necessarily helpful to the public in sorting out contradictory signals. Like predators trolling for prey, columnists sift through press releases from agencies like Statistics Canada and select reports that catch their interest.

A case in point is a new report from StatsCan on “sustainable transportation,” that seems to have tried a bit too hard to find something good to say about transit usage in Canada. The result has been a series of rants in Canada’s national newspaper about the absurdity

of claiming that buses are more environmentally friendly than cars. A statistic in the StatsCan report that, properly explained, could be seen as “good news,” is portrayed as an example of woolly thinking. (The percentage of people walking and cycling to work in some cities is rising and included in the definition of “sustainable transportation” so this is obviously part of a plot to disguise the fact that relatively few people are taking the bus.)

So what are readers to think when they learn that the Ontario government is preparing to spend billions on public transit? Those who take the columnist’s musings at face value will no doubt absorb his conclusions and form opinions accordingly. This makes the job of planners harder. We may seek to influence public policy, have a hand in its implementation, and offer analyses on trends, but well-chosen criticism by opinion leaders can trump years of effort. Perhaps – as intimated in our cover story this issue – we need to pay more attention to the bigger picture in terms of what the public is being told about the state of play in cities?

Glenn Miller, FCIP, RPP, is editor of the Ontario Planning Journal and director, education and research, with the Canadian Urban Institute in Toronto.

Opinion

Who Will Save Alma College?

Cathy Nasmith

CANADA’S ARCHITECTURAL HERITAGE continues to decline. Even with the vastly improved *Ontario Heritage Act* that gives municipalities the power to stop demolition, fires, development pressure, and weak municipal councils continue to chip away at the stock.

The case that most clearly illustrates the impact of 30 years of failed Ontario heritage policy is the impending demolition of Alma College in St. Thomas. Even with the will to save the building, which the municipality clearly had, without some kind of funding to assist with restoration costs, the project is not viable for the private owner.

Ontario and Canada have failed miserably in providing the kind of routine support for property owners that is normal in the United States, Britain and other parts of Europe. Ongoing property maintenance keeps heritage buildings from becoming casualties. Maintenance money is not very sexy, but simple things like making sure the windows are painted, the masonry is point-

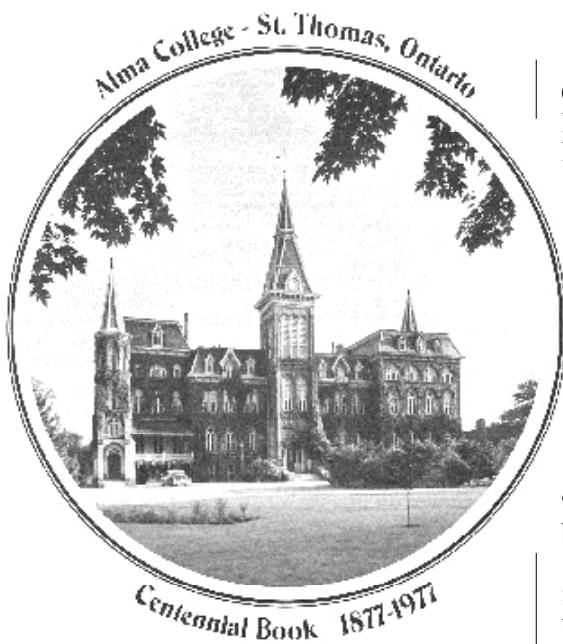
ed, eavestroughs are in place and the roof doesn’t leak will keep 19th century buildings in use indefinitely. They were built to last.

Even in a state of relative dereliction Alma College is spectacularly beautiful, rivaling University College or the Connaught Laboratory building at the head of Spadina Avenue in Toronto. If Alma College was in a larger urban centre, it would be getting front-page coverage in all the major media outlets, but in St. Thomas it is off the national media radar screen.

Designed in 1877 by Hamilton architect James Balfour and opened in 1881, the building has suffered demolition by neglect since it was sold by the College. St. Thomas Council stood by helplessly pre-2005 unable to force the owner to keep the building in a good state of repair. If they had attempted to use their powers, the counter move by the property owner would have been to apply for a demolition permit and the building would have been lost after six months. One developer stripped the property of its interior,

intending to redevelop for housing. The project didn’t go forward, but not before massive damage had occurred. The next owners, the Zubick family, did not take even the most basic preventative measures. What was repairable has become very expensive to reverse. Yet this is not a building that can be lost.

For the last couple of years the Zubick family and St. Thomas Council have been fighting it out in court with the town trying to use new powers to force repairs, the owners overturning in court the local heritage maintenance bylaw. The province sent in members of the Ontario Heritage Trust to try to mediate, but put no money on the table. Finally, in a behind closed door decision on the eve of the final Ontario Municipal Board hearing, the Town and the owners agreed to demolish all but the front entrance, possibly including the tower. Without a party to offer any expert testimony in favour of saving the building (the Alma College Foundation was denied party



The fading brilliance of Alma College

status by the OMB) the OMB had little option but to accept the agreement put forward by the parties before it, the Town of St. Thomas and the property owners.

Alma College IS front and centre for heritage preservation groups. It is on both Heritage Canada's and the Architectural Conservancy of Ontario's most endangered lists. Both organizations have written to the Minister of Culture to intervene to save it following the recent OMB decision that accepted the deal struck by the property owner and the municipality to permit demolition.

The last hope to save the building sits with the current Minister of Culture, Aileen Carroll. Because she has the power to intervene, if she fails to act the anger will be focused on the province. The Minister indicated that she would not comment or act until such time as the OMB appeal period has expired. It is discouraging that the standard response from the Minister of Culture to letters from the public pressing for action has been "I respect the Ontario Municipal Board's judicial process and the challenges faced in issuing a decision on Alma College" as well as "Staff from the Ministry of Culture and staff from the Ontario Heritage Trust worked with the owners, the City of St. Thomas, and other heritage stakeholders, including the Heritage Central Elgin committee to encourage dialogue to find solutions that would save Alma College and integrate the building into any new development."

Talk will not be enough to save this building.

The most important request to Minister Carroll came from Steve Peters, MPP, following a meeting with resident Dawn Doty, Dr. Robert Burns and Lara Leitch of the Alma College Foundation. In his letter to the Minister, he said "As a result of this meeting, and the many email messages, letters and telephone calls my constituent office and other MPP offices across the province have received on this issue, I felt compelled to write this letter." He goes on to request the Minister to issue a 60-day stop order should a demolition permit be issued, and to request an evaluation by the Ontario Heritage Trust of "whether or not Alma College may be eligible for provincial designation."

The Mayor of St. Thomas, Cliff Berwick, in a letter to constituent Bob Foster cuts to the heart of the matter. "In all my correspondence with the province and private individuals, including the Zubicks, no one has offered any money. . . municipalities can not afford to be the sole financial supporter to maintain heritage."

Dawn Doty, the neighbour of Alma who has gathered 3,000 signatures on a petition to save Alma, can't get a meeting with the Minister of Culture. She reports that in conversation with the Zubick family, the Zubicks would love to save the building but can't afford to do so. She doesn't understand why the province pledged \$7 million to save the Lister Block in Hamilton yet offers nothing for Alma, or why the province got involved in the Moore farmhouse in Sparta,

but ignores pleas to intervene in Alma. Good questions.

The province's respect for municipal or OMB process looks more like abdication of responsibility. It is not realistic for the province to expect a small municipality like St. Thomas to be able to deal with such a legal and financial challenge. The building's value is clear to anyone, yet the province has hung back far beyond the 11th hour.

I am still dreaming of a press event on the lawn of Alma College, with the premier and the Minister of Culture declaring never again, Alma College will be saved, the time has come to end demolition by neglect—the 30-year period of mismanagement of our heritage resources is over. Instead we may get the nightmare of watching this fine building reduced to rubble.

This article is reproduced with permission from Built Heritage News. Cathy Nasmith is the publisher of Built Heritage News and is also the President of the Architectural Conservancy of Ontario. She is a former member of OPPI.

Stop Press News: As we were going to print, we learned that Alma College burned to ground as a result of arson—just as local MPPs were meeting with Premier McGuinty to seek support for its preservation. See Journal online for updates.

Letters

Recognizing a Good Read

I WANTED TO TELL YOU what a great job the team has done with designing and publishing *Ontario Planning Journal* over the years. It's always such a good read—interesting, informative and relevant.

—Mark Seasons, PhD, MCIP, RPP,
Associate Dean Undergraduate Studies,
Faculty of Environmental Studies,
University of Waterloo

Editorial About Sustainability On The Mark

The world in which I work has abused terms like *sustainable* and *sustainable development* so much that in many cases, the context of the message and point of the message has no relationship to anything sustainable. The term just seems to sound good to the writer and fits

with "trend." Lord knows I have been as guilty as many writers for spinning terms.

The concrete pipe/cement industries are coming to terms with the whole issue and looking at concrete pipe and cement production in the context of the three pillars of sustainable development. I write numerous technical articles and case studies annually. I am doing the best I can to think about what I am writing and the correct use of terms. The longer people live, most begin to think about what they are saying and writing—I think!

—A. Grant Lee, MCIP, RPP,
AGL Marketing Limited, Halton Hills

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.

Go bold or Go Home

Paul J. Bedford



The profession needs to put its collective heads together

BELIEVE IT OR NOT, I have been writing this column in the *Journal* since the winter of 2005. I sincerely appreciate the opportunity it provides me to share ideas, pontificate about our profession and hopefully stimulate constructive dialogue about diverse planning challenges that we all face in the 21st century. It is pretty clear that the future is not what it used to be and that planners must be prepared to rise to the occasion.

However, I often wonder if anyone is listening. I can count the number of letters received to all my columns on one hand. This makes me wonder about our collective ability to develop more meaningful and personal ways to communicate with each other and our respective stakeholders. Despite all the rhetoric about smart growth, sustainable planning and complete communities, there are some disturbing realities to confront.

Notwithstanding an unprecedented development of medium- and high-density condo projects throughout the Greater Toronto Area, retail and employment development seems to be going in the opposite direction with a proliferation of car-dependent, one-storey buildings that take us further and further away from building transit-supportive growth. What is most disturbing

is that this pattern is now invading the City of Toronto with a huge one-storey drug store proposed right on the Danforth near Broadview and a very controversial power centre that will probably include a Wal-Mart on Eastern Avenue complete with almost 2,000 parking spaces. It will be the subject of a 12-week OMB hearing. This kind of development represents the suburbanization of the city, which is totally counterproductive.

Taking Stock

That is why I think Canadian Institute of Planners president Blake Hudema's remarks in the spring edition of *Plan Canada* are so timely. Blake asks where is our profession going and are we going with it? He believes that we are not that engaged in domestic affairs and advocates that planners must be leaders and find solutions.

Who would disagree? The question is, how? Where are the best starting points?

Both the current edition of *Plan Canada* and the *Ontario Planning Journal* provide food for thought on these questions and are full of insightful articles. However, I think the emergence of a new generation of young planners across the country is the key to finding solutions to current problems and

ideas for the future. They are smart, energetic and want to push the envelope more than ever. They will be living with the realities of climate change, peak oil and the costs of poor planning, so have a vested interest in changing the planning culture of the future.

Dark Age Ahead

In addition to Jane Jacobs' thoughts in her last book, other voices of concern are certainly out there. For shock value there is probably no better source than James Lovelock, a 88-year-old respected U.K. scientist who has been making surprisingly accurate predictions about the environment and climate change for 43 years. He sees the earth as a self-regulating super-organism and believes that global warming has passed the tipping point. It is now irreversible. He is shocked by the stupidity of people and observes that "people just want to go on doing what they're doing. They want business as usual. They say, oh yes, there's going to be a problem up ahead, but they don't want to change anything." Does any of this sound familiar?

He draws a parallel with how humanity came together to fight World War II to unite behind a strong sense of purpose. That is what he believes people want now. He predicts that western society may have about 20 years left to enjoy life as we know it before radical change will alter every aspect of our daily life. This is pretty heavy stuff for anyone to digest, but even he is optimistic that eventually humans will adapt and figure out how to live within the earth's means.

Future-Proof Planning

Ironically, the realities of global warming provide the planning profession with an opportunity to champion practical solutions that can help prepare to future-proof our communities against inevitable change ahead. As I have said many times in these columns, planners always have to remember that "everything is connected to everything." As such, we have a special role to play to show people how building complete communities that are not car dependent, and are sustainable over time relates to

future-proofing our cities and communities. It needs to be a very convincing and personal message.

We have our work cut out for us. As an example, just look at the recent front-page hysteria created by the media over rising gas prices to \$1.20/litre or the mere suggestion of road pricing. It makes you wonder what the reaction will be when gas reaches European levels of \$3.00/litre or more! Clearly, society is not at all prepared for the implications of this very predictable situation. How prepared are we?

A good example of this can be found in reading the two White Papers just published by Metrolinx (Greater Toronto Transportation Authority). The first paper, Vision, Goals and Objectives, goes beyond traditional measures of transportation systems by using an innovative series of local indicators to assess progress over time. The second paper, Preliminary Directions and Concepts, examines four transportation scenarios for the Greater Toronto Hamilton Area (GTHA) to 2031, ranging from a business-as-usual investment level of \$0.8 billion per year to an extensive transportation network requiring an annual investment of \$3.6 billion annually. All scenarios included the planned municipal and provincial road development program.

What is most revealing about this work is

that even the most ambitious investment scenario of \$90 billion over the next 25 years cannot achieve Ontario's Greenhouse Gas Emissions reduction target of 6% by 2014, 15% by 2020 and 80% by 2050! The Board of Directors has therefore instructed staff to develop additional test scenarios including one that assumes no new road construction of any kind to assess how this might impact the GHG Emissions reduction targets.

It is already clear to Metrolinx that in order to achieve the GTHA's economic, social and environmental goals, a combination of unprecedented transit investment, aggressive land use intensification in designated Urban Growth Centres and corridors in addition to the adoption of new revenue menus from both the public and private sector providing dedicated funding over 25 years will all be essential. A suite of mindset changes that reflect the true cost of transportation choices will also be needed. While this example may be dramatic it clearly illustrates that despite all the best intentions, we have only begun to appreciate the magnitude of what steps need to be taken to turn around the *Titanic*. Being bold is not just desirable; it is in fact the only approach.

The Way Forward

So how much of this do we really under-

stand? Are we seriously moving forward towards a sustainable future or just adding to the geography of nowhere? Time will tell, but with each passing year the task becomes more critical.

We know that the essential ingredients of community building require density, a transit culture, mixed land use, life cycle housing and mobility choices, a supportive public realm, community support facilities and services, a sound economic base, an inspiring planning vision and continuous, strong political leadership. These are the fundamental tools of our craft that we must successfully weave together into the fabric of sustainable city building.

It is no small task. In my view, the magnitude of change needed to the prevailing culture of planning has been vastly underestimated. We are all in for a rude awakening down the road unless we go bold.

Paul Bedford, FCIP, RPP, is contributing editor for Planning Futures. He teaches city and regional planning at the University of Toronto and Ryerson University, and is a frequent speaker and writer in addition to serving on the Board of Metrolinx, 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.

Communications

Wasted Paper

Philippa Campsie

I'M GETTING MORE AND MORE E-MAILS these days with a cheery little postscript: "Please consider your environmental responsibility—think before you print!" or "Tread lightly . . . please consider the environment before printing this e-mail." I appreciate the sentiment. Hey, I recycle and take my own bags to the grocery store. I'm not going to waste paper and ink if I can help it.

But I do see paper and ink wasted every day. Here are a few examples.

- Print-outs of PowerPoint presentations, three slides per page, including non-informational slides, like the one at the end that says "Thank you" or "Questions?" complete with little lines for notes I have no intention of making. Spare me.
- Attachments I do need to print out that

are one and one-eighth pages long. With a little care and thought, that one-eighth of a page could have been absorbed into the first page. Sometimes I can simply reformat the attachment, but not if it's a PDF.

- Envelopes I receive from utilities and other companies intended to be used for paying my bills—when I have been paying online for years.
- Notecards and scratch pads and address labels from charities I do not support. If I want address labels with kittens on them, I will buy address labels with kittens on them.
- Cardboard boxes around items that are already in carefully sealed containers, such as pain killers (to deal with the headaches of excess paper), or cans of sardines.

I could go on and on. I am drowning in paper. Sure, I recycle every scrap, but whatever happened to the first "R"—reduce? People are still using paper as if there is no tomorrow. The paperless society, promised all those years ago, is more remote than ever.

Now, I'm still addicted to my morning newspaper, which is much more comfortable than the online edition and doesn't object to spilled coffee, and I find research materials in hard copy much easier to handle than electronic files. But I feel we could do a much better job of conserving paper if we tried. For example:

- Why do we print out everything on 8 1/2-by-11-inch paper? Other sizes exist. Most laser printers can handle them.

- Why don't we make better use of the "Print Preview" function to ensure we are printing only the pages we really need?
- Why print meeting agendas for meetings that have only a few items? Write them up on a white board that everyone can see and leave it at that.

I'm sure you can easily think of many other paperless ways to do more of your business.

Finally, one of the reasons that printing out seemingly innocuous e-mails often takes more paper than you expect are those 10-line automatic signatures (sometimes with a pithy saying included) and those meaningless legal disclaimers. How's this for verbosity?

The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review retransmission dissemination or other use of or taking any action in reliance upon this information by persons or entities other than the intended recipient or delegate is strictly prohibited. If you received this in error please contact the sender and delete the material from any computer. The integrity and security of this message cannot be guaranteed on the Internet. The sender accepts no liability for the content of this e-mail or for the consequences of any actions taken on the basis of information provided. The recipient should check this e-mail and any attachments for the presence of viruses. The sender accepts no liability for any damage caused by any virus transmitted in this e-mail. This disclaimer is property of [. . .] and must not be altered or circumvented in any manner.

I am not making this up. They lost me in the first sentence, because if the material is confidential or privileged, why on earth were they sending it by such an insecure method as e-mail? And who do they think is going to read or heed all of that? And why can't they use commas? Such a waste of paper.

It's not just about thinking before you print. Think before you write. Verbosity kills trees.

Philippa Campsie, deputy Journal editor, workshop leader, 416-686-6173, pcampsie@istar.ca. Editor's note: it goes without saying that a hard copy Ontario Planning Journal is well worth the opportunity cost of the paper.

Environment

Province Proposes New Transit Regulation

Pamela Hubbard

HOW MANY TIMES have you been stuck on a highway crawling towards your destination? Or wanting to take public transit only to find out there isn't an easy way to get to where you want to go? The good news is that, in recognition of the current problems caused by congested roads and highways, the deficiencies in transit, and the growing population, the Province is investing heavily in transit projects over the next several years. As planners we can applaud this commitment to relieving congestion and moving towards sustainable transportation systems.

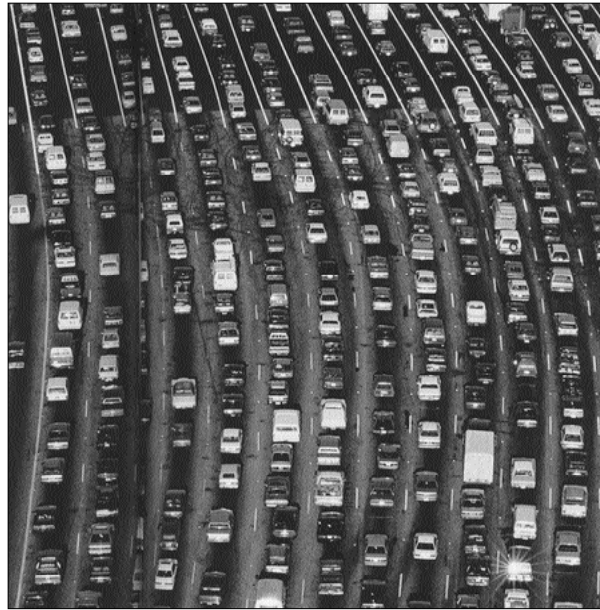
In support of this transit investment, the Ministry of Transport has drafted a Transit Priority Statement that re-iterates what all of us know from experience—transit has to be a vital part of the future planning for our communities. This 6-page Statement is intended to provide the rationale for a proposed regulation to exempt transit projects subject to the *Environmental Assessment Act* as long as a specified 4-6 month consultation and approval process is followed. The thinking seems to be that transit is needed, there are significant benefits to the people of Ontario and therefore it shouldn't be subject to the same planning and approval process as other public and private sector projects.

This proposed regulation would be used

at the discretion of proponents to facilitate a faster EA approval for transit projects should they wish to use it. It would apply to GO Transit, MTO and municipalities as well as Metrolinx. The proposed regulation outlines an approval process that starts after the planning for the project has been completed—that is, once a preferred project has been identified. It requires a Notice of Commencement, consultation on alternative methods (a draft EA report) and notice of the review period for a Final Environmental Project Report. Five months are provided for this process. An additional

35 days is provided for the Ministry of the Environment to deal with appeals.

Although the planning that must occur prior to the Notice of Commencement would not have mandatory requirements as per the EAA or any Class EA, the Ministry of the Environment would still



Freelife traffic a thing of the past

expect that "pre-planning activities" may (not shall) include elements of planning specified in those EA documents. To this end, they are proposing to prepare a Guideline of their expectations of "pre-planning."

In this proposed regulation MOE would still be involved with appeals but could forfeit its authority if the Minister does not make a decision within 35 days. Perhaps the most disturbing element of the regulation is that appeals to transit projects fol-

lowing this process can be made only on the basis of a “matter of provincial natural environmental or cultural heritage importance, or a matter related to a negative impact on an established or asserted aboriginal or treaty right.” Apparently, social, economic or technical matters are not considered significant enough for an appeal. All other concerns are at the discretion of the proponent to resolve—or ignore. At recent stakeholder discussions, this was identified as a significant shortcoming of the proposed regulation, because it puts proponents at risk of significant delays if there are judicial reviews on due process.

Can this proposed regulation actually provide for building much-needed transit in a timely way while still maintaining the intent and requirements of the EAA? Or is it simply a way to avoid the EAA and relegate public decision making to experts and politicians? Where will this end?? Waste projects? Energy projects? Will every crisis caused by insufficient provincial planning result in a blanket exemption to the EA Act?

More and more, governments are recognizing the need for collaborative planning in providing for the anticipated increases in population that affect how our communities grow. The Ministry of Municipal Affairs, when John Gerretsen was at the helm, recently led one of the most progressive and inclusive planning exercises in Ontario history to protect green space and plan for unprecedented growth—and did so in a collaborative way that won national and international awards. Now Minister Gerretsen is needed to apply his leadership to provide for a progressive approach to infrastructure development that reflects the intent and purpose of the EA Act.

The fear is that transit projects will be delayed too long if their planning processes are subject to the EA Act. Perhaps a better solution to address that fear would be for the Province to invest in providing proponents with the tools they need to efficiently and effectively manage collaborative and innovative infrastructure planning processes and to ensure that municipal and ministry offices are staffed and resourced in a way to provide timely and effective advice throughout the planning process and response to appeals. The mechanisms (that is, Class EAs) are already in place for proponents to carry out self-assessments. It has been a mere nine months since the municipal Class EA was amended to include transit projects, but it could always be amended again if needed.

The question is—what resources do pro-

ponents need to use those processes more effectively and to have appeals dealt with expeditiously? In answering this question in a collaborative way, perhaps the solution will be more evident and less out of tune with the EA Act and good planning practice.

Both documents can be found at www.ontario.ca/environmentalregistry. While the official deadline for comment on these documents has passed, you could always contact the Ministry of the Environment to voice your opinion.

Pamela Hubbard, MCIP, RPP, is a past president of the Ontario Association of Impact Assessment. She is the sole proprietor of PMHubbard and Associates, offering strategic advice on integrated planning, environmental assessment and collaborative processes. She can be reached at phubbard@sympatico.ca. Steve Rowe, MCIP, RPP, is the principal of Steven Rowe, Environmental Planner. He is also contributing editor for the Ontario Planning Journal on Environment.

Legislative News

Be Careful What You Wish For

Noel Bates



Someday, boys, all this will be infrastructure (apologies to the New Yorker)

LESS THAN SIX MONTHS AGO United Kingdom Labour Party MP and Secretary of State Hazel Bears rose in the British House of Commons and announced a “major step forward” in the area of planning in the United Kingdom.

She announced to the House: “The Bill will reform the planning system to make it fairer, more efficient and ready to equip Britain for the challenges of the 21st century. It will speed up decisions on major projects that are vital to our economic future.”

To the great relief of the members of the House she refrained from reading the Bill—

which she pointed out was similar in length and importance to the first Bill introduced as the *Town and Country Planning Act* in 1947. It took 2 hours to read.

This Bill—which is 140 pages long—implements proposals in the Planning White Paper of 2007 to amend the planning regime, including introducing a single consent regime for major infrastructure projects, establishment of an independent Infrastructure Planning Commission and making changes to the town and country planning system.

At present development consent for

nationally significant infrastructure projects is provided for in various pieces of legislation. Some of the Bill's explanatory notes are helpful to understanding what is being said.

Decisions on airports are taken under the town and country planning system, but there are special statutory regimes for particular types of infrastructure, such as power stations and electricity lines, some gas supply infrastructure, pipelines, ports (where development extends beyond the shoreline), roads and railways.

Except in the case of airports (where applications are made to the local planning authority), applications for the necessary permissions and powers must be made to the relevant Minister.

The procedures for determining applications vary, but a local public inquiry is generally conducted by a planning inspector who examines the project in detail and considers objections. Evidence is typically tested by the cross-examination of witnesses. The inspector then writes a report including recommendations which is submitted to the Minister.

She considers the report and decides whether the project should be granted the consents and powers needed to allow it to proceed. In doing this the Minister must have regard to relevant government policies. It is Government policy that powers to acquire land compulsorily should be granted only where there is a compelling need in the public interest. The legislation provides very

little scope for Parliament to be involved in examining applications.

In 2006 the Government commissioned a inquiry to consider how planning policy and procedures could better deliver economic growth and prosperity in a way that is integrated with other sustainable development goals.

The Government also asked there be an examination to determine how delivery mechanisms for transport infrastructure might be improved within the context of the Government's commitment to sustainable development.

In December 2006 the Review of Land Use Planning was produced and in 21 May 2007 the Government published its response: the White Paper, Planning for a Sustainable Future. Twelve weeks of consultations followed. The White Paper set out proposals to reform the regime for development consent for nationally significant infrastructure, and other measures to change the town and country planning system.

The new *Planning Act* introduces a new system for approving major infrastructure of national importance, such as harbours and waste facilities, and replaces current regimes under several pieces of legislation. The objective is to streamline these decisions and avoid long public inquiries.

Key areas

- Decisions would be taken by a new Infrastructure Planning Commission.

- Decisions would be based on new national policy statements.
- The hearing and decision-making process by the Commission would be timetabled.
- The new regime would be used for energy developments like nuclear power.
- The Secretary of State would no longer have the final say on major infrastructure decisions.
- There would be a new Community Infrastructure Levy on developments to finance infrastructure. The idea of this would be to raise money from developers to pay for facilities needed as a consequence of new developments, such as schools, hospitals and sewage plants.
- Planning appeals for minor developments would be heard by a panel of local councillors rather than by a planning inspector.

The new Planning Bill will implement proposals in the Planning White Paper to amend the planning regime, including introducing a single consent regime for major infrastructure projects, establishment of an independent Infrastructure Planning Commission and making changes to the town and country planning system.

This Bill extends to England and Wales and Scotland; but to Scotland only in the case of the construction of an oil or gas pipeline which crosses the border into England.

All of this comes in response to the now hugely successful but much delayed Chunnel project—the tunnel which provides a high-speed rail link under the English Channel. It took millions of Euros to construct and faced many delays, mostly on the English side. For example, it took Britain almost 15 years to complete—from planning to last spike — its 100 kilometre high speed rail link because of the multiple layers of planning bureaucracy.

In the 1990s the writer recalls a politician proclaiming that government programs were being introduced to make something “more efficient.” That was former Ontario Premier Mike Harris. Those words became the flash-point of a political revolt; it spawned a Massey lecture series by Janet Gross Stein in 2001—“The Cult of Efficiency.”

Already the government in England is facing protests that it is sacrificing individual rights in favour of steamrolling planning events.

In Ontario Provincial Liberals might be wise to pay attention.

Noel Bates, BA, JD, MCIP, RPP, is Legislative Editor. He is a planner and a lawyer with offices in Creemore. He can be contacted at landplan@rogers.com



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North South Cooperation on Urban Design

Robert Glover and Carmen Franky

THE STUDIO NORTE/SUR was established at the University of Toronto Faculty of Architecture Landscape and Design in 2006 to give Urban Design graduate students the opportunity to study the urban design issues of Latin America through a design-based studio. Sponsored by Toronto developer Paul Oberman and Equifund, Inc. and with additional funding from Bousfields Inc., the studio covers the travel and incidental costs of the students and visiting faculty of the program.

The first studio, which was focused on the urbanism of Bogotá, Colombia, occurred in 2006, and was described in this magazine in March and May of 2007. The second studio, in 2007, focused on Santiago de Chile.

Santiago a historic centre

Santiago, the capital of Chile, is today one of the most prosperous cities in Latin America.

Regional Santiago contains approximately six million people and consists of 37 individual municipalities, including the municipality of Santiago. In terms of population, regional Santiago is roughly equivalent to the population of the Greater Toronto Area, although it is significantly more compact in its geographic area. With a local population of approximately 200,000, Santiago remains the historic centre of the urban area.

Many of the planning challenges facing regional Santiago will seem familiar: rapid population growth, environmental degradation and pollution, and the need for significant new urban and social infrastructure. But despite its relative prosperity, it also includes challenges that are not as familiar, including a significant level of poverty and an urban structure and pattern based on social segregation and exclusion between the social classes. In many respects the regional city is a geographical matrix that sets out social and economic status through place of residence.

Much of its urban character developed during the 20th century. As the city grew, the financial centre and the wealthier social classes generally moved east from the historic city centre in Santiago to newer municipalities created along the Mapocho River (such as Providencia, Las Condes, Vitacura, Lo Barnechea). In terms of architectural and



View looking over Santiago from "El Cerro San Cristobal"

urban character, these municipalities reflect the times in which they were built, but all have the appearance and amenity of being part of a wealthy European city and were supported by a corridor of modern urban infrastructure.

Historically the poor were generally locat-

ed south of the centre. As the population grew during the 20th century, the poor were moved further south into areas that had been rural and lacking in basic infrastructure. The Pinochet dictatorship exacerbated this by forcibly relocating the poor from the centre to areas in the far south (now the



Jan Kroman project, perspective

municipalities of La Florida, Puente Alto and La Pintana) with little or no infrastructure, little or no transit, and few employment opportunities and social facilities in proximity. These municipalities had, and in some areas continue to have, the urban character and amenity of poor Third World areas.

The east-west orientation of the City's urban infrastructure and amenities favoured access to the centre by the residents of the wealthy Mapocho corridor, whereas the disjointed north-south road pattern and transportation infrastructure limited convenient access by poorer residents in the south to the services and employment found in the centre.

Dictator disbanded planning in Chile

The policies of the Pinochet dictatorship during the 1970s and 1980s also exacerbated this situation by abolishing urban planning in favour of the market, resulting in extensive regional sprawl.

Since the return of democracy, the national and municipal governments, sometimes working with the assistance of international agencies (including CIDA), have attempted to address issues of urban management, growth, infrastructure, equity and personal safety, in a manner that will develop a more cohesive, livable and sustainable urban region for all of its residents.

A major part of this has focused on the planning and urban design of the City, both in terms of its structural logic and at the scale of the local neighbourhood and street.

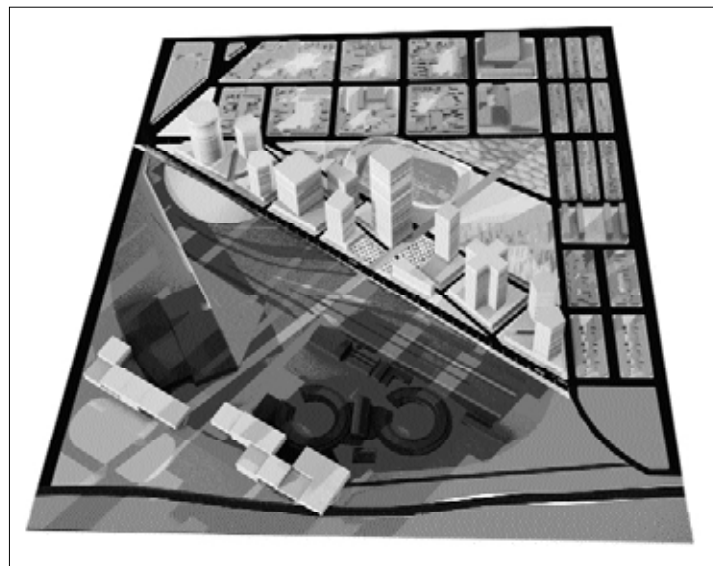
To this end, a number of inter-related initiatives have occurred. The Municipality of Santiago has promoted and directly developed mixed-income residential intensification projects of underutilized areas of the centre. Over the past decade, the Santiago Metro system has been significantly expanded to serve a greater part of the urban area, including lower-income areas, and in 2007 the entire public transit network of buses and subways was operationally integrated into a single system by the national government.



Cathrin Winkelmann project, showing the amphitheater

Measures have been taken to reduce the pollution caused by vehicular traffic. Greater efforts by government have also been made to both intensify the centre of the City and to decentralize and improve access to social

Urban Recovery of Vacant Sites), which proposed a strategy of redevelopment around the ring of lands that had comprised Santiago's inner belt-line rail corridor. Roberto Moris and Marcelo Reyes were originally involved as students in 1998-99 with the CIDA co-sponsored Sustainable Santiago Project, which included both Robert Glover and Toronto architect Peter Gabor. Our studio was in was in large part based on this initiative.



Jan Kroman project

services and facilities across the City.

The upcoming Bicentenary of the Republic in 2010 has also offered an appropriate national occasion to identify and undertake important urban initiatives, as occurred during the Centennial celebrations of independence from Spain in 1910. At that time important landmarks and open spaces were built in the centre of Santiago, including the riverfront Forestal Park, the National Library, the Museum of Fine Arts and the Mapocho rail station. These buildings and spaces epitomized the central role of 19th and 20th century European urbanism, which in various forms was to have so much influence on 20th century Santiago.

In October 1999, after reviewing numerous urban proposals and ideas for the Bicentenary, the Government of Chile selected the architectural thesis project of students Roberto Moris and Marcelo Reyes entitled "Frontera Interior de Santiago, Alternativas de Recuperación Urbana de Vac'os Interiores" (The Interior Frontier of Santiago, Alternatives for the

Urban Recovery of Vacant Sites), which proposed a strategy of redevelopment around the ring of lands that had comprised Santiago's inner belt-line rail corridor. Roberto Moris and Marcelo Reyes were originally involved as students in 1998-99 with the CIDA co-sponsored Sustainable Santiago Project, which included both Robert Glover and Toronto architect Peter Gabor. Our studio was in was in large part based on this initiative.

The challenge of Santiago's inner ring

The Santiago Inner Ring Project, the "Anillo Interior de Santiago," is an Urban Recovery Strategy that is being promoted by the Ministry of Housing and Planning (MINVU) as an emblematic project for the celebration of the Bicentenary of the Republic.

The Inner Ring, which defined the historic urban boundary of Santiago, comprises

the lands of Santiago's original belt-line rail corridor. Today the Inner Ring coincides with the internal municipal boundary between Santiago and 12 other municipalities.

The project was aimed at recovering areas degraded by the presence of the abandoned railway infrastructure and the adjacent under-used or former industrial zones. As a whole, the development potential amounts to approximately 250 hectares of land located near the centre of the regional Santiago, most owned by the State Railway Company, the Office of National Assets, The Housing and City Planning Service (SERVIU) and the municipalities. The ownership makes it possible to implement a public-sector strategic management plan for the lands.

The purpose of the management plan is to create the conditions necessary to stimulate new public and private redevelopment which can convert the degraded areas into new or improved mixed-use areas and neighbourhoods equipped with better public spaces, new green areas, more facilities, new services and enhanced connectivity and transportation. It will increase the population density in the city centre overall, resulting in a reduction in the travelling time for the inhabitants, reduced levels of transportation related pollution, and the creation of a new urban image for these areas. Several significant public- and private-sector projects in and near the Inner Ring have already been undertaken in concert with this strategy, including extensions to the Metro subway system, the Quinta Normal Intermodal station, new licensed roads, the creation of a new Justice Centre and Court House the Matucana 100 cultural centre, and a new regional library.

Robert Glover, MCIP, RPP, is a partner with Bousfields Inc. Carmen Franky works with Robert on the urban design studio.

Canadian planners continue to be recognized by APA

Gordon Harris

LAST YEAR IT WAS the provincial Growth Plan. This year, the APA recognized Univercity, the sustainable mixed-use community project on Burnaby Mountain, B.C., with its National Planning Excellence Award for Innovation in Green Community Planning. According to Gordon Harris, President and CEO of the Simon Fraser University Trust, the APA award "reflects the commitment and dedication of not only the Trust team and Simon Fraser University but also our developers and the City of Burnaby." In a glowing article in the current issue of *Planning*, Univercity is praised for its long-term vision and practical use of technology. One of the newest residential buildings, the Verdant, is 65% more energy-efficient than code, saving the equivalent of 375 tons of GHGs annually.

Gordon Harris is a frequent contributor to the Ontario Planning Journal, and a regular presenter at CIP conferences with colleagues Glenn Miller from the CUI and Dr Ian Ferguson, from Toronto, on the topic of aging and mobility. Univercity is often cited as a successful example of inclusive design.

For more information visit www.sfu.ca/sfunews/sfu_news/archives/sfunews06290611.shtml.



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Aurora's Charles Henry Sheppard Estate: A model example of adaptive reuse and energy efficiency in a heritage resource

Michael Seaman

ONE OF THE MOST SATISFYING aspects of working as a municipal heritage planner is that, no matter how much you think you know about your community's heritage, and how complete your municipal heritage register is, there is always something new and interesting to discover.

This is what occurred in Aurora this year when a long-silent old house located in the Sheppard's Bush Conservation area finally had its story told.

Sheppard's Bush Conservation Area is a beautiful treed property overlooking the Holland River Valley and one of the most popular and accessible natural recreation areas in the north part of York Region. It has been owned by the Ontario Heritage Trust (OHT) since the early 1970s when it

was donated to the people of Ontario and Aurora by its then owner, Reg Sheppard. Today it is administered by the Lake Simcoe Region Conservation Authority (LSRCA) and the Town of Aurora in partnership with the trust.

As a resident of Aurora I had always wondered about the history of the large and unusual stucco-clad house that sat in the middle of the bush. Most of the material available and interpretive focus of the property was associated with the rich natural heritage of the site. The Ontario Heritage Trust, for example, recognized the park for its natural heritage significance only.

This view of Sheppard's Bush began to change early in 2007 when an inquiry was received from the LSRCA about changing

the function of the old house in the park from residential to office uses. Since the property was listed on the Aurora Register of Properties of Cultural Heritage Value or Interest, and the change of uses might impact the heritage character of the building, as planner responsible for heritage for Aurora I suggested that a commitment to support designation be secured as a condition of approval of the application and that the architectural plans be reviewed to determine the impact, if any, on the heritage character of the building. A meeting was arranged in the house to discuss the proposed changes and designation with the LSRCA, OHT and the prospective Tenants—The STORM Coalition (Save the Oak Ridges Moraine) and the Winfall Ecology Centre, a non-profit organization that brings environmental solutions to homes, businesses, institutions, and communities. This organization was proposing not only to use the house for office space but also to use it for a demonstration centre for environmentally efficient upgrades to older homes.

In considering potential energy efficiency upgrades, my first impression before visiting the house was that provided there was no impact to the exterior, whatever was being proposed to upgrade the interior should generally be acceptable. When we actually visited the house with the stakeholders, however, we realized that the house was a very special and unique resource that was going to require a higher level of care and attention. What we encountered were beautiful, high-quality Arts and Crafts interior of dark, crafted woodwork, built in cabinetry, coved ceilings which had been virtually untouched from the time it was built. It was certainly the most significant house in Aurora and possibly the entire Region of York.

The visit inspired further research by the Town and the Ontario Heritage Trust to learn the story of the unique house and it became clear to both that Sheppard's Bush could no longer be considered just a site of natural heritage significance, but also one of major cultural heritage significance.

We learned the house was the former of home of Charles Henry Sheppard, who had made his fortune with the Simcoe County lumber industry, the most prominent of his interests being the Georgian Bay Lumber Company. In 1920, Sheppard acquired property on the edge of Aurora overlooking the Holland River Valley and hired young Architect Alvan Sherlock (A.S.) Mathers to design the house. Mathers was a talented architect who formed the firm Mathers and Haldenby which became one of Canada's



Unique heritage property at Shepherd's Bush

most prominent architectural firms of the 20th Century. Charles Sheppard commissioned Mathers to develop a design for the house and other buildings on the site with the influence of the English Arts and Crafts movement. With its irregular form, steep pitched roof and banks of multi-paned windows, "Brooklands," as the Sheppard House was known, shares many similarities with English manor houses of the medieval period. The interior of the house carries on the Arts and Crafts influence.

While Charles Sheppard himself was a significant individual for his work in the Simcoe County lumber industry, the contributions of his children were also notable. Daughters Edith and Margaret Sheppard were female pioneers in the legal and chemical engineering professions, and son Reg Sheppard, a successful prospector, made a tremendous act of philanthropy when in 1971 he donated his family home and estate to the people of Ontario.

The timing of the donation in the early 1970s had a number of different results for the park. As a site of potential cultural heritage significance, the then 50-year-old estate and its Arts and Crafts architecture was simply not on the radar in 1971. At the time there was even consideration of having the buildings demolished. As a prime demonstration that the notion of "What is heritage?" continues to evolve, now almost 40 years later the architecture and history of the site is certainly appreciated. This is demonstrated by the fact that it was by far the most popular site last August for Doors Open Aurora 2007.

Another positive factor of the timing was that with only one private owner in 50 years, the building was never changed to the needs of a new purchaser. The LSRCA has maintained but not changed the house during this time and, as a result, it is today a remarkably intact time capsule of the architecture of another era.

After much work and cooperation between the Town, LSRCA, OHT and the future tenants, the former Charles Henry Sheppard Estate is on the verge of a new era of heightened awareness and appreciation for the heritage of the property and greater access for the public to view this treasure. In January 2008, the Town of Aurora formally designated the property under Part IV of the *Ontario Heritage Act*. The designation includes not only the house, but also the out buildings, sugar shack buildings and the historic landscape plan—developed in the early 1920s by the University of Guelph, and the sugar bush.

The building is soon to receive new life as

the office of STORM and the Winfall Ecology Centre and, with the cooperation of all stakeholders, is set to become a positive demonstration of how heritage and environmental efficiency can work together. Careful planning is being undertaken to achieve this goal and input from a number of heritage and energy efficiency experts has been received. A contribution that Aurora heritage staff made to this process was to facilitate a joint review of the house by David



David Wylie, window restorer (left) and Brent Kopperson (right), founder and executive director of the Winfall Ecology Centre

Wylie, one of Ontario's foremost historic window restorers and Brent Kopperson, Founder and Executive Director of the Winfall Ecology Centre. Since windows are both a major contributor to the heritage

character and a potential area of energy upgrades, this was a key area of consideration.

These are exciting times for Sheppard's Bush, and it is hoped that these initiatives will inspire a greater awareness of this significant heritage resource and its natural landscape. With the help of Winfall Ecology Centre, it will provide a much-needed source of inspiration about energy efficiency and heritage resources.

For those interested in visiting the Charles Henry Sheppard House, it will once again be a feature site for the Doors Open Aurora festival which is being held on Saturday, August 16, 2008. The grounds of the Sheppard's Bush Conservation Area, located at 93 Industrial Parkway South, Aurora, are open to the public year round. For more information look for Doors Open Aurora on the Doors Open Ontario Website: www.doorsopenontario.on.ca.

Michael Seaman, MCIP, RPP, is a community planner with the Town of Aurora, and contributing editor for the Heritage column.

He has recently accepted a new position with the Town of Oakville.



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Here's O'Toole again

The Best Laid Plans: How Government Planning Harms Your Quality of Life, Your Pocketbook, and Your Future

Author: Randal O'Toole
Publisher: Available on-line from the Cato Institute at www.catostore.org
Pages: 416 pages
Price: \$22.95 (U.S.)

Review by R. Christopher Edey

PLANNING CONFERENCES TEND to be cozy affairs, where the prevailing assumption appears to be that if only planners had a tad more influence (with politicians and NIMBYs having a little less) our urban areas would turn out much better than they do. If the history of the rational-comprehensive era—where the expert

reigned supreme—was not warning enough in this regard, Randal O'Toole's *The Best Laid Plans: How Government Planning Harms Your Quality of Life, Your Pocketbook, and Your Future* basically sets a bull loose in the profession's china shop of orthodoxy.

O'Toole's thesis, which draws upon a wide range of research on American forestry, transportation and urban planning, can be condensed into four main points as follows:

- Long-range, comprehensive planning is impossible because: (1) urban areas are so large and complicated that it is impossible to collect sufficient (and accurate) data; (2) what data can be collected must be simplified to the extreme to make it usable (compounding any errors and omissions); and (3) by the time that a planner has muddled through problems one and two and actually written the plan, the facts have changed and the resulting plan is obsolete before it leaves the print shop.
- Planners, as a profession, are ill-suited for the job anyway, placing too much emphasis on qualitative and subjective notions such as design and lifestyle and too little on the quantitative and measurable. Like any other profession, planning is subject to under-scrutinized and

over-applied fads. Radiant City anyone?

- Incentives matter, even when everyone is ostensibly working for the "public good." Politicians will bring home the bacon to maximize their chances of reelection; civil servants will look to expand their influence and budgets; while special-interest groups will demand action on their issue.

All three combine to create ever-expanding government spending and regulation.

- Wherever possible, defer to the market. Given all of the above, people should be given maximum possible control over their lives and choices. O'Toole suggests greater cost/benefit transparency through the widespread application of user fees, and narrowing

the mandates of public agencies

while tying their budgets to said user fees and exposing them to competition.

The 40 pages of endnotes speak to O'Toole's doggedness as a researcher, yet the occasional bald-faced unsupported assumption does rear its head. Also, the book could use a good editor, as several passages are repeated verbatim in related chapters. That said, these technical quibbles are minor, and the book is a highly readable 355 pages, divided into 48 short and focused chapters.

Though *Ontario Planning Journal* readers



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are unlikely to agree with O'Toole's recommendation that municipalities "shut down their planning departments [and] phase out their zoning codes" *The Best Laid Plans* also contains a host of more applicable insights. Specifically, how often does OPPI recognize results as opposed to plans via its awards? After all, while we produce plans, it is the results, often many years in the future, that people will live with. Secondly, how rigorous are we as professionals in quantitatively measuring the successes and failures of past plans and applying this knowledge, as compared to following the pack of other jurisdictions in applying the present trend? O'Toole notes that between 1959 and 1990 about 200 American municipalities closed existing streets to create pedestrian malls and that by 2002 all but 30 had been restored to their original condition following the failure of the pedestrian mall. Finally, as municipal planning departments continue to add, or be assigned responsibilities (for example, fighting climate change) to what extent do these new responsibilities conflict with existing incentives, regulation and plans and how can these conflicts be mitigated?

In sum, planners will get great value from reading *The Best Laid Plans*, if only to perform a healthy check on the assumptions that underlie our profession. Why is this important? As explained by Nassim Nicholas Taleb in *The Black Swan: The Impact of the Highly Improbable*, while a given "expert" can increase his knowledge at a certain rate, his confidence in his own knowledge will grow at a far faster rate. That's where danger and enormous errors lie in wait.

The Best Laid Plans is available on-line from the Cato Institute at www.catostore.org

R. Christopher Edey is the Communications and Urban Planning Manager for the CAMH Redevelopment Office. He can be reached at rcedey@yahoo.ca.

David Aston, MCIP, RPP, is contributing editor for *In Print*. He is also a planner with MHBC Planning Limited in Kitchener. Readers interested in doing book reviews should contact David at daston@mhbcplan.com.





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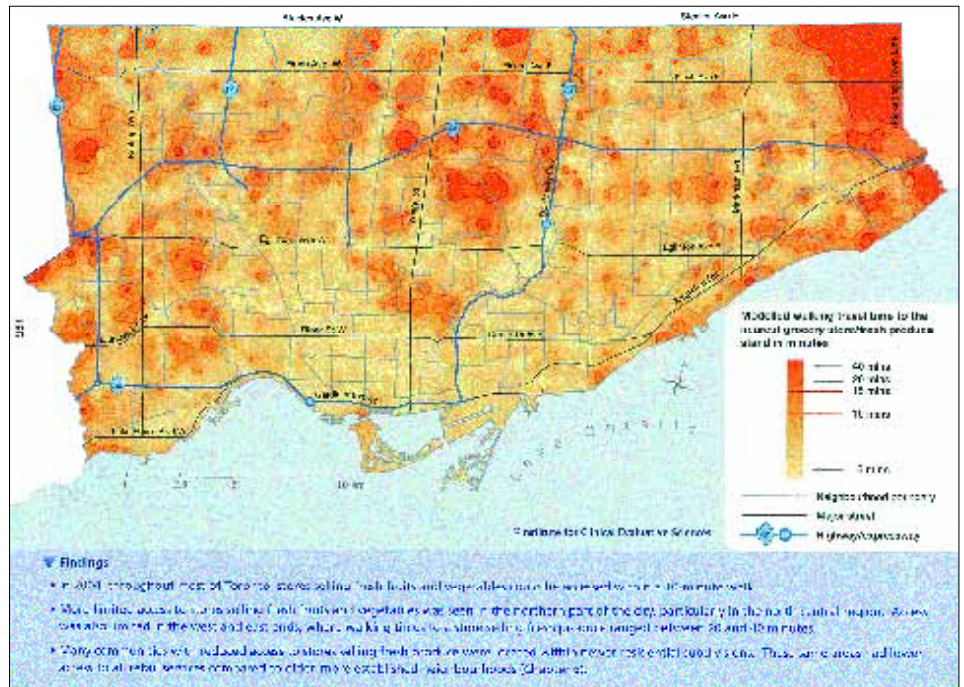
Researchers at St Mike's Map Diabetes

RESearchers at St Michael's Hospital in Toronto have produced a remarkable atlas of maps that set out the geographic implications of dozens of variables that potentially have an impact on diabetes. As chief scientist and lead editor for the project, Dr Richard Glazier, notes, "Diabetes has reached crisis proportions and meets the criteria to be recognized as an epidemic." The full name of the atlas is "Neighbourhood Environments and Resources for Healthy Living—A Focus on Diabetes in Toronto." Dr Glazier and his team are based at the Institute for Clinical Evaluative Sciences.

The atlas, which took three years to assemble, benefited from input from numerous organizations and institutions, including the Centre for Research on Inner City Health,

the Li Ka Shing Knowledge Institute at St Michael's Hospital, and all orders of government, and NGOs. The publication in hard copy—really the only way to appreciate the scope of the project—was made possible by a grant from BMO and the institutions above.

At the release of the hard copy atlas, mention was made of the OPPI healthy communities initiative, and the opportunities for planners and health researchers to collaborate. "Changing behaviours related to diet and activity on a population level will likely require multiple interventions across diverse sectors, as well as a fundamental shift in how the public views these issues," Dr Glazier and his co-collaborator, Dr Gillian Booth, suggest. Copies can be obtained from ICES by telephoning 416 480 4055 and speaking to Anne-Marie Tynan, research coordinator.



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