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ONTARIO PLANNERS: VISION • LEADERSHIP • GREAT COMMUNITIES

A PATTERN OF PATTERNS
Building on the Layers of Past Development

Layering Ideogram, Seaton



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Ontario Planners: Vision • Leadership • Great Communities

25
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ONTARIO PROFESSIONAL PLANNERS INSTITUTE
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Canadian Institute of Planners

**INSTITUT DES PLANIFICATEURS
PROFESSIONNELS
DE L'ONTARIO**

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ONTARIO PLANNERS:

VISION · LEADERSHIP · GREAT COMMUNITIES

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The New Ontario Pattern

The future begins with the past

John van Nostrand

“The pattern of field, woodland and road that covers the Ontario countryside grew gradually from the first small clearings, but it was not, as some may suppose, a haphazard growth, depending on the enterprise and choice of the individual settler. From the first, the government exercised a fairly rigid control over settlement....”

—V. B. Blake and R. G., *Rural Ontario*, UofT Press, 1969

“If the city is to be known to its citizens as a ‘legible’ one, they must be able to read it as at least one, but preferably several, superimposed and easily recognizable patterns. Within these patterns a mix and swirl should find public open space for its deployment.”

—Joseph Rykwert, *The Idea of a Town*, MIT Press, 1995

AND SURVEY, REGULATION AND PLANNING have long served as the underpinnings of colonization. This was as true for the Roman Empire as it was for the British Empire. When the British withdrew to Quebec City to reflect on the American Revolution, they blamed the loss of the Thirteen Colonies as much on their loss of control of land as they did on misguided taxation policies. Under the guidance of Governor-in-Chief of British North America Guy Carleton, Lord Dorchester, and his Lieutenant-Governor of Upper Canada, John Graves Simcoe, they planned and executed the survey of Upper Canada from Cornwall west to York (Toronto) and on to Windsor—the most extensive surveys even undertaken in Canada.

Within six years, southern Ontario was divided up into Counties, Townships, Concessions and Lots that were handed out one-by-one to prospective settlers. As a result, an entirely new pattern was imposed on the pre-existing natural and aboriginal landscapes—one which formed, and continues to form, the primary physical framework for rural settlement and urbanization.

This new, completely unnatural pattern legally undermined the country’s earlier inhabitants—the First Nations and French—as they lost their tenure. At the same time, the framework established the lens through which settlers and immigrants formed, and continue to form, their idea of the meaning of nature and landscape; not to mention their views of each other. This framework remains so pervasive today that its inhabitants are barely aware of its implications for everyday life.

In the historical development of settlement, it is possible to distinguish four periods of growth defined by different approaches to planning manifested in four different patterns.

The Colonial Pattern

The colonial pattern was a new, highly organized and highly regulated system of the control of settlement that defined both rural and urban life in Upper Canada. The pattern was based on plans for two ideal townships—one for an “inland” township 10 miles square, and the other an “inland” 9 miles wide by 12 miles deep. In both, a central one-mile-square “town plot” was surrounded by a “town common” and “park lots”—smaller farms of approximately 25 acres intended for subsistence farming by the town’s inhabitants. In turn, these were surrounded by larger farm lots of 100 to 200 acres (see Figure 1) set out in 7 to 12 “concessions.” In fact, very few of the towns were ever laid out—Cornwall is an exception—and the pattern came to be one that defined predominantly rural life.

An idealized plan (see Figure 2) of the period shows the colonial Government’s initial plan for eastern Ontario, with counties and townships laid out along the Ottawa and St. Lawrence Rivers.

The Unplanned Pattern






The highly structured colonial pattern began to break down in the mid-1800s with the advent of scattered urbanization and the rise of villages and small towns. What followed was a second period of relatively unplanned urban development, loosely regulated by government. Towns, villages and eventually cities continued to expand, largely at the initiative of individual landowners. Typically, these would-be speculators and developers subdivided their farm, park or town blocks into residential and commercial lots along the Concession Roads, or clustered into small, informal neighbourhoods.

In Toronto, which was typical of most larger cities, unplanned growth took place from roughly 1830 to 1950, guided only by the framework of the original surveys. This type of growth is described



Figure 1: The Colonial Pattern. An early farm in Upper Canada

The Cover

-  Hydrology & Natural Features
-  Survey Lines
-  Existing Road Network
-  Proposed Collector Roads
-  Proposed Arterial Roads

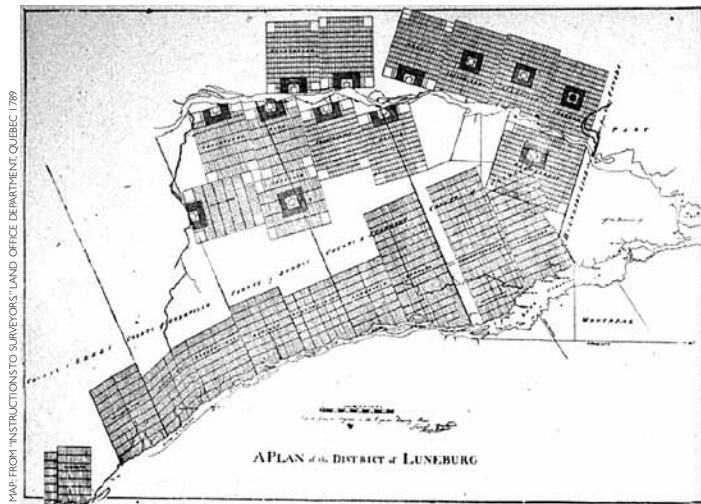


Figure 2: An idealized plan for Upper Canada



Figure 3: The Unplanned Pattern. Earlscourt, Toronto, circa 1915

by Richard Harris in *Unplanned Suburbs* (1996), where he documents in detail the growth and development of unplanned communities in South Etobicoke, East York and southern North York (see Figure 3). By 1950, almost 40% of the housing in Toronto was owner-built.

The Planned Pattern

Only in the last 60 to 70 years or so did a formal approach to the planning of towns become the norm. This represents the third pattern—one that sought to eliminate the first two through the clearing of sites to provide a “clean slate” for the modern towns.

This era was heralded by the 1943 Plan for Metropolitan Toronto, which proposed seven new satellite communities—of from 30-40,000 inhabitants each—surrounding the 19th-century city and separated from it by an extensive Greenbelt. Don Mills, the best known, was described as the first “fully planned” community in Canada and it established the model for urban planning and expansion for the next 50 years.

In 1954, Don Mills was advertised as a place to get away from “the grow-as-you-go capitalism of the 19th century—where you did not know if your neighbour’s property would be turned into a gas station overnight.” With the concurrent rise of the planning profession and the establishment of municipal planning departments, the unplanned, “piecemeal” urban pattern of the 19th century was replaced by one that purported to be fully and comprehensively planned.

The New Ontario Pattern

The New Ontario Pattern was introduced with *Places to Grow: The Growth Plan for the Greater Golden Horseshoe* in 2006. With it, planning returned to a regional scale. However, unlike the colonial pattern, or even the planned pattern, the Growth Plan seeks to establish a new relationship with nature—starting with respect for the Niagara Escarpment and the Oak Ridges Moraine—and their incorporation into a new system of greenbelts. Like the colonial pattern, the Growth Plan is regulated by law.

The New Ontario Pattern is defined by the following nine unprecedented characteristics:

1. *Integration Instead of Separation*: Unlike previous patterns, the new pattern integrates residents with jobs by redefining density per hectare as a combination of both. It also is designed to integrate the old city with the new rather than to separate them. Finally, through intensification, it reinforces and promotes a greater mix of land-use and incomes.

2. *Plan for Evolution and Change Over Time*: The Growth Plan requires that we understand that cities evolve over time and that intensification will happen not only within older neighbourhoods, but also in the future, within what may now be planned as greenfields developments. For example, while it is unlikely that many apartments will be built in the first 15-20 years of a new community, they may be built after that, and we need to plan for them. Similarly, while it is unlikely that pedestrian-oriented shopping streets will be built in or around retail plazas at the outset, as the community matures, they will evolve—and so must be planned for from the outset. And while it is unlikely that residential uses will be required in employment blocks when these are first established, housing will be required over time. So, unlike the fully planned communities of the 1960s and 1970s which were explicitly planned not to change, new communities—whether they be downtown or on the edge of the city—need to be planned in expectation of change.

3. *Layering*: Planning needs to consider combining old patterns with the new. Generally speaking, until the Spadina Expressway was stopped in 1971, plans for new communities required the clearing of their sites—including all pre-existing buildings, infrastructure and landscape features in order to create the “clean slate” mentioned above. Today, three of the older urban patterns are still very much in evidence. Rather than erasing them to make way for more planned sprawl, the new pattern suggests that we explore opportunities for overlaying them to create a “pattern of patterns”¹ (see Figure 4) that would combine the best attributes of the 19th and 20th centuries to form a new development framework for the 21st century.

4. *Work with Nature Not Against It*: The development of the previous patterns—starting most boldly with the colonial pattern, and extending through the unplanned and planned periods—resulted in the almost total annihilation of pre-existing treecover and original landscapes. By 1900, most of southern Ontario had been cleared of trees, and parts (for example, Simcoe County) had become dustbowls. While these landscapes have grown back—initially through reforestation and later through renaturalization—restoration has been haphazard at best. We need to not just protect the fragments of original nature that are left, but also to recreate or re-make nature and make it even better. Moreover, we need to create much stronger relationships between nature and our new urban communities. Together, these needs herald significant opportunities for new landscape urbanism.

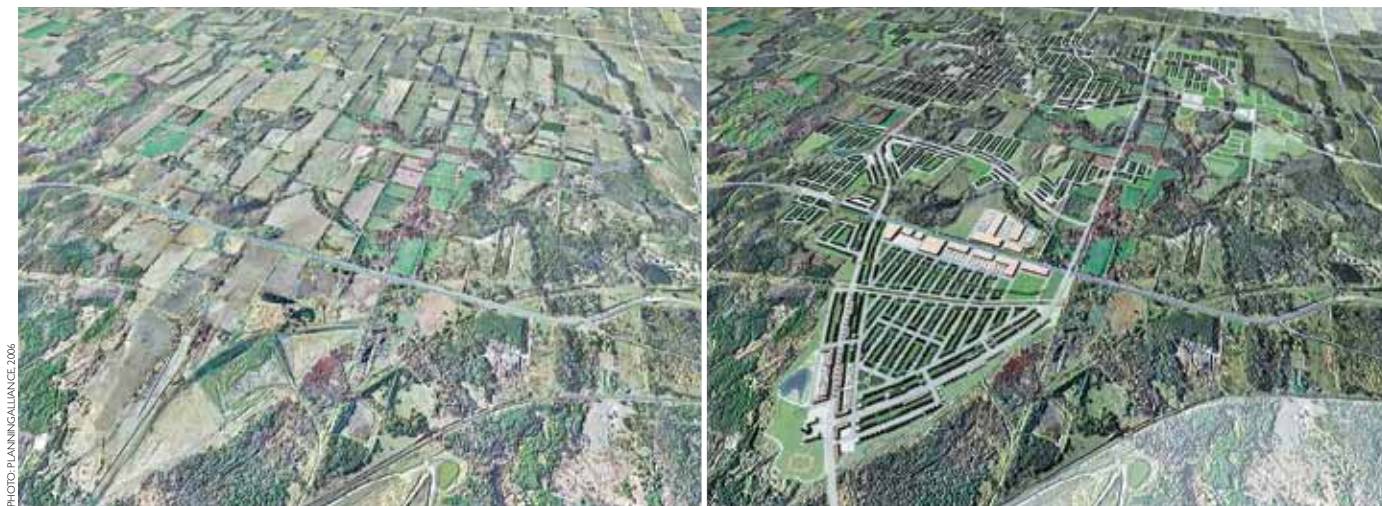


Figure 4: The New Ontario Pattern, overlaid on the colonial and unplanned patterns

5. *Civilize Infrastructure + Encourage Transit:* In the earlier days of the 20th century, major infrastructures such as the hydro-electric grid and the Queen Elizabeth Way² were designed, planned and constructed as beautiful public places that united the province. Infrastructure after 1950 was designed on a utilitarian basis and tended to divide each new community from the others. The new pattern seeks to reverse this trend and ensure that new infrastructure contributes to a network of public spaces that link communities with each other and with surrounding metropolitan landscapes.
6. *Plan for Jobs—Retail and Employment:* The Growth Plan falls short on planning for employment, especially retail growth. Greater attention needs to be paid to the complexity of retail and employment and their relationship with urban growth and development. The two remain separated and not integrated into the overall metropolitan pattern.
7. *Plan Rural and Urban Simultaneously:* We need to plan for urban and rural growth simultaneously. It is not enough to focus on urban intensification and expansion alone. Our rural and agricultural landscapes are undergoing significant changes that need to be addressed. Urban and near-urban farming are increasing in importance and we need to look at how best to accommodate them without undermining our traditional agricultural economies. Ironically, this was suggested by the colonial township patterns of 200 years ago that sought to establish smaller agricultural holdings around towns and cities.
8. *Planning in Both Two and Three Dimensions:* Unlike the older patterns, the new Ontario pattern cannot be accurately rendered, rep-

resented or described in only two dimensions. It demands three-dimensional renderings to allow people to see or “read” the real meaning and impact of the pattern. Moreover, the new pattern emphasizes and insists more and more on high-quality design.

9. *How We Plan:* Planning, designing and constructing the new Ontario pattern requires a multi-disciplinary, fully integrated approach that brings planners together with engineers, architects, landscape architects and urban designers to achieve desired outcomes. It is interesting that Jan Gehl—the renowned urban designer—was invited last year to speak at the major conferences of both the architects and planners. Both professions are recognizing the need to work more closely together—through the medium of urban design.

Planning 25 years after the founding of the OPPI is full of new ideas and new approaches. We are respecting but throwing off our colonial ties, and stepping forward as our own culture—one full of our own ideas of place and the magnificent landscapes we live in.

John van Nostrand, MCIP, RPP, OAA, is a principal of the Planning Alliance, a multi-disciplinary firm practising in Canada and abroad. John’s 1999 article about the 50th anniversary of the Queen Elizabeth Way was associated with the first colour cover of the Ontario Planning Journal.

- 1 See *Ontario Planning Journal*, November/December 2001; Volume 16, Number 6.
- 2 See *Ontario Planning Journal*, September/October 1989, Volume 4, Number 4.

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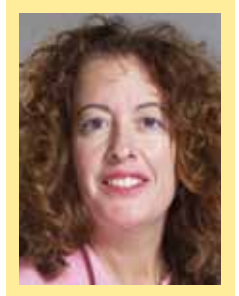
A generation of innovation

John Livey, first president

OPPI Turns 25!

Beginning of a new era

Sue Cumming, current president



PHOTOS: REGIONAL MUNICIPALITY OF WATERLOO



THE STORY OF OPPI began the day after the Barrie/Orangeville tornado swept across southern Ontario. On June 1, 1985, the Central Ontario Chapter (COC) of the Canadian Institute of Planners held its Annual General Meeting at the Nottawasaga Inn, a new slate of officers was elected, and a resolution from the floor was adopted to bring about the merger of COC with the Southwest Chapter of CIP. Planning was expanding rapidly in Ontario as most municipalities had adopted official plans and zoning bylaws, the “New” 1983 *Planning Act* introduced added complexity to the planning system, OMB appeals were much more commonplace and development was generally accelerating after the 1981 recession.

COC was fortunate; it had a wonderful administrator in Mary Campkin, who worked in a small office on Yonge Street. The Southwest relied solely on volunteers. In both cases, the sheer volume of activity was straining the capacity of the chapters to deliver membership services, programs, newsletters and advocacy. Something had to be done.

In short order, the Northern Ontario District of CIP joined the other two chapters and the notion of an Ontario-wide organization was born. Eastern Ontario had a strong program in place, a great newsletter and the advantage of easy access to the CIP offices in Ottawa. They would join the following year through negotiations led by Joseph Phelan and Mary Tasi-Wood.

Throughout the fall of 1985, many members gave their time and skills to the effort—notably Gerald Carrothers, David Butler, Philip Wong, Steve Sajatovic, Barbara Dembek, Gary Davidson, Glenn

OPPI WILL BE 25 YEARS OLD in January 2011! As OPPI ushers in this significant anniversary, it allows the planning profession in Ontario to reflect upon and celebrate accomplishments at this quarter-century mark. Anniversaries offer a good opportunity to look at past achievements and more importantly to look to what lies ahead. This is an exciting time to be a planner in Ontario and a member of OPPI. Our Strategic Plan—Beyond 2010—Future Focus and Outcomes for the Planning Profession charts a path for creating a strong future.

While the planning profession has been active in Canada for more than a hundred years, OPPI was formed in January 1986. Over the years, the actions of 13 Presidents, dedicated Councils, talented staff and countless volunteers have transformed OPPI from a small organization of planners to become the recognized voice of the Planning Profession in Ontario. Members today benefit from the significant infrastructure that has evolved through these efforts, not the least of which are the *Ontario Planning Journal*, the OPPI website, professional development courses, seven active districts, conferences, symposiums, policy papers and calls to action, an active student body and membership outreach.

Since 1986 the public profile of OPPI and its members has increased with the recognition of what planners do and how they contribute to the health of our communities. Today OPPI is recognized for its vision, leadership and great communities. The Healthy Community work that began in earnest in 2006 has fostered many partnerships and put OPPI on the map in terms of national and

Miller, John Farrow, Ken Whitwell, Liz Howson, Lindsay Dale Harris, Mary Ellen Johnson, Corwin Cambray, Joanne Arbour, Don Baxter, Peter Walker, Larry Sherman, Ian Lord and Larry Kotseff. Members from all the chapters lent a hand. An interim executive committee was formed to manage the transition, prepare the Letters Patent, draft new by-laws; revise and update a new Code of Conduct. COC, the southwest and northern all passed the necessary resolutions by the end of the year. The Ontario Professional Planners Institute was incorporated on January 7, 1986.

But the work had just begun. At the inaugural meeting on March 14, 1986 By-law No. 1 was enacted, setting new membership standards to reflect the aspiration contained in the adjective "Professional." Long past was the debate over whether we needed to be merely an association of members interested in planning; OPPI was specifically intended to be a professional standards organization with members accountable to the public for their actions. The new by-law established a more rigorous examination process and standards for admission. It required considerable administrative effort to be put in place. Gerry Carrothers and his membership committee shepherded this change through the initial years; this was no small task.

Early in the new year, Glenn Miller and Philip Wong made a proposal to the OPPI executive committee for funding to establish the *Ontario Planning Journal*. While it was seen as a small leap of faith to fund the effort, it quickly became a success, with a contemporary format, interesting articles and news and information on planning across Ontario. Many members have contributed articles and opinion pieces to the Journal, reaching audiences well beyond the member-

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Today, 25 years later, we have a mature organization with nearly triple in the number of members, offering programs and services across Ontario

.....

ship and helping shape the thinking on planning here in Ontario and beyond.

By the fall, OPPI had developed its first Strategic Plan and welcomed Eastern Ontario into the organization. Discipline procedures were set in place, and student programs initiated.

Today, 25 years later, we have a mature organization with nearly triple the number of members, offering programs and services across Ontario. There is a robust series of program events across the districts, the OPPI conference is well attended, and the organization has credibility with the province and our colleagues in other professions. RPP is a standard to which people aspire. Nationally, the Canadian Institute of Planners is proposing by-law changes designed to further strengthen the standards for membership. CIP should be supported in this endeavour as it builds on the standards we have promoted here in Ontario.

Much has changed in the world around us in the last 25 years. The world now has two billion more people; acid rain and the depletion of the ozone layer have been replaced as issues of the day by climate change, the loss of biodiversity and ever-increasing pollution. The Air India crash in 1985 forewarned us of the threat of terrorism. China and India have replaced Japan as economic competitors to North America and Europe. Information technologies are changing us and

(Cont. on page 13)

provincial media and organizations. OPPI is now regularly called upon to provide input on government policy and to share opinions and perspectives on shaping and strengthening our communities in all parts of the Province.

The *Ontario Professional Planners Institute Act* provided OPPI with important title status. The Planning for the Future Project (PFF) which focuses on appropriate standards of practice and ethics for planners in a diverse and globalized society will position OPPI and other affiliates with new national standards that will demonstrate the planning profession's commitment to excellence, provide planning stu-

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OPPI Council is taking the necessary steps to ensure that professional planners have the strong foundation they need for the future

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dents with a foundation for success, and benefit professionals at all stages of their careers. We are now in the development implementation phase of this important work—as the saying goes “in the home stretch” with the vote expected in the spring.

Throughout the year ahead OPPI will take the opportunity to applaud those hard-working volunteers and staff who make OPPI what it is and will reflect on new directions for the future. The *Ontario Planning Journal*, e-newsletter, bulletins and 2011 conference in Ottawa will include features and discussions on timely and important planning issues and transformations that we have seen in these 25 years.

OPPI Council is taking the necessary steps to ensure that professional planners have the strong foundation they need for the future. Work is under way to explore the process and actions needed for stronger legislation for the planning profession, advocacy for Paralegal Legislation continues, new continuous professional learning courses are being developed and outreach with student and young planners is resulting in new ideas and opportunities. This work is of vital importance and will be carefully reviewed with input from members as we move forward.

As we look to the future, our focus will be on implementing the following priorities as part of OPPI Strategic Plan:

- Planning for the Future implementation
- New mentoring program
- Improvements to communication with members
- Professional licensing
- District support
- Call to Action: Healthy Communities and Planning for Food
- Continuous professional learning
- Student research
- Volunteer recruitment and engagement

It is an honour to serve as your President during this exciting time and I look forward to the year ahead where we can showcase the valuable and significant work undertaken by OPPI members. Together we will take great strides forward for the next 25 years of the planning profession.

Sue Cumming, MCIP RPP, is President of OPPI, Facilitator and Principal of Cumming+Company, and Adjunct Lecturer at Queen's University School of Urban and Regional Planning. She can be contacted at 866 611-3715 or cumming1@total.net.



West Coast Musings

From Funky Transit Solutions to Mixed Use 2.0

Gordon Harris

OUT HERE ON THE WEST COAST we like to think we know a few things. Far from Canada's centres of business and political power, we fancy ourselves pioneers, raising a city out of the wilderness that is better, more livable, and more sustainable than the ones back east. If this all sounds self-serving, it probably is, but that aside, there are a number of projects that I feel are worth highlighting as part of a broader pan-Canadian discussion about sustainable urbanism.

One is green buildings. The City of Vancouver, for example, has long required that all civic buildings be built to achieve LEED Gold certification. In 2008, the City demanded LEED Silver of all private-sector developments, and upped that to Gold earlier this year.

Next door, Burnaby City Council recently approved a comprehensive zoning by-law developed by my team at SFU Community Trust, which will govern development at UniverCity on Burnaby Mountain. This is the first zoning by-law in North America to include comprehensive green standards, requiring all buildings to be at least 30% more energy-efficient and 40% more water-efficient. It also allows for a 10% density bonus if developers successfully exceed those standards.

Beyond Green

But it's also about even greener buildings. The Living Building Challenge pushes the boundary of how we think of sustainable development. To meet the challenge, a project must generate more energy annually than it uses, recycle or harvest from rainwater more water than is consumed, be free of toxic materials, and consist largely of materials sourced from within a 400-kilometre radius.

This advanced building certification program is currently being tested by several projects here in BC. These include a new childcare centre at UniverCity designed by HCMA Architects; the Robert Bateman Centre at Royal Roads University designed by the Iredale Group; a visitor centre at Vancouver's VanDusen Botanical Gardens; and the UBC Centre for Interactive Research on Sustainability (both designed by Busby Perkins

and Will). Although not all of these projects will be successful in achieving the new designation, they show us a glimpse of a future where buildings (and by extension, cities) work *with* rather than against the natural world.

Hot Wired Transit

In transportation, we often find ourselves debating the future of transit in a set of either/or—light rail or skytrain, skytrain or buses, lanes for bikes, or roads for cars. I understand



SFU Community Trust's childcare project

that Toronto is having similar debates. What's important is a shift in our thinking from "either/or" to an understanding that it's really both—and something else, besides.

New separated bike lanes over Vancouver's Burrard Street bridge and through the downtown core show the potential for cars and bikes to coexist. The phenomenal success of the Canada Line connecting downtown Vancouver with Richmond and the airport illustrates the need for transit along the region's high-volume corridors. A streetcar trial during the Olympics opened our eyes to something Torontonians have long understood. The lesson from these projects is that even a good idea can't be the *only* idea. We need to think more broadly about what works best for each transportation problem.

For example, we are promoting a high-speed gondola on Burnaby Mountain—a geographically specific solution that would be relatively cheap (\$70 million), cut transit times in half for 25,000 riders daily and eliminate 1,900 tonnes of GHG emissions

annually. In year one, it would free 50,000 hours of bus service for reallocation to other high-demand areas and over 30 years, we estimate the gondola will save the regional transit authority \$177 million.

Mixing and Matching

Vancouver has also had positive experiences pioneering new forms of mixed-use development. Vancouver developers are regularly combining housing, art galleries, legion halls, office space and hotels into dynamic mixed-use and highly livable projects.

Two recent projects move the concept to new and exciting places—let's call them Mixed-Use 2.0. "The Rise," by Grosvenor Americas, took a suburban, big-box power centre, stacked it up, put it in a striking green building (by Nigel Baldwin Architects) located next to rapid transit, and added rental apartments wrapped around a huge accessible green roof.

The second project re-imagined the derelict Woodward's department store building in Vancouver's troubled Downtown Eastside. This Westbank project (designed by

Henriquez Partners Architects), combines a new home for SFU's School for Contemporary Arts with 200 units of social housing, 536 market condos, a grocery store, pharmacy, bank, daycare, civic offices, and space for social service organizations.

Although large projects often detract from their surroundings, the diverse uses and users in the Woodward's project are already helping revitalize this area.

While all this might sound like hubris—and perhaps it is—I hope this article adds something to Ontario's discussions about sustainability, drawing on innovative ideas and practices from across the country to help us build the livable and sustainable cities we all want.

Gordon Harris, FCIP, is President and CEO of Simon Fraser University Community Trust and is active with PIBC, the Urban Land Institute, Lambda Alpha International and the Prince's Foundation for the Built Environment. He is a regular contributor to the Ontario Planning Journal.

A Note to New Planning Graduates



Kendra FitzRandolph

WE, THE NEXT GENERATION of planners, are faced with a mantle of new challenges. We will be the managers of urban regeneration, environmental sustainability, and community development. In order to take on these mighty tasks, we must first gain a foothold in the urban planning field. This mission, I have discovered, is increasingly difficult for new graduates.

A portion of the blame can, of course, be placed on our stagnant economy; however, I am of the belief that not only our work experiences but the decisions we make for ourselves over the course of our studies will have the strongest impact on our future success. Taking time and finding opportunities to connect with planning professionals that share our passion was one of the greatest ways I was able to grow and learn as a planner while still a student. My modest time spent in the planning field thus far, has taught me a great deal about what I need to do to continue my growth as a planner; the following tips reflect some of the simple but important ways I've found to increase my connections within the planning world that I hope they will provide a similar benefit to any planning student entering the workforce.

Planning schools, such as my soon to be alma mater York University, provide us with various opportunities to showcase our work and connect with planning firms and organizations in Canada and abroad. Our inboxes are constantly inundated with flyers for conferences and workshops and, while many of us find the plethora of information frustrating and simply delete the links, these are the places where we can sell our strengths.

Practicing city planners were once in our shoes. Meeting them and sharing ideas is a great way to be motivated and learn about the different roles that planners play in the labour market. If we take the time to contact them, they will take the time to learn about us.

Connecting with OPPI

Planning organizations often have many open seats for student members. Institutes such as OPPI not only encourage student participation, but the Institute needs us to continue its success. Becoming involved in organizations such as OPPI grants access to many new areas of planning and planning professionals. We must take advantage of these opportunities to connect to others in our professional organization.

Finally, our fellow students are not only our greatest competition, they are also our greatest assets. We must link ourselves and collaborate with each other to develop our skills.

These are tidbits of advice gathered from

my personal experience as a young planning student. I believe that determination, innovative thinking, and commitment will afford us invaluable experience as planners, bringing each of us our own form of success.

Kendra FitzRandolph is a 2011 candidate for a Masters degree in Environmental Studies in Planning at York University. During her tenure as a Masters student, Kendra was the OPPI representative for York University, Co-Chair for PlanIT (York's Planning Student Association), and a student member for the OPPI Toronto District Executive Committee and MyPAC (York's Planning Alumnae Association). Kendra is currently a member of the OPPI Toronto District Executive Committee and MYPAC. She is the Communications and Marketing Coordinator for Urban Strategies Inc. kfitzrandolph@urbanstrategies.com/kendrafitzrandolph@gmail.com.

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We have One Generation in which to Make a Difference

Time to get serious about climate change

Dan Leeming and Diane Riley



Cost to municipalities of water pumping taken for granted

TO SOME, planning is a collection of specialized skills grouped under one banner, separate and distinct from other professions. This view overlooks the fact that planning covers a wide range of issues, including social, cultural, environmental, economic and physical planning. This knowledge base allows for the sharing of information from many diverse areas to provide for good, comprehensive planning: but is this enough to allow us to make the

changes needed in just one generation?

Planners must learn from the past, gather current data and project comprehensive plans 25 years into the future. The big picture is a planner's strength; anticipating the future whilst providing for the present is fundamental to what we do.

Looking to this future, we see a number of emerging issues that require our attention in the present. Here are five of the most pressing:

Energy: The days of cheap energy are over, at least until a breakthrough is made in new energy sources. The 150-year era of cheap oil is drawing to a close. As it gets harder, riskier, and more expensive to pull oil out of the earth, not only does the cost go up, but the consequences also become more glaringly apparent, as exemplified by the BP Gulf oil spill, the development of the Alberta tar sands, and the heated debate over drilling in Canada's north—issues that have emerged in the past five years.

Conservation: there is a significant opportunity, still greatly underused, to reduce energy demand. For example, a holistic

strategy could be applied to a water pumping system. The second-highest demand on public dollars for electrical power in Toronto, after the TTC, is the water pumping system; if we can reduce the demand for water (do we really need to wash our cars and water our lawns with potable water from a complex and expensive delivery system?), we will directly reduce energy demand.

Aging: Canada is aging rapidly; by 2031, within 20 years, 25% of all Canadians will be 65 or older. The demand to integrate accessible housing, mobility and social programs within community plans make strategic design and planning essential. Enabling people to stay in their homes as they age is a good idea, but it involves far more than just wheelchair accessibility and social programs. Is the house sustainable for long-term, fixed-income occupancy? Who cuts the grass and shovels the snow? What are the tax rates and utility costs? What alternatives are there to the car when the resident can no longer drive? How close are the social services? If the resident has to move can he or she still keep the same doctor, dentist, and special needs practitioners? The design of more compact, connected communities can help not only to address the issues listed above but also to promote walkability and exercise to nearby services, friends and parks.

Health: As a society we have made the transition from high morbidity rates from communicable diseases such as cholera, TB, and yellow fever to chronic diseases. These include heart disease, cancer, diabetes, and depression, which have all seen significant increases in the past 25 years. Diabetes alone affects 3 million Canadians and by 2020, the direct and indirect costs related to diabetes will reach \$17 billion. Healthy adults need 60 minutes of moderate activity a day, and children 90 minutes. Yet Active Healthy Kids Canada, a national research and advocacy group, has found that only 12% of children meet the physical activity guidelines, while at the same time their average "screentime" has risen from six hours a day to seven. Research



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also indicates that regular physical activity can reduce various chronic diseases by 50%. A large part of the required 90 minutes can be met if a child can walk to a nearby school within 10-15 minutes and partake in some daily activity in a park within a two- to five-minute walk from home. Yet we continue to design communities with ever-larger schools, placing them further from students' homes, with the aim of cost savings. This one-dimensional accounting negates the increased costs of bussing and the increasing levels and associated costs of obesity and the risk of diabetes and heart and stroke disease at younger ages. Today's Ontario provincial health care budget is 40% of the entire budget. At current rates, it could reach 70% of the budget within 20 years. Are we prepared to cut education and various other program budgets in half to accommodate these costs? Planning and building more compact, connected and complete communities that address the needs of active transportation for all ages is not only responsible practice, but is also, increasingly, essential practice.

Climate: The rapid climb of CO₂ gases since the Industrial Revolution (correlated with cheap carbon fuel use) has set the stage for an

uncertain future. The debate over the financial implications of slowing global climate change will become moot over the next 20 years. If we can contain global warming to an increase of 2 degrees Celsius, we still put 30% of all species at risk of extinction and still face the acceleration of severe weather events and flooding of low-lying lands. If, however, temperatures increase by 4 or 5 degrees Celsius, the result will be positive feedback loops, rather than the current homeostatic negative loops, in which, for example, melting arctic tundra decays releasing huge stores of CO₂, accelerating the process and moving it far beyond human control. While human beings have caused much of the increase in CO₂, at that point, nature that will take over and we will witness massive crop failures, melted ice caps and significant coastal flooding in which areas such as Florida, Prince Edward Island and Bangladesh are more than 50% covered in water. Islands in the Pacific have already been covered by rising water levels.

We can no longer afford to pretend that we can reverse nature on command. Meaningful programs that integrate sustainable measures need to become standard planning practice as of now. Programs such as LEED, Energy Star, and BREAM, though essential, are not

enough. If we correct only new communities and new buildings, we are dealing with just 2 to 4% of new growth each year. Existing building stock and communities as well as industry, transportation and agricultural sectors all require significant sustainable targets if we hope to slow global warming to just 2 degrees Celsius. We must be far better coordinated and far more focused to make significant, meaningful change.

We have one generation to make a difference, before the problems become insurmountable. Anticipating the future while meeting current needs means that we all must be more creative, capable and collaborative. This will move us well beyond our current comfort zone, but it will also help ensure that we don't drown as we try to hold back the tide.

Dan Leeming, FCIP, RPP, is a partner with the Planning Partnership. He is co-chair of the CaGBC's LEED-ND initiative, a founding member of the Council for Urbanism, and a member of the Board of Active Health Kids Canada. Diane Riley is an assistant professor of Public Health at the University of Toronto and a consultant on health and social policy for the United Nations. She has a psychotherapy practice in Southern Ontario and has contributed several articles to the Ontario Planning Journal.

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Ruminations On the Toronto of 2011

Joe Berridge

DOUBT IF MANY in the city planning profession voted for Mayor Rob Ford. Yet he got a very strong voter endorsement and one that, although highest in suburban areas, found support right across the city.

His electoral program repudiated many of the things that city planning and planners have been centrally involved with over the past decade—bike lanes and light rail transit most clearly, but a critical stance towards the waterfront, major city-building projects and urban design in general was also evident. Along with a seeming lack of interest by the mayor of our largest city in most things that planners find interesting.

We will see how these positions work out in the practical stew of everyday City Hall politics and government, but as a profession, I think we must have at least a moment of self-reflection, not just in Toronto, but in all our cities. Have we got it all wrong? Do we really not understand our city? How is that despite the ever-more-extensive public consultation and communication we all practice, we have failed both to hear the people and build a constituency for the ideas we hold dear?

We shouldn't over-react, but mustn't underestimate. A new view of city government, and thus of planning and planners, is in play, one that challenges much of what

we have been thinking and doing. Here are some thoughts on this situation.

Planners professionally tell people what to do for their own good and people have had enough of being told. We have become associated with an endless extension of government into city life. OK, most frustration is with garbage collection, 5-cent bags, front-yard parking restrictions and other minor irritations, but planners are genetically programmed towards public-sector intervention. We have to watch that. We are on the wrong side of the zeitgeist. Maybe not every

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We have become too comfortable with the consensus of the converted.
Some of our core ideas are just plain wrong, which doesn't reflect well on us as a profession
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problem requires a solution. Maybe not every problem is a problem.

To be a planner is to be a social democrat, someone who wants to move the city towards a more equitable distribution of wealth and power.

Have we let planning become a substitute for doing? It is unconscionable that it took so long to get started on the waterfront, years to construct the St Clair LRT, decades to improve Union Station and Nathan Phillips Square. We have become writers of reports rather than city-builders, a profession more comfortable with the brakes than with the accelerator. We need to be far more focused on the wise spending of public money and time, on action and outcomes, or we risk irrelevance.

We believe in consultative, consensus planning, but so many of the organizations we deal with, those that set our agenda, are distinctly minority interests—cyclists, environmentalists, housing activists, etc. The whole “pinko” tribe—of which I am a card-carrying member—don't capture even 10% of the vote. About three-quarters of

Torontonians drive to work. What rights does this vast majority have? We have ignored them at our peril. We have become too comfortable with the consensus of the converted.

Some of our core ideas are just plain wrong, which doesn't reflect well on us as a profession. We have for example been endlessly promoting a vision for Toronto's “Avenues” consisting of lines of six-storey buildings with continuous retail at grade, a building form direct from Urban Design 101 that people don't want to live in and developers don't want to build and where merchants go bust after the first year. Which is largely why there are more “Avenues” studies than actual built projects. Toronto is a lot of great things, but Paris isn't any of them and we have wasted too much time and money trying to create a built form inimical to the fundamental dynamic of the city.

The Ford election could provide an opportunity for us to throw out a few more dusty planning concepts. We have created a monster out of Environmental Assessment and it is in dire need of radical pruning. Do we really need to update the Official Plan? How about a planning holiday for a few years? And our tired strategies for affordable housing? Time for unthinkable thoughts, for while next-to-no affordable units have been built, the rental vacancy rate goes up and up.

That's enough. Let everyone else join in. I have no idea what Mayor Ford will accomplish. No one does. But we must all wish him well. And we would be fools if we didn't recognize that the planning game has changed fundamentally. To be useful as professionals we must plan the real city, not the one we have so long imagined. Maybe that is an exciting opportunity.

Joe Berridge, FCIP, RPP, is a partner with Urban Strategies Inc., a Toronto-based consultancy working in Canada and internationally. He can be reached at jberridge@urbanstrategies.com.

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Finding the Balance

Perspectives from a beginning planner



Michelle Taggart

I'VE BEEN A PRACTISING PLANNER for four years now, and have been involved with OPPI for six. As the student rep at Queen's for the only master's program in Eastern Ontario, I sat on the Executive Board and helped organize several events. Since then I have been participating in the many events run by OPPI, and am registered to write my Exam A this spring.

I cut my teeth working on large-scale master plans for a consulting firm in Toronto, and recently moved back to my hometown of Ottawa to join the family development business. As Director of Development, I am responsible for finding and assessing new infill sites for our condo projects, and for taking our greenfield lands through the approvals process to become residential subdivisions. What has surprised me is that while the projects are very different, my role as a planner is largely the same—finding balance.

A planner's job is to facilitate development while protecting valuable assets and improving quality of life. To do this successfully, we need to understand the studies produced by related fields such as transportation, geotechnology, and architecture. We also need to understand the context and history of an area and address the concerns of community members, the objectives of politicians, and the goals of developers. It's a balancing act.

So what are the principal emerging tensions in this balancing act? Over the last few

years, we have come to understand that our current pattern of suburban expansion is not sustainable. Ontario's major city regions are all implementing initiatives to slow the rate of growth at the fringe of the city and focus more efforts on intensification and reurbanization.

One of the challenges of intensification is that projects are often surrounded by existing communities. There is a joke among the development community that the only thing people hate more than suburban expansion is infill. Herein lies one of the most important

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toward sustainable solutions**
.....

tensions facing the planning profession today. Almost all proposed development projects are saddled with heavy community opposition. Many are resolved through expensive and emotional battles that go all the way to the Ontario Municipal Board.

This brings us back to the important role of balance. The planner's job is to try and

bring all interested parties to the same table and work together toward sustainable solutions. It's not an easy job. The good news is that many of Ontario's municipalities are trying to get ahead of the development curve by implementing more area-specific policy initiatives, such as Toronto's Avenues Studies and Ottawa's Community Design Plans.

The key to balanced and sustainable growth is to provide clarity and predictability for residents, developers, and City staff about where growth will be directed, and at what scale. Whether working for a consulting firm, developer, government or other agency, the planner's role is to strive for balance by supporting growth while protecting our valuable assets.

Michelle Taggart is Director of Development with Tamarack Development Corporation in Ottawa.

Livey (cont. from page 7)

the way we communicate with each.

And yet some things stay the same, such as traffic congestion and the lack of funding for transit infrastructure. Social inequity across the province and in our cities has grown worse. In 1985 the acronym, GTA, was just starting to be used as a short cut to describing the urban area bigger than Metropolitan Toronto. The Railway Lands agreement with the City of Toronto was nearly completed. OC Transpo in Ottawa was getting off to a great start and Brampton was fighting the province over urban expansion on prime agricultural land. Free Trade through NAFTA was not yet in place.

Planners have played a central part in the development of this province. Over the next

25 years, planners will be challenged to stay current and help deal with change brought by the global economy. We need to help our communities come up with robust solutions that can stand the test of time, ones we can afford, that provide social and cultural benefits and do not harm, or better yet, improve, the environment. OPPI should be the place to exchange ideas and experiences, and share successes and lessons learned. It must continue to promote professional standards of practice, or else the work we do will diminish in value in the minds of the public.

John Livey, FCIP, RPP, is the CAO of the Town of Markham. John was OPPI's first president. He can be reached at jlivey@markham.ca.

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EASTERN

World Town Planning Day with Gil Peñalosa

Bliss Edwards

The Eastern District Executive Committee hosted a lecture by Gil Peñalosa in November. Gil is Executive Director of 8-80 Cities and former Commissioner for Parks, Sports and Recreation in Bogotá, Colombia.



Gil Peñalosa

The event drew 120 people to the newly renovated Canadian Museum of Nature for a cocktail reception followed by Gil's lecture. During his presentation Gil looked at the connections between sustainable and active transportation, urban design, public health and streetscapes. Here, in a nutshell is his advice.

Regardless of the combination of transit options selected, we need to keep in mind three realities:

1. No transit system will pick you up in your place of origin and drop you off at your place of destination.
2. Every trip, regardless of whether of you travel by car, bike, or transit, begins and ends with walking.
3. Even in the wealthiest and most sprawled areas of the city, over a third of the people do

not drive: everyone under 17 years and 30% of people 60 years or older. If the area is not as wealthy and is more compact, non-drivers can be over 70% of the population.

Great walking and cycling infrastructure is not just something nice to do, it is a human right: the right to mobility.

OPPI Eastern District would like to thank sponsors Delcan Corporation, FoTenn Consultants, MMM Group, the National Capital Commission, and Urbandale Corporation. We would also like to recognize Lisa Dalla Rossa, Katelyn Morphett and Pam Whyte whose efforts helped make the event a resounding success; additional thanks are extended to Kate Whitfield for initially organizing the event and David Becker for our splashy poster.

Bliss Edwards, MCIP RPP, is the Treasurer on Eastern District Committee and a Planner I at the City of Ottawa. She can be reached at bliss.edwards@ottawa.ca.

LAKELAND

Collingwood Launches an Urban Design Manual

Robert Voigt

Collingwood is on the southern shore of Georgian Bay, with approximately 20,000 residents. Our buildings and landscapes exhibit a living record of our history, including more than a century of railway development, manufacturing, and shipbuilding; the town's role as a centre of services for southern Ontario's "recreational playground"; and an impressive heritage district.

In 2008 the Town of

Collingwood embarked on an ambitious project to implement the community's vision by crafting new urban design standards focused on community health, place making, livability, and streamlining development review. In July 2010 Council adopted the Urban Design Manual (UDM).

The UDM replaces other documents as the single source for urban design considerations for subdivision and site plan applications. It was written as an implementation mechanism for provincial, regional, and local policies,



Collingwood

with carefully integrated standards (inspiration drawn from Christopher Alexander's, *A Pattern Language*). Its reader-friendly format is also designed for improved understanding.

The process to create the UDM went beyond crafting regulations, resulting in a number of innovations. These can be adapted for other municipalities faced with the planning challenges associated with directing growth and building livable communities. The following four characteristics of the UDM and its creation are noteworthy.

1. The UDM defines standards enacted through by-laws, rather than guidelines. The authorization for this is found in section 41 of the *Planning Act*; in clause 51(24)(m), the criteria relating to subdivision draft plan considerations. This

approach improves certainty and clarity for citizens and the development industry relating to the quality, form and function of urban design characteristics of projects.

2. The UDM integrates Universal Design and CPTED (Crime Prevention Through Environmental Design) principles and is performance-based, as opposed to prescriptive. Creativity in design is facilitated by allowing alternatives that meet the UDM intent. It also reduces the need for variances and streamlines the design and review processes.
3. Collingwood is the first North American community requiring natural playgrounds in neighbourhood parks. These play spaces have numerous benefits including those associated with childhood development (physical, mental, and social); reduced environmental impacts; and cost effectiveness.
4. A blog was the central location for Project information (www.yourcodes.blogspot.com). Online publishing of presentations and the use of videos and 3D development simulations were successful in engaging stakeholders and facilitated better project tracking and understanding of issues by Town Council and Town Departments. These same tools have been integrated into other municipal projects, with similar benefits.

The built environment we create is the stage upon which lives are lived. This is why the Town has taken such care in drafting the UDM so that the design characteristics of new developments will create additions to Collingwood that are both aesthetically and functionally grounded in the community's vision, sense of self and sense of place. We hope that others can learn from our efforts with equally successful results.

Robert Voigt, MCIP, RPP, is a senior planner with the Town of Collingwood.

New Zoning By-law for Thunder Bay

Decio Lopes

Thunder Bay planning division has developed a new Comprehensive Zoning By-law. The by-law is development friendly, anticipates future development opportunities, provides greater flexibility, improves greening of the City, reflects community values, and meets current industry and business standards.

The new by-law acknowledges that housing trends will change in the coming years as a result of the aging population. To expand housing options for residents, the by-law permits additional housing choices in existing residential neighbourhoods so that members of the Boomer Generation can

stay in their neighbourhoods near family and friends instead of relocating to a seniors' facility.

Another significant change is enhanced landscaping requirements that promote the greening of city streets. Currently, only a percentage of each lot is to be



Fort William

landscaped. With the new by-law, a landscaped strip will now be required for most developments. This will result in improved streetscapes.

Regulations for drive-throughs and parking are also being introduced that better reflect industry standards. A separation distance between the drive-through line up and residential zones will be required. This separation, together with privacy buffer requirements, will aid in reducing conflict between the two uses.

Input into the by-law was gathered from a wide spectrum. The City's Planning Division hosted several open houses, provided displays at public events, issued media releases and received coverage in the local newspaper, on television and radio, and on the Internet, wrote guest editorials for local newspapers, met with stakeholder groups, and presented information at meetings of the Real Estate Board, Rotary Club, and City Wards. The City's website was extensively used to provide information to the public. The by-law was approved by City Council last fall.

Decio Lopes is a Senior Planner in the City of Thunder Bay's Development Services Department. For more information, visit www.thunderbay.ca/newzoningbylaw.

Thunder Bay Food Charter Showcased on World Town Planning Day 2010

Thora Cartlidge

Thirty-five local public health practitioners, land use planners and food producers from Thunder Bay and the surrounding area participated in an international webinar and local roundtable session on November 8, 2010, to mark World Town Planning Day. The event was hosted by the City of Thunder Development Services with the Thunder Bay District Health Unit. OPPI Northern District was a key sponsor of this event. The theme of the

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day was “Integrating Food Systems into the Planning Process.”

The conference showcased the Thunder Bay Food Charter and explained how the City’s local food system works. The Food Charter is a set of principles to help guide decisions, policies and collaboration for food security in the community, to ensure equal access to healthy food close to home. Developed by the community-based Food Action Network (FAN), the Charter has been adopted by City Council and the Thunder Bay District Social Services Administration Board.

The following points were presented to local and international webinar participants. The focus of the presentation was the particular challenges of ensuring food security in a relatively isolated urban centre and the successful food strategies already in place.

Although the city is surrounded by an agricultural area supporting crops, dairy and beef production, there are challenges to meeting food security needs in the Thunder Bay region:

- In 2005, 13% of families with children under 25 reported being food insecure.
- In 2005, 15% of children aged 17 and under were living in poverty.
- In 2009, food bank usage had increased 89% compared to 2005, the largest increase in Ontario over the same period of time.
- Of those served by food banks, 36% are 16 or younger.

- Three times as many off-reserve Aboriginal as non-Aboriginal households report that they cannot afford food. Their average annual income is 40% less than the Thunder Bay average and 10% below the Ontario average for Aboriginal people.

Many FAN groups have come together over the last two decades to improve food security:

- A Thunder Bay Good Food Box program offers fresh produce at a reduced price to about 400 customers a month.
- A Gleaning program takes people out to local farms to pick fruit and vegetables for free after the main harvest.
- A Get Fresh campaign promotes regional farmers and offers workshops on how to find, store and prepare local food.
- The Food Security Research Network, over the last five years, has initiated a large number of projects involving students and faculty from various programs at Lakehead University, using a Community Service Learning approach.
- The City of Thunder Bay makes available more than 50 City-owned garden plots for personal use, as part of a City-wide community garden program.

Learn more about the Food Charter and other food security initiatives in the Thunder Bay area at www.nwofood.ca.

Thora Carlidge, MCIP, RPP, AICP, is a land use planner with City of Thunder Bay. To receive a copy of her WTPD presentation and report on the local roundtable session, e-mail her at tcarlidge@thunderbay.ca.

OAK RIDGES

Planning Sustainable Homes & Communities

Anne Edmonds

In celebration of World Town Planning Day 2010, the Oak Ridges District sponsored an educational symposium at the Town of Whitby, focused on planning sustainable homes and communities on December 1 and 2, 2010. The symposium featured the inspiring and energetic guest speaker Dr. Avi Friedman.

The symposium started with a public lecture, titled “Retooling Communities for the 21st Century” and targeted at increasing community awareness of sustainability issues. The lecture was well attended by Whitby community members, planning and urban design professionals and local politicians.

On Thursday, Dr. Friedman delivered a series of lectures targeted at the professions and industry. The more than 100 participants included consultants, developers, university students, elected officials and government staff at

the local, regional and provincial levels.

The lecture series featured five distinct presentations:

- New Times, New Challenges, New Solutions
- Sustainable Cities and Master Plans
- New Approaches to Neighbourhood Design
- Retooling Downtowns
- Learning from other Communities

Some of Dr Friedman’s insights included comments on:

- *Vibrant downtowns.* They are about more than beautification and flower baskets. A proximate residential catchment, centralized and street-focused development and vibrant streets and squares full of activity and events are all important.
- *Alternative neighbourhood design.* We need to continue removing the barriers that prevent diverse residential and mixed use neighbourhoods from developing. The days of homogenous residential zoning approaches are coming to a close: think variety in building form, different household sizes and dwelling types in the same area or even the same building.
- *Design, not maintenance.* Don’t let maintenance elements, like snow ploughing and garbage collection shape our communities. Consider if alternative design options like communal surface parking, laneway style development or zero lots would result in better outcomes.
- *Impacts of poor decisions.* Communicate the negative impacts of poor decisions to support better decision-making now and in the future. Communities have to pay, figuratively and literally, to rectify bad decisions of the past, often for decades.
- *Learning from other places.* Examples from other places provide ideas, opportunities and approaches. But replicating other places is not a realistic. Identify and build the assets of individual places.



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The Oak Ridges District and Town of Whitby would like to thank the symposium attendees, the promotional and student sponsors of this event and especially Dr. Friedman, whose passion never fails to engage the audience.

Anne Edmonds, MCIP, RPP, is a planner with the Town of Whitby.

WESTERN LAKE ONTARIO

World Town Planning Day in Hamilton

Kirsten McCauley

Planners at the City of Hamilton carried out World Town Planning Day activities targeted at students of all ages to further the City's strategic direction as "the best place to raise a child."

Since Grade 3 students learn about urban versus rural land uses, city planners made a presentation and led a discussion at Central Public Elementary School in downtown Hamilton (across the street from the newly renovated City Hall) on the contrasts between urban and rural areas and the character and function of each.

The students were invited to City Hall to draw pictures that demonstrated their appreciation of urban and rural land uses and how these spaces are organized. The drawings were on display outside Council Chambers for World Town Planning Day and the rest of the week.

Planners from the City also worked with four classes of Grade 7 students from Sir William Osler Elementary School. The students engaged in a planning exercise for the redevelopment of a commercial site in their community. The students broke into groups to prepare their position from a specific point of view: the Planner, the Developer, the Neighbourhood or the Council. Each group discussed its position with a city planner and prepared an argument for or against the proposal.

At the end of the exercise, the groups presented to a mock City Council and opportunities for trade-offs were considered. Finally, Council made a decision on the application. Subsequently, a number of the proposals were appealed to a mock Ontario Municipal Board. The students were passionate and thoughtful in their arguments and made some excellent points.



IMAGE: CITY OF HAMILTON

Gore Park Master Plan

For students in the Planning Technician course at Mohawk College, City staff organized a half-day event that included an insightful presentation from Ron Marini, Director of Downtown and Community Renewal, on downtown revitalization. The students could also take part in a heritage walking tour led by Ken Coit, a Senior Urban Designer with the city, followed by a bus tour of the planning highlights of Hamilton, including a stop at the former Parks Canada Discovery Centre, where they met a representative from the Hamilton Waterfront Trust for a discussion on the plans for the West Harbour.

Other stops included the Ottawa Street BIA and East Kiwanis Parkette for a look at the city's streetscape initiatives. The students travelled the proposed rapid transit corridor while the planners discussed Transit-Oriented Development and other planning initiatives along the way.

Planners had a great time learning from the students and teaching them about planning. All those involved were impressed with the students' enthusiasm and suspect there may be some future Planners among them.

Kirsten McCauley, MCIP, RPP, is a planner with the Community Planning and Design department of the City of Hamilton.

She can be reached at kirsten.mccauley@hamilton.ca.

PEOPLE

Changes at TCHC

Bronwyn Krog has joined Toronto Community Housing as vice president and chief development officer. She most recently operated her own company, UrbanForme Ltd and previously worked for Wittington Properties Limited and the City of Toronto's planning division.



Bronwyn Krog



John Gladki

John Gladki

has left GHK International (Canada) Ltd. to open his own planning firm, Gladki Planning Associates Inc. **Andrew Davidge** and **Kelly Skeith** have joined the firm as a senior planners and **Andrew Everton** as a planner.

Sarah Vereault recently joined J.L. Richards & Associates Ltd. as a planner in the Sudbury office. Sarah previously worked for Defence Construction Canada in Halifax, Nova Scotia, on long-range development plans for military sites. **Ashley Gravelle** is the new Manager of Planning and Land Development at the Town of Kirkland Lake. She previously held planning positions with the City of North Bay and the Town of Gravenhurst. Ashley is an alumna of both Laurentian University and Queen's.

Karen Beauchamp, an active member of the Northern District Executive Committee and Membership Outreach Committee, is Senior Policy Planner with the City of Temiskaming Shores. Temiskaming Shores, a city of 10,000 in northeastern Ontario is quickly becoming a significant regional centre serving those between North Bay and Timmins. Karen has been involved in developing the first official plan for the amalgamated City (formerly Dymond, New Liskeard and Haileybury).

Shannon Smith is the new Manager of Community Planning and Development with the Ministry of Municipal Affairs and Housing in Thunder Bay. ■



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OBITUARIES

Sally Switzer, MCIP, RPP

Sally Switzer (Trusler), a former planner with the City of Ottawa, passed away on November 3, 2010, after a courageous battle with cancer. She was 57.

Sally graduated from York University with a BA Honours in Geography in 1976 and an MA in Geography in 1983. Sally worked for a number of planning consulting firms early in her career before starting a family. She resumed her planning career with the former Township of Goulbourn in 1994, serving as a planner and Deputy Director of Planning. In 2002, Sally joined the newly amalgamated City of Ottawa as a Senior Planner. She worked in Development Review for the West District until her retirement in January 2009.



Sally Switzer

Sally was an active member of OPPI's Eastern District and a valued member of the planning team at the City of Ottawa. Sally made many positive contributions to the development of the City that will serve the community and the profession as an ongoing reminder of Sally's dedication and commitment to the profession. Sally sponsored many new planners at the City; she was always

willing to give of her time and experience to those just starting out their careers and made a lasting impression on many as a mentor and a friend.

OPPI has lost a valued member of the profession and we extend our deepest sympathies to Gary and the family on their loss.

Don Herweyer, MCIP, RPP

Fraser Manning, MCIP, RPP (Ret.)

Fraser Manning, a member of the Institute since 1970, died in North Bay in August. He was 66.

Jeff Celentano was a friend who remembers Fraser from the late 1970s when he was back in North Bay practising law. He had been involved with planning as a first career in the early 1970s, mostly in Southern Ontario.

Jeff writes, "I also had the good fortune to sit beside him on many weekdays at our favourite lunch counter. Fraser was passionate about his family, the law, planning and the Toronto Blue Jays (although I think planning probably came in fourth, given his professional career and his love of baseball). Fraser was never shy to give his 'planner's opinion' on local development issues in those lunchtime settings –the preservation of neighbourhoods, built heritage, traffic and infrastructure planning, preservation of shorelines and natural features. Philosophically, I don't think he ever strayed very far from those values. Those of us who knew him miss him for these and many other qualities.



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Where Planners Weathered the Storm

Rory Baksh

By most accounts, Ontario, Canada and the global economy are well on their way out of a recession. While the economic downturn affected many sectors, the planning profession in Eastern District has likely seen one of its busiest periods in recent years.

Planning is a fairly recession-proof career. In good times, planners are needed to manage growth and shepherd development. When we face challenging times, the vision of planners is needed to stimulate growth, strategize for economic development, and stay focussed on long-term goals for prosperity. This has been the case in Eastern Ontario (even though the federal government presence in Ottawa suggests economic stability, there are substantial planning successes in the district's other towns, cities and counties) as a testament to our resilience.

Notwithstanding the prevailing market instability, Eastern District planners made many strides towards sustainability. One notable highlight is the launch of the City of Kingston's Integrated Community Sustainability Plan (ICSP). Since amalgamation and the City's initial Community-Based Strategic Plan, it has striven towards sustainability and sees its ICSP as the next milestone to achieving its vision of becoming "Canada's most sustainable city." Just north of Kingston, the County of Frontenac established a new Manager of Sustainability Planning staff position to help implement its own ICSP which was adopted in principle by Council on August 12, 2009.

The economic downtown did not slow the wide variety of important area planning initiatives that were launched in 2009. Prince Edward County began work on the Picton-Hallowell Secondary Plan to help direct its next wave of growth. Public Works and Government Services Canada launched the Tunney's Pasture Master Plan to guide the future of a 49-hectare site with 19 buildings that currently accommodate 10,000 federal employees. The National Capital Greenbelt,

20,000 hectares that symbolize Canada's rural traditions and provide sites for many Capital institutions, saw the initiation of an update to its Master Plan.

The economic challenges of the past year did not slow down the long list of priorities at the City of Ottawa, including approval of the municipality's updated Official Plan, Transportation Master Plan, and the kick-off of the Choosing Our Future 100-year vision project. The municipality

took bold moves in setting high targets for intensification, transit modal share, and an aggressive strategy for investing in public transit. Some unique projects that will carry forward from 2009 include a design competition for Lansdowne Park (a stadium site redevelopment) and the King Edward Avenue Lane Reduction Feasibility Study (a quality of life assessment for a potential lane reduction on one of the city's main arterial roads).

The interest in green renewable energy generation projects remained strong, with many promising wind farm and solar farm development proposals in Eastern District's rural areas. A major residential development proposal in the Village of Manotick was approved by a landmark decision from the Divisional Court respecting the Ontario Municipal Board's having regard for council's decision.

As Eastern District pulls out of the recession, the City of Cornwall is expecting over \$500,000 of surplus revenue from building permit activity. As the year came to a close, some developers were finding themselves with a looming shortage of serviced land available for new housing development, and planners were at the forefront of managing this development demand.

The academic work at the district's only recognized planning school should not be overlooked. The relationship with Queen's University contributes to the vibrancy of

(Cont. on page 22)



Rory Baksh

Congratulations!

To the following Members who received their Registered Professional Planner (RPP) designation in 2010

Abma, Geoff WLOD	Dykstra, Stephen ORD	Lo, Lincoln TD	Stepanich, Kristina ORD
Acheson, Sophie ED	Edmonds, Anne TD	Lukasik, Lynda WLOD	Streicher, Beverly ED
Adab, Shadi TD	Elliott, Trish ORD	Mabee, Susan WLOD	Sunderland, Bradley TD
Ahmad, Khaldoon WLOD	Enns, Alison WLOD	Maleganovski, Peter ORD	Svirplys-Howe, Larissa TD
Aldinger, Friedrich TD (<i>Transferred from MPPI</i>)	Erasmus, Jordan TD	Markham, Melissa ORD	Tang, Bernard ORD
Ammouri, Rima ED (<i>Reinstated</i>)	Fancello, Elsa TD	Marshall, Chris LD (<i>Transferred from PIBC</i>)	Tang, Henry TD
Backus, Lisa ORD	Flaman, Sue SD (<i>Transferred from CIP Int'l</i>)	Marthi, Narasimha Rao . ORD	Tang, Julius ORD
Baker, Caroline SD	Fox, Corinne TD	Martins, Teresa WLOD	Teixeira, Alex TD
Baldwin, Sarah ORD	Foxcroft, Holly ED	Marwah, Jaspal Out of Prov.	Tersigni, Jude TD
Baranek, Jeff SD	Fraser Thomson, Heather . ED	McGrath, Leigh TD	Thajer, Kenneth ORD
Barboza, Ana-Karla WLOD	Fulford, Alana WLOD	Medeiros, Antonio TD	Theng, Chanda ED
Bevan, Jason TD	Ganesh, Steve ORD (<i>Reinstated</i>)	Millette, Colin ORD	Thienes, Allyssa TD
Biggar, Kirk WLOD	Garardo, Francesco SD	Mirkarimi, Shima TD	Turco, Stephen ND
Bourgeois, Nancy SD	Ghate, Ashish TD	Moerman, Timothy ED (<i>Transferred from API</i>)	Valentine, Summer LD
Bowman, Carlin TD	Gilbert, Eric SD	Morrison, Jennifer WLOD	Van Kampen, Daniel ORD
Boyer, Jennifer ED	Gillard, Aaron ORD	Morrison, Sarah LD	Van Veldhuisen, Richard ED (<i>Transferred from CIP Int'l</i>)
Breveglieri, David ORD	Grechuta, Katherine ED	Moszynski, Dorothy TD	Vaughan, Mathew SD
Brownlee, Laurie ND	Grinyer, Tyler TD	Murphy, Kendra SD	Verbanac, Donald TD
Bruder, Matthew WLOD	Gustavson, Stella TD (<i>Transferred from CIP Int'l</i>)	Myrans, Iain TD	Viswanathan, Leela ED
Bundalli, Jamil TD	Gutmann, Christine ORD	Napoli, Christina ORD	Voigt, Robert LD
Bustard, Paula TD	Hanlon, Mark ORD	Newman, Greg ED	Voutchkov, Evgeny ED
Capilongo, Lauren ORD	Harrington, Meaghan ORD	Nicolucci, Luigi ORD	Vyas, Archana ORD
Castro, Phil ED	Harrington, Meaghan ORD	Nitsche, Kersten ED (<i>Transferred from APPI</i>)	Walker-Bolton, Monica SD
Cescato, Giulio TD	Heike, Christopher ORD	Nix, Sean ORD	Wallbott, Justin TD
Chan, Carol TD	Henderson, John ED	Owens, Lee TD	Wansbrough, Beau SD
Chan, Wing-Tak (Patrick) ... TD	Hoffman, Jason TD	Pan, Catherine TD	Ward, Brandon LD
Chang, Tommy TD	Holyday, Margaret TD	Patterson Young, J. Lisa ED	Waterhouse, Scott ORD (<i>Transferred from CIP Int'l</i>)
Chauhan, Manwinder ORD (<i>Transferred from APPI</i>)	Hunter, Roger ED (<i>Transferred from APCPS</i>)	Pereira, Chris ORD	Williams, Melanie ORD
Chhibra, Kiran WLOD	Hurst, C. Gabrielle ORD	Persaud, Shawn LD	Wirsch, Paul ORD
Chow, Phoebe ORD	Huynh, David TD	Pileggi, Nick ORD	Wise, David ED (<i>Transferred from PIBC</i>)
Chow, Shawn ORD	Iglesias, Mariana SD	Poad, Karyn WLOD	Wu, Jessica ORD
Chu, Chun TD	Imm, Heather SD	Potter, Margaret LD	Yakhni, Diana WLOD
Clark, Richard ORD	Innis, Jason ND	Powell, Aimee TD	Yeboah, Shalin ORD
Clarke, Marica ED (<i>Transferred from APPI</i>)	Jagoda, Les ORD	Purves, Arianne TD	Yeung, Philip ORD
Clinesmith, Jennifer LD	Jakovcic, Peter TD	Puzanov, Benjamin SD	Zhou, Shuyu SD
Collins, Lesley ED	Johnson, Cynthia SD	Quarcoopome, Martin . ORD	
Condon, Rebecca TD	Juhasz, Jason SD	Radburn, Patricia SD	
Cooney, Shane WLOD	Kassad, Yossry ORD	Reid, Allison TD	
Cooper, Kate TD	Katic, Eva ED	Revell, John SD (<i>Reinstated</i>)	
Coultes, Suzanne TD	Keelan, Meghan LD	Robichaud, Andre ND	
Croft, B. Paul ED	Khushman, Nadia ORD	Robson, Patrick WLOD	
Cutten, Keith ORD	King, Lindsay WLOD	Roosendaal, Inge ED	
Davies, Emily ED	Kirkpatrick, Caroline ORD (<i>Reinstated</i>)	Rusnak, P. Andrew ND	
DeBenedetti, Nick WLOD	Kumar, Pooja ORD	Sager, Roberta WLOD	
Deeks, Jocelyn TD	Lakeman, Brian ORD	Saltarelli, Amber ORD	
Dhir, Sonia ORD	Lau, Derek ORD	Selig, Cheryl WLOD (<i>Transferred from API</i>)	
Dibble Pechkovsky, Kristin . LD	Lawrence, Jennifer WLOD	Sherran, Melissa SD	
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Dobbin, Rupert LD (<i>Reinstated</i>)	Leung, Bonica TD	Smith, Leah WLOD	
Docherty, Emma ORD	Leung, Vivian TD	Somerville, Matthew ORD	
Drylie, Michelle TD	Lipkus, Michael ORD	Spring, Valerie SD	

District Abbreviations

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Lakeland District LD
Northern District ND
Oak Ridges District ORD
Southwest District SD
Toronto District TD
Western Lake Ont. District WLOD

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A Busy Year for Students: WTPD gets the Public Engaged

Dan Woolfson

As the snow starts to pile up, the Student Liaison Committee (SLC) has begun planning for an extremely exciting year in 2011. In February, the University of Waterloo will host the Canadian Association of Planning Students (CAPS) Conference, which promises to be an entertaining and knowledge-filled weekend, focusing on Resiliency.

The Planning for the Future (PFF) nation-wide and affiliate vote will also be held early this year. I encourage everyone to take this seriously. The planning schools will be hosting sessions in January.

Finally, the SLC has some exciting initiatives under way as we gear up for OPPI's 25th Anniversary Conference in Ottawa in the fall. The SLC will be looking at the idea of Healthy Communities around Ontario's university campuses as we attempt to bridge the gap between planning and our many related professions (such as public health, medical research, etc.) that deal with building healthier communities for us all. We hope to showcase this project at the Media Centre Café during the 25th Anniversary Conference. Here's a summary of WTPD activity in November. Thanks to everyone involved.

UNIVERSITY OF GUELPH

Guelph collaborated with Centennial CVI high school to run Life After the Peak, a day-long conference on issues associated with peak oil and rising energy prices. The conference partnered with Transition Guelph, Centennial CVI students and teachers, and the students and teachers of the Headwaters program, a local youth environmental initiative. More than 80 students from grade 9 to grade 12 rolled up their sleeves to learn, plan and discuss actions for dealing with the consequences of peak oil through various activities held throughout the day.

Jackie Mercer and Jeff Medeiros, Guelph OPPI Student Representatives.

QUEEN'S UNIVERSITY

Queen's University School of Urban and Regional Planning (SURP) focused on the 50th anniversary of Gordon Stephenson

and George Muirhead's 1960 Planning Study for Kingston. The exhibition at Kingston's city hall featured SURP student displays. More than 60 people heard speeches by George Wallace (Director of Planning and Development, City of Kingston) and Sue Cumming (OPPI President) preceded a presentation by SURP Director David Gordon on the 1960 Kingston study. Commentary on the study by co-author, George Muirhead, and contributing academic Stuart Fyfe capped off the evening.

Tristan Johnson and Kris Nelson, Queen's OPPI Student Representatives.



Dan Woolfson

RYERSON UNIVERSITY

Ryerson University students from the Advanced Planning Studio course developed a feasibility study to launch a recording studio for 10 youth from the Lotherton Community, known as Dreamsville Academy as a way of engaging youth and encouraging them to think entrepreneurially.

The Ryerson group—joined by their undergraduate colleagues—developed strategies to stimulate youth in thinking about their prospective businesses. The WTPD event highlight was a charrette with young people from the Academy that mapped out strength and weakness of their community and recommend changes. The group concluded that connectivity was the top priority for local youth.

Erin Senior, Abby Besharah, Jesse Auspitz and Marcus Bowman, Ryerson OPPI Student Representatives.

UNIVERSITY OF TORONTO

Four U of T graduate students ventured to Windfields Junior High School near Bayview and Highway 401 to engage 75 Grade 8 geography students on issues surrounding land-use, settlement, employment and population distribution through the lens of U of T Professor David Hulchanski's Three Cities report.

Facilitators challenged students to think critically around the implications of social, economic and spatial disparities between their fellow citizens. Students placed the school's neighbourhood in context and were asked to comment on the Three Cities report. The students concluded that a city should be organized, fun, unique, free-willing, mysterious, funk-a-licious, respectful, energetic, multicultural, magical, educational, healthy, practical, mobile, more bilingual, affordable, possible.

In particular, a city should be friendly (Aadila Valiallah), a city should be interconnected (Charissa Jattan), a city should be anti-oppressive (John Paul Catungal), and a city should be authentic (Nicholas R. Gallant).

Charissa Jattan and Nicholas Gallant are the U of T OPPI Student Representatives.

UNIVERSITY OF WATERLOO

Planning students at the University of Waterloo opened their doors for a charrette for more than 80 high school students to celebrate WTPD.

Students were grouped in teams of professionals, university students and academics to brainstorm ideas to transform a suburban

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office park into a vibrant, transit-oriented, human-scaled place.

Adam Lauder from the City of Waterloo provided base mapping and described the site context, constraints and opportunities, while Karen Hammond, Undergraduate Officer at the School of Planning, shared the important principles of sustainable community planning and good urban design. It wasn't long before the studio took on the enthusiastic hum of productivity and two hours later, the teams were ready to present their visions for the North Campus. Amidst the tracing paper, markers and easels, participants grasped the key concepts of infrastructure, transportation, urban design, land use and the environment while crafting innovative solutions to community-based challenges.

Brad Bradford, Matt Quick and Brooke Astles, Waterloo OPPI Student Representatives.

YORK UNIVERSITY

York University planning students celebrated WPTD by inviting Professor Jenny Foster to speak about greening the York University

campus. The York Sustainability Council was formed in 2008 to coordinate initiatives across 90 buildings and 63,000 students and staff.

More than 70% of students and staff now take transit, relying on 1,700 buses a day. The university has instituted a no-sweat policy on all York-branded material, and all produce sold on campus is pesticide-free. York has been awarded a Campus Sustainability Leader Award by a body that monitors college campuses.

IT'S A WRAP FOR 2010

Thanks everyone for reading and catching up with the members of the 2010-2011 Student Liaison Committee. I personally want to thank all the OPPI Student Representatives for the great work they have done so far. The SLC would be nothing without you guys and your hard work!

On behalf of the entire SLC, I would like to thank everyone for their hard work. See everyone at CAPS in Waterloo in February.

Dan Woolfson is the OPPI Student Delegate.

Storm (cont. from page 19)

the profession's knowledge base, with current Master's thesis topics ranging from transit-oriented development, to strengthening social cohesion, to water-sensitive/low impact design, to the role of planning in lower-income neighbourhoods.

The volunteer spirit in Eastern District outpaced the performance of most mutual funds in 2009, and remained strong enough to support a robust series of OPPI Eastern District events, including our fourth annual Town and Rural Planning Workshop, Spring and Winter Socials, and a World Town Planning Day showcase.

Looking back, despite tough economic times, it was fulfilling to be a planner in Eastern Ontario, where the skills, talents, and visionary qualities of planners remained in high demand and where we continued to serve the public interest with passion and professionalism.

Rory Baksh, MCIP RPP, is the Chair of Eastern District and an Associate at Dillon Consulting Limited. He can be reached at rbaksh@dillon.ca.

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EDITORIAL



Two Degrees of Separation— Planners in the Hot Seat

Glenn Miller and Philippa Campsie

DECEMBER'S CLIMATE TALKS in Cancun resulted in a dramatic last-minute agreement involving nearly 200 countries to limit the increase in global temperatures to less than 2 degrees Celsius. Although Canada's contribution received mixed reviews, the principles of the Kyoto Protocol apparently survived to be fought over another day. The threat of rising sea levels, droughts, floods and other natural disasters spurred participants to renew their efforts to reduce emissions. Most promising is creation of a modest fund to finance the efforts of developing countries to take action on climate change. But because every round of talks adds layers of nuanced commitments and non-binding pledges to meet ever-changing targets, the public can be forgiven for skepticism about yet another postponement of true commitment.

This theme is echoed in a number of articles in this, the 150th issue of the *Ontario Planning Journal*. Too much talk, not enough action. Will the current generation of young planners be content with this state of affairs? Yet there are many positives of which we can be proud. It's not all gloom and doom. This issue gives a voice to a number of junior planners just starting their careers.

...

The opportunity to create and develop what is widely acknowledged to be Canada's principal magazine for professional planning practice—working with OPPI staff and literally hundreds of members over the years—has been a rare privilege. Although each issue represents views and insights from a different cast of characters from across the province, the work of our contributing editors as well as the commitment of long-suffering art director Brian Smith, have made being editor a genuine pleasure and a continuing learning experience. Both Philippa and I are stepping down after this issue and we would like to introduce readers to Lynn Morrow (see sidebar), who has been appointed as the new editor.

Due credit should also be given to Stephen Slutsky, the Journal's first graphic designer and creator of the software that made it possible to produce a quality magazine six times a year.

Numerous members of Council have obviously also played an important part in the magazine's development. To mention some: John Livey, OPPI's first president, allocated scarce funds at the outset when Philip

Wong and Glenn proposed creating a journal. This set us on the road to creating a credible publication. Tony Usher, another former president and first contributing editor for the Environment column, whose vision to embrace "non *Planning Act* planners," influenced a generation of planners; Patrick Déoux and Diana Jardine provided essential guidance that set the magazine on a business-like footing.

Three core principles have guided the *Ontario Planning Journal's* trajectory over the past 25 years:

- Trust in the inherent professionalism of members—veteran planners, new planners and students alike—that has allowed us the freedom to accept articles on their merits;
- An openness to welcome contributions from sister professions that has helped define OPPI as a credible voice for planning in Ontario—in all its dimensions;
- A conscious effort to compensate for the concentration of membership in the Toronto area by featuring articles from all over the province, which helped foster the sense that OPPI is an open and inclusive organization.

At the start of the Institute's 25th anniversary year, it is worthwhile to look back at 149 issues—this first issue of 2011 is the 150th—to marvel at the way OPPI has matured and evolved. The pages of the Journal reflect dozens of matters of critical importance to members, ranging from those with unique geographic relevance to debates that help define and refine professional practice. As well, the Journal provides a permanent record of the comings and goings of individuals and activities within the districts, reminding us that volunteerism may be facilitated by a professional organization, but depends on local commitment.

Glenn Miller, FCIP, RPP, is vice president of education and research with the Canadian Urban Institute in Toronto. He can be reached at gmler@canurb.org.

Philippa Campsie is the principal of Hammersmith Communications, also based in Toronto. Philippa can be reached at pcampsie@istar.ca.



Introducing Lynn Morrow, MCIP, RPP

OPPI is pleased to announce the new editor of the *Ontario Planning Journal* is Lynn Morrow, an experienced editor, public policy consultant and professional planner, who has extensive experience in directing and facilitating numerous strategic planning processes that cross a range of disciplines. As principal of Lynn Morrow Consulting, Lynn has helped formulate action plans to assist governments and non-profit organizations to achieve their objectives, and for the past 10 years has been editor of *Novæ Res Urbis*, published by NRU Publishing Inc. Before launching her consulting practice, Lynn was



Lynn Morrow

Executive Director of the Greater Toronto Services Board, working directly with Chairman Alan Tonks.

She also held senior roles with the Metro Toronto government, providing strategic advice in the Office of the Chairman, and with Metro Planning. Lynn has a Masters of Science in Planning from the University of Toronto, is a long-standing member of the Canadian

Institute of Planners and OPPI, and is a Registered Professional Planner.

Lynn is working with Glenn Miller and Philippa Campsie to ensure a smooth transition for the magazine and she can be reached at editor@ontarioplanners.on.ca.

for that matter, is compensated by more attractive incentives to become a member. These benefits include the annual conference, district activities, professional development courses, and new online services. The *Ontario Planning Journal* has become one of the most appreciated and tangible benefits for members. It is probably fair to say that the Journal has become an important part of OPPI's professional image and that members expect the publication to drop into their mailbox like clockwork six times a year.

As OPPI celebrates its 25th year, the *Ontario Planning Journal* is also celebrating its 150th issue, accompanied by the sad note of the retirement of Glenn Miller as its Editor and Philippa Campsie as Deputy Editor. To its credit, OPPI Council has moved quickly to appoint a talented replacement—Lynn Morrow—someone who shares Glenn's passion for the profession and who is also a professional editor.

The amount of volunteer time, office resources and financial commitment that such a publication requires should not be underestimated. The many challenges that are ahead for the Journal undoubtedly start with the continued input from contributing editors that collectively represent a full range of planning topics relevant to all parts of the Province, as well as the sustained quality of the format and graphic design of the publication we know and love. However, we must not forget that the success of the *Ontario Planning Journal* is the sum of dozens of contributions from volunteer writers. The magazine relies on the dedication, good will and professionalism of so many talented individuals and volunteers. As the saying goes "le roi est mort, vive le roi" and long live the Journal!

Patrick G. Déoux, MCIP, RPP, OUQ, is a principal of AECOM. As a former member of OPPI Council, Patrick's responsibilities including the Ontario Planning Journal. Patrick has also had a long involvement with Plan Canada, published by the Canadian Institute of Planners.

LETTERS

End of Term

I HAVE JUST READ Paul Bedford's "Coming to Terms" article. Paul, I felt an absolute need to reach out to both commend and console you—I was moved, and frankly shaken—beyond words to hear your story so publicly shared. My father—also a mathematician—had schizophrenia and for decades our family's trials and experiences appear to have mirrored yours very closely. It is a constant worry to me that one of my teenage children may someday become similarly ill.

You have so articulately put your finger on what I have always struggled with: an inclination to fight for the treatment we believe will keep our loved ones healthy and safe and an acknowledgement that what we want for them is not necessarily what they want for themselves.

My heart goes out to you, your wife and your son. My reasons for respecting you just grow and grow.

—Cyndi Rottenberg-Walker, MCIP, RPP, is a partner with Urban Strategies Inc. in Toronto.

The "Coming to Terms" article was Paul's last column after seven years of writing hard-hitting articles for the Ontario Planning

Journal. He continues to teach at Ryerson and the University of Toronto and is a member of several high profile boards and committees, including Metrolinx. Paul's *Planning Futures* column always received positive feedback from veterans and beginning planners alike, and the editors would like to acknowledge his extraordinary contribution. Paul will continue to contribute to the profession he loves in a variety of ways. He hopes that his numerous columns over the years have made planners think hard about how they must make a difference and has high hopes for a new generation of urban planners. His final words of advice are "go bold or go home!"—Ed.

Looking Ahead for the Next 25 Years

STRICTLY SPEAKING, becoming an OPPI member and Registered Professional Planner means that planners are accountable to the public for their professional activities and face disciplinary measures if they don't follow OPPI's Professional Code of Practice. However, this unappealing reason for adhering to OPPI, or any professional association

LETTERS TO THE EDITOR

Members are encouraged to send letters about content in the *Ontario Planning Journal* to the Editor (editor@ontarioplanning.com). Please direct comments or questions about Institute activities to the OPPI President at the OPPI office or by e-mail to executivedirector@ontarioplanners.on.ca

Streets are for People

Terry Mills

The editorial “Great Streets Need People” (Volume 25, Number 5) put the jewel of urbanism in the spotlight. To me there is nothing more splendid and dynamic than a main street composed of a rich mixture of meeting and market places. Main streets in the traditional city are essentially linear town centres. Now that cities are intent upon reurbanization, they are redirecting development momentum back upon themselves—and these jewels are regaining their lustre.

The editorial identified public and private endeavours as two separate thrusts, forming two parts of an arch that depend upon some “magic ingredient” to come together, an ingredient defying prescription or legislation. In so doing, the editorial identified the strategic shortcomings of both our contemporary town planning and private-sector development practices. Who joins the two together and how?

All too often the “magic” does not materialize, and we’re left with a lost opportunity. In truth, the public and private sectors operate within the confines of their particular areas of interest. They look upon the public realm from their individual vantage points, both loath to entertain strategic opportunities.

It was demonstrated to me, working in Sydney, Australia, that this needn’t be the case. Instead, by exercising area master planning and retail structure planning as the norm, beneficial results can be produced. However, it cannot simply be left to the serendipitous results of some organic free-enterprise shuffle. Through such laissez-faire attitudes we’ve seen great sections of main streets stunted and moribund, with big-box stores breaking up dynamic activated street fronts, replacing them with inert street wall facades. Similarly, parking and loading areas interfere with the retail continuum. Their driveways further diminishing the characteristics of

“There still remains the problematic interface between a popular main street and its adjacent residential neighbourhood”

desirable pedestrian footpaths along our main streets.

As one Australian planner put it, a robust town centre requires that a municipality borrow shopping centre management methods to orchestrate good results. Likewise, private-sector players need to take a comprehensive view of the overarching opportunities, extending their interests beyond the immediate scope of their individual investments. Essentially, it’s a matter of spanning the public-private gap. And, as mentioned in the editorial, there still remains the problematic interface between a popular main street and its adjacent residential neighbourhood. This is where area planning is required.

Ontario’s recent elections could potentially open debate on local planning. Bring it on.

Terry Mills, MCIP, RPP, is the principal of ARRIS Strategy Studio, based in Toronto.



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URBAN DESIGN

Twenty-Five Years: Towards “Cities of Play”

Anne McLroy

“I am pleased to recognize some of the milestones and individuals that have helped shape Toronto and its region—the kind of good ideas and initiatives that I have seen echoed throughout Ontario”

RELECTING ON 25 YEARS of practising Urban Design, I feel privileged to contribute my perspective on Urban Design in Toronto in an issue that marks the beginning of OPPI’s 25th anniversary. Twenty-five years is a significant length of time in the life of a city and I am pleased to recognize some of the milestones and individuals that have helped shape Toronto and its region—the kind of good ideas and initiatives that I have seen echoed throughout Ontario.

Toronto and the City of Play

The Dutch architect Aldo van Eyck thought of the ideal city as a labyrinth of small, intimate places, or more poetically, a random constellation of stars. A playground on every street corner was the first step on his journey to create a “city of play.” Writing about cities, van Eyck said:

“If they are not meant for children, they are not meant for citizens either. If they are not meant for citizens—ourselves—they are not cities.”

Is Toronto becoming a “city of play”? Former Mayor David Crombie and Ken Greenberg, the founding Director of Urban Design at the City of Toronto, were leaders in recognizing the burgeoning potential for Toronto to transition to a “city of play,” and laid the early groundwork with the St. Lawrence Neighbourhood.

The St. Lawrence Neighbourhood

Built on former industrial lands in the 1970s, the St. Lawrence neighbourhood is a large, city-sponsored housing development that revitalized a “brownfield” area east of the St. Lawrence Market. The heart of the community is David Crombie Park, a central playground where children from the adjacent school, and residents from nearby condos and apartments can go to play, socialize, read a book, or walk their dog. In a space wrapped by red brick dwellings, kids can play safely while their parents keep an eye on them from nearby porches and apartment windows. A street surrounds the park, so it is visible and equally accessible both to the neighbourhood and the surrounding city. Generous tree-lined sidewalks connect the park to homes, nearby shops and restaurants, and the broader city.

The St. Lawrence neighbourhood introduced elements that promote vitality and social interaction, and Toronto has continued to replicate these throughout the City, including mixed-use development, integrated public spaces, pedestrian-supportive streets, and accessible parkland. Other examples that evoke the intimacy, delight and playfulness that van Eyck spoke of include:

The Toronto Waterfront: Toronto Waterfront’s President

(Cont. on page 27)

Designing for Sub-Culture: A Space for Everyone Else

Danielle Sernoskie

THE LANEWAYS in Toronto’s King-Spadina district present an interesting design dilemma. My idea is not about gentrification but rather the inverse. It is about creating public spaces of a different kind. Instead of continuing to create the same public spaces for everyone, we should be creating a more diverse range of spaces—for everyone else.

In most cases design is used to beautify that which is ‘undesirable’ but what if our definition of beauty is too acute? Perhaps even a grungy alleyway or abandoned building can be considered beautiful. Just look to the people who already inhabit some of these spaces—using the walls and fences as canvases on which to display their art work. King-Spadina currently supports several public open spaces—all of which are manicured parks. Given the artistic historical background of the area and its current and expanding demographics which consists, in large part, of single persons age 25 to 35, a new grittier type of public space could potentially thrive.



To attempt to adapt these existing spaces to make them welcoming to a broader demographic, however, is a mistake. The dilemma? There is a delicate balance where by implementing too much change within the space will alter it to the point at which what made it great to begin with will be erased. What we can, potentially, do is to take cues from these spaces to influence how other such areas can be developed to attract a similar type of activity.

These narrow corridors with varying building heights and diverse building types hold great potential in influencing how this and other cities move forward and re-conceptualize the way in which they design their public spaces. Diverse cities require a more diverse range of public spaces.

Danielle Sernoskie is a third year student in the Master of Architecture program at the University of Toronto.

McIlroy (cont. from page 26)

and CEO John Campbell and Chris Glasiek, VP for Planning and Design, have led a 25 year vision for Toronto's waterfront that has resulted in a foundation of beautiful buildings and open spaces. At 800 hectares or almost 2,000 acres, it is among the largest waterfront revitalization projects in the world.

In the 1980s and 1990s, though Toronto's Harbourfront and the surrounding central waterfront community was growing as a place of culture and recreation tied together by an improved waterfront trail, the waterfront was not gaining the ground it should as a cohesive, year-round destination at the regional and national scale.

In 2006, the corporation implemented a Waterfront Master Plan, derived from an international design competition won by West 8 and du Toit Allsop Hillier, to link the whole of the central waterfront into a cohesive, contemporary, mixed-use neighbourhood. As a result, places for living, learning, and celebrating culture, combined with well-integrated parkland, have been at the heart of every major waterfront project.

The inaugural Design Review Panel, chaired by Bruce Kuwabara, was formed in 2005. The panel has since reviewed dozens of projects including master plans for the East Bayfront and West Donlands, all of which, like the St. Lawrence Neighbourhood, are centred on major, city-scale parks including Sherbourne Park, Sugar Beach, West Donlands Park and Underpass Park.

Later this year, the southernmost lane of Queen's Quay will be removed, allowing people to step from transit directly into the waterfront park. The waterfront piers and their recently constructed "wave decks" will further connect land and water by a set of wooden bridges between the piers. New neighbourhoods, including the West Donlands (under construction), will be set within tight-knit city blocks and transit carrying "green" streets, and will be seamlessly integrated into nearby communities, such as Corktown and the Distillery District. The signature park for the neighbourhood will rise above the banks of the Don River providing views to Lake Ontario.

Streets Transformed

The transition to a "city of play" is increasingly evident on Toronto's streets, which are transforming into park-like linear green spaces distinguished by the maturity of the trees and the quality of the boulevards. Toronto's streets are becoming more beautiful and where appropriate, narrower, to provide shade, filter out pollutants and assist with natural ground water recharge. From including a city-wide network of bike lanes, to removing driving lanes (Jarvis Street centre lane) and creating wide sidewalk boulevards with trees planted for long-term growth (Bloor Street Transformation), streets are becoming better public spaces.

An earlier example of this transformation is Judy Matthew's vision for St. George Street in the early 1990s, which significantly reduced the number of collisions and pedestrian accidents by narrowing the road, embracing cycling as an expected form of university transportation and providing extensive planting along the length of the street.

Looking ahead, Toronto has recognized that even the Gardiner Expressway can be tamed, its underside cleaned up and occupied by new parks and buildings, including the soon to be constructed Fort York Visitors Centre.

The Zeidlers and Buildings of Play

Eberhard and Jane Zeidler's family have pioneered enormous urban change in the city through Eb's architectural practice—notably his large-scale buildings—Sick Kids Hospital and the Eaton Centre. Jane's art consultant business selected many of the original large scale works of art displayed in the building atriums, including Michael Snow's flock of Canadian geese in the Eaton Centre. Their daughter Margie, a graduate of the University of Toronto School of Architecture, has created one of the city's most vital and inclusive cultural buildings at the heart of King and Spadina. Margie's advocacy for old buildings, and purchase of 401 Richmond Street in the early 1990s, has contributed to a model urban

environment. The warehouse was purchased for \$10 a square foot, making it affordable for a creative class of tenants, including artists, architects, and IT specialists (including Dr. Fraser Mustard, the leading proponent of early childhood development, who I was introduced to during the early occupancy days of the building as he was cheerfully working at his desk with his cat on his lap).

The work spaces and studios, multiple art galleries, ground level café and roof garden are all connected through wide corridors that wrap the building and outdoor courtyard where the sounds of children playing in the grade-level daycare are heard throughout the building.

Every time I think of Margie's 401 Richmond, the St. Lawrence Neighbourhood, or the recently opened Sugar Beach, usually in connection with a project I am working on, I feel inspired by the large and the intimate, the sense of playfulness—qualities of what Toronto is as a great city and should continue to strive for.

Anne McIlroy, MCIP, RPP, MRAIC, is a principal of Brook McIlroy, a multi-disciplinary urban design, planning and architecture practice in Toronto. Anne is an inaugural member of the Waterfront design review panel, Chair of the Mississauga design review panel and founding chair in 2000 of the Urban Design Working Group.

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MANAGEMENT

Planning To Make It Happen Better

John Farrow

Planning in both the planning and private sectors emphasizes making good policy choices, while corporate management emphasizes effective implementation. My objective in this column over 25 years has been to explore management practices to help planners make things happen. This article comments on where management ideas are most effective and what may lie ahead.

1. *Strategic planning took off in the 1970s and by the 1990s was embedded in the management of cities as a tool that allocated scarce resources in the face of multiple priorities.* Many planners led this activity, but in larger cities, strategic planning is often taken on by the CAO. As a result, there is sometimes an uncertain relationship between land use planning and strategic planning.

2. *Marketing evolved in the 1980s from selling to communication, based on a more nuanced understanding of the needs of customers.* This idea was embraced by planners, who responded by reaching out beyond public meetings to discover what different publics prefer. In progressive administrations, social marketing tools are also used to sell new programs. A notable example is the successful campaign to reduce drinking and driving.

3. *Managing change became the preoccupation of corporate managers in the 1990s, but this body of knowledge has had only a minor impact on staff management in the public sector.* A fertile area yet to be explored, however, is how to use these tools to respond to economic and social changes occurring within our communities.

4. *The concept of Value Added evolved in the corporate world during the 1980s, but attempts to introduce this approach to government have been timid and sporadic.* An important question for planners is what aspect of what they do is most valued by the public. We have to be prepared to engage in this debate.

5. *Most corporations include being global and competitive as part of their strategy and are moving rapidly towards this objective.* Although many cities acknowledge this need, few economic development strategies have delivered what they promise and sceptics question whether the evidence is solid enough to justify the investments being made.

This review suggests that planners emphasize getting the policy right before taking action, while business managers favour effective implementation and quickly abandon any approach that does not yield results—the “ready, fire, aim” approach. However, management practices continue to evolve and city administrators should examine the following ideas for relevance to their organizations.

a. *Partnering has become a way of life for business, whether it is with suppliers to speed innovation, or with competitors to penetrate new markets.* However, although the word partnership is used frequently in government circles, the approach has had only a minor practical impact. The similarity of services

across jurisdictions and the looming pressure for improvements in productivity will inevitably drive change in this area. An important question for municipal planners throughout Ontario is whether more benefits could be delivered with fewer resources if service delivery was organized differently.

b. *Rapid innovation is seen as the key to business survival.* Although the term is used freely in municipal government, progress is slow. Official plans today differ little from those prepared 25 years ago and continue to ignore serious shortfalls in infrastructure funding. Is it not time for planners to roll up their sleeves and engage in some innovative problem-solving rather than continuing to produce aspirational plans that will never realize their stated goals?

c. *The desire to improve corporate productivity has resulted in widespread benchmarking, which has migrated to municipal government through league tables that measure how jurisdictions perform against each other.* This crude approach will quickly evolve into more discriminating benchmarks that measure productivity service by service. Planners need to be ready for this by developing their own planning benchmarks before someone else does it for them.

d. *Long-term financial plans incorporated into business plans will become the norm for cities as pressures mount on government revenues.* Such pressures are already evident in the resource-scarce developing world. For example, the requirements of international agencies and investors recently required me to prepare a long-term business and financial plan for the Mumbai Metropolitan Region. Such financial planning will become a critical part of infrastructure and land use planning and therefore a discipline today’s planners need to embrace.

Rapidly improving communications is promoting rapid change and escalating complexity. Planners must help their communities respond and adapt, and to do this they must embrace new ideas, wherever they come from. Improving our effectiveness in implementing lovingly crafted policies is essential if the profession is to flourish. Corporate management is a rich source for such ideas.

John Farrow, MCIP, RPP, is chairman of LEA Group Holdings, a consulting planning and engineering firm of 1,200 with operations in Canada, India, Africa and the Middle East. He has been contributing editor on management since 1986. John is also vice-chair of the Canadian Urban Institute and lectures on city management in the Planning Program at the University of Toronto.



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Why Young Planners Should Care About Climate Change

Raili Lakanen



The United Nations climate negotiations, or the 16th Conference of the Parties to the UN Framework Convention on Climate Change – was held from November 29 to December 10, 2010, in Cancun, Mexico. As a graduate planning student and a member of the Canadian Youth Delegation, I've been reflecting on my experiences attending the negotiations. It was both a capacity-building experience for 29 young people from all over the country and an opportunity for youth to exert pressure on the federal government to accept its responsibility to negotiate a legally binding framework. We met with other youth delegates, Canadian political figures, and international environmental organizations while in Cancun. I learned not only about pressing climate change issues, but perhaps more importantly, about the United Nations negotiations process and stakeholder engagement.

Climate change affects people

The conference demonstrated the impacts of climate change on frontline communities. Many cities and countries are already experiencing the effects of climate change, and often these are the communities with the fewest resources available for adaptation. On the final day of the conference, a demonstration on the steps of the Moon Palace conference centre, where the high-level negotiations took place, focused on counting to 21,000, the number of deaths which have been attributed to climate-related issues since COP 15 in Copenhagen in December 2009.

Although the demonstration was broken up before the number could be reached, it demonstrates that these negotiations are about more than facts, figures and budgets – the human impact is very real.

Some people will be affected by climate change physically, and others will be affected by it morally – those who believe that something can and must be done. Many youth delegates embodied that attitude, and I was impressed by their skills, knowledge, and energetic work ethic. Young people demonstrated their creativity by organizing events that, among others, showed their love for Kyoto. For example, students held an “auction” to sell

our natural resources and the global commons to the highest bidder.

I helped coordinate an event at which youth delegates from Canada, the USA and South Asia spoke about their experiences with climate change mitigation or adaptation. There were different suggestions on what should be done, from promoting sustainable transportation options, to encouraging youth and historically marginalized groups to participate in policy development and vote in elections, and fostering increasing cooperation among regions – all topics close to my own heart, and much related to planners' goals.

Climate change affects (and is affected by) land use

There are many opportunities to incorporate climate change mitigation and adaptation measures into the built environment. Some municipalities have begun to acknowledge the projected impacts on their communities – for example, anticipated changes to the vegetation species in my home community of Sudbury includes a reduction in the region's famous wild blueberry bushes.

Planning tools developed to address concerns about automobile use and promote compact communities are linked to climate change mitigation. Put simply, if our cities become more pedestrian-friendly and mass-transit-oriented, vehicle emissions will be reduced (which has the additional benefit of cleaner air locally). Coming from a northern background, however, I know that the suggestion to simply “intensify” is not always possible in rural areas, where low population density does not permit or support intensification.

However, solutions that incorporate green building design and materials to improve energy and water efficiency may be promoted in localities of all sizes. Other community-based solutions, such as locally appropriate green energy decisions, community gardening, and land stewardship practices can provide opportunities for climate change mitigation and adaptation while creating community pride and encouraging participation.

Climate change is about the policy...

The UN climate negotiations are based on the concept of common but differentiated responsibility, which states that all countries have a responsibility to reduce emissions, but that countries with an industrial past that have amassed economic resources through the burning of fossil fuels have the resources and an obligation to go first. Canada has an opportunity to develop domestic policy on climate change mitigation and adaptation, particularly at the provincial and municipal levels. This is especially important, given the lack of leadership at the federal level, as demonstrated through the undemocratic defeat of Bill C-311, the *Climate Change Accountability Act*, in the Senate in November 2010.

... and the politics

The Canadian Youth Delegation is non-partisan, because we believe that climate solutions are not party-based and we are open to supporting good climate legislation from any party. We recognize that developing solutions to climate change – through regulatory mechanisms like emissions reductions targets and community-based education on reducing one's carbon footprint and adapting to changing local conditions – requires collaboration and cooperation among individuals and groups of all political persuasions.

This is not to say cooperation is always simple or straightforward. At the UN level, for example, the negotiations proceed through consensus-based decision making. It's an arduous process, but the ideal goal is an agreement that everyone can live with. Many planners are familiar with the role of facilitator and mediator of distinct interests and are well-situated to act as intermediaries bringing together the general population, policy makers and technical experts.

Climate change adaptation and mitigation planning requires interdisciplinary, process-based approach coupled with leadership and good communication skills. So young planners and students, brush up on your climate science, policy and politics – they are likely to come in handy over the course of your career. I don't think I'm alone in predicting that climate change has become, and will continue to be, one of the biggest issues of our generation. Are we ready?

Raili Lakanen is a second-year Master's in Planning student at the University of Toronto. She may be reached at raili.lakanen@utoronto.ca.

Beate Bowron, FCIP, RPP, is contributing editor for Climate Change, and president of Beate Bowron Etcetera. Beate can be reached at beatebowron@sympatico.ca.

Over to you

Philippa Campsie



While doing a New Year's clean-out of my office, I came across a binder in which I had collected my *Ontario Planning Journal* articles and columns over the years. The first one dates from 1993. It was a rather cantankerous view of plannerese that I wrote while completing my studies at the University of Toronto.

Seventeen years later, I am stepping down as deputy editor of the *Journal*. Seventeen years of making the case for plain language through articles and workshops and lectures. Do I still feel as cantankerous about the state of planners' writing as I did then? As a matter of fact, no, I don't.

At the University of Toronto, I have been fortunate to work with quite a few students who write well and clearly and who care about good writing. Some have gone on to write excellent articles for the *Journal*. I've also met good writers through my workshops.

I am not saying that my work here is done and that is why I am stepping down. I still see dreadful writing and vapid jargon in planning documents, not to mention reports that read more like real estate advertisements than rigorous planning analysis. But it's not all doom and gloom. I sense that in a world saturated with media and communications, the tolerance for content-free verbiage is waning. Who has the time to read rubbish when more compelling alternatives exist?

So I am cautiously hopeful. Nevertheless, I will continue to offer advice (just try to stop me). And here, culled from some earlier columns, are a few perennial suggestions that I hope all planners, but young planners especially, will take to heart.

1. *Don't cut and paste unless the original wording is flawless.* Oh, we all do it, but it is a way of shirking responsibility for figuring out what another document says and restating it clearly and helpfully. "It was in the Public Works report and I didn't feel I should change it," is the usual excuse. This often means, "I didn't understand the report and couldn't summarize it." If you don't understand something, ask. It will save grief in the long run.
2. *Never try to shorten a report with font engineering.* I have seen planning reports written in 10-point Arial Narrow "because we're trying to save paper." Have a heart;

save our eyesight instead. If it takes up too many pages, cut paragraphs instead. Yes, you can. Be ruthless: how many of those paragraphs would be worth saving from a burning building? I thought so.

3. *Learn to write good executive summaries.* This is a skill that can lead to promotions. Summaries are a godsend to harried decision-makers, but they have to be complete, concise and clear. Cut-and-paste won't do (see #1).
4. *Think twice before you e-mail a question or a request—could this matter be better handled on the phone?* E-mail has its limitations. Its overuse can stall quick decisions, bog down the working day, and create hostility when the tone is misinterpreted. During the Second World War, posters appeared with the question "Is Your Journey Really Necessary?" Now print this out and post it over your computer: "Is Your E-mail Really Necessary?"
5. *Don't be afraid to use the first person.* I know I will get grief over this one, but hear me out. Toronto planning reports used to be written in the first-person singular (yes, singular) in the spirit of a former commissioner who believed that this approach emphasized his personal accountability for the work of his department. A report that in which the writer is personally accountable for every word is a meaningful and well-thought-out report.

6. *Give helpful feedback when you are asked to review a document.* This skill is invaluable for managers and directors or those who aspire to rise in their profession. Feedback does not consist of rewriting a document, or making it read like something you yourself would have written. It means considering the merits of the document as it stands and providing advice that will strengthen the arguments, fill in gaps and make the whole clearer to the reader. It doesn't matter if the writing style is different from yours, as long as the analysis is sound and the sentences are readable. This approach saves both time and nervous strain.
7. *Always write with people in mind.* Ursula Franklin is credited with coining the term "plannee," to describe the people for whom we plan. But most planning reports are about buildings, roads and land uses, not about occupants/residents, drivers and land users. I've read things like "These large-format stores prefer to be located in stand-alone buildings," and "The municipal structure can discuss the location of employment lands." Anyone who can write this sort of thing with a straight face needs to stand back and reassess his or her priorities.

That's enough for now. Master these seven and the rest will follow. And let me know how you get on.

Philippa Campsie teaches part-time in the planning program at the University of Toronto. The rest of the time, she is a freelance writer and editor who gives workshops on plain language and presentation skills. She welcomes questions and comments (and funny examples of bad writing for her extensive collection) at pcampsie@istar.ca.

ONTARIO MUNICIPAL BOARD

Mediation at the OMB—Opportunities and Directions

Eric K. Gillespie



The OMB has encouraged mediation for many years. As one of the key tools available to planners to assist their clients at the Board, having a working knowledge of the process and options can be critical to achieving a positive outcome in many types of matters. A recent discussion with OMB Associate Chair Wilson Lee, who has more two than decades of experience on the

Board, provides considerable insight into current practices in mediation. With the advent of the Environment and Land Tribunals Ontario (ELTO) model as well as other developments, the approach to mediation is also changing. In the words of Mr. Lee, "Even two years ago, mediation was often an afterthought, now it's often at the forefront."

Mediation can be initiated by the parties,

or, as is becoming more common, through case management by the Board. Where OMB staff or a member sees an opportunity, the Board may contact the parties on its own initiative to determine if possibilities for mediation exist. Otherwise, parties are also free to approach the Board at any time with a request.

Many different kinds of cases are suitable for mediation. Certainly larger more complex "big-ticket items" such as major official plan and comprehensive zoning by-law amendments can benefit from the mediation process. But straightforward matters, such as minor variance appeals, can also be resolved consensually. Almost any kind of case is suitable for mediation if the parties are willing, Mr. Lee observes.

When mediation can best take place is also an open question. Not surprisingly, as parties approach the start of a hearing, they tend to focus on their case, and are more likely to see strengths and weaknesses, but also opportunities for dialogue. Consequently, mediations often take place during this phase of an OMB matter. Still, the Board prefers to implement what Mr. Lee refers to as "Operation Double Track," whereby mediation proceeds simultaneously with pre-hearing(s), disclosure and other preparations leading to the hearing. The "symbiotic nature" of these parallel approaches lets the parties assess risks and possibilities in both forums and often leads to a successfully mediated resolution before the hearing.

However, where a matter has proceeded to a partial or in some cases even a completed hearing, successful mediation can also occur. Parties may realize during or even after a hearing that there is still room to talk. It may also become clear that even if a party is successful at a hearing, implementation of a project will be very difficult unless the parties can work cooperatively. OMB members have seen many situations where what Mr. Lee refers to as "Operation Redemption" has worked.

At whatever stage of the process mediation takes place, it is most important to recognize that mediation, like all forms of settlement discussions, is "without prejudice" and subject to a high requirement of confidentiality. Nothing that the parties exchange or discuss can be used in the hearing process or put into the public realm without the clear consent of all parties who participated in the mediation.

So why mediate? There are many reasons. These include significant costs savings if a full hearing is avoided and savings in time, if a project can be approved now through negotiation rather than after several years of litigation before the Board and possibly the courts. However, Mr. Lee also points to perhaps the most central rationale, the ability of the parties to gain control of the outcome of their

case. Whenever a decision is obtained from a third party, appellants and respondents both face the risk that the final outcome may be something far different from what they anticipated or wished. While almost all mediations will result in compromise, the end product will have been crafted by the parties and each will be certain of the outcome. Such resolutions are frequently ones the parties can best manage and accept.

Having participated in or been aware of literally hundreds of mediations at the Board, Mr. Lee also notes that the key to progress is often the motivation of the parties. Where parties have previously experienced success, more will likely follow. Where parties are motivated to find a solution, one will likely be achieved. Fortunately the OMB is seeing many successful outcomes, leading to a climate in which they are likely to keep occurring.

Mr. Lee leaves us with a final thought, that the dividends of choosing to mediate may not always be evident at first. It is not uncommon for an initial mediation session to end

without a resolution, but nonetheless lay the groundwork for further discussions that ultimately lead to a resolution outside the hearing process. In his words, often mediation is "planting seeds for parties to harvest later." Hopefully planners and their clients will consider mediation whenever the opportunity arises, knowing that positive results are the likely outcome.

Eric Gillespie is a lawyer practising primarily in the environmental and land use planning area. He is the contributing editor for the OMB column. Readers with suggestions for future articles or who wish to contribute their own comments are encouraged to contact him at any time. Eric can be reached at egillespie@gillespielaw.ca.

P.S. Thanks to Gary McKay of the City of Toronto for his letter to the editor in the most recent issue regarding the Niagara Jet Boat case column and another decision his colleague Rob Robinson was involved in (Romlek Enterprises, 2009).

ENVIRONMENT

MOE Regulatory Housecleaning Has Land Use Implications

Steven Rowe and Tony van der Vooren

Robert Ryan's article in this issue of the Journal ("Ministry of the Environment D-Series Update") highlights an important rejuvenation of the Ministry of the Environment (MOE)'s Land Use Compatibility and other D-Series Guidelines. For planners, these Guidelines provide a tool to consider potential environmental issues such as noise and air quality impacts early in the process when developing plans and making land use decisions.

The D-Series Guidelines also anticipate the need for technical approvals, primarily Certificates of Approval (C of As) under the *Environmental Protection Act* (EPA), for facilities that would produce emissions and have the potential for adverse effects. These approvals are under MOE and not municipal jurisdiction, but their requirements and standards form a starting point for any required studies under the D-Series Guidelines. At the same time, the Guidelines go beyond compliance under a C of A. The current Guidelines

recognize that even with approval and compliance, industries can generate occasional negative impacts off-site from dust, odour and noise, depending on the type of industry. The Guidelines address those issues through providing a framework for considering appropriate separations and buffers for different industry types, and we expect that this approach will continue in the revised Guidelines.

Land use compatibility issues can verge on the highly technical, but sometimes raise contentious land use issues, as illustrated by the following examples.

- Planners may be involved in commenting on C of A applications posted on the Environmental Bill of Rights (EBR) Registry, particularly when the proposed facility is already permitted by zoning and the municipality, community or client wishes to influence an MOE Director's decision.
- An established industrial use objects to

brownfield development nearby that involves a change from industrial to residential, fearing complaints that could raise compliance issues, despite environmental approvals. This can be especially contentious where high-rise development encroaches on an industrial use and is directly in the downwind exhaust plume of the facility.

- Land uses included among permitted uses in an industrial zone such as daycare and educational facilities—or existing non-conforming uses—may be considered by the MOE to be “sensitive” and subject to additional compliance concerns or setbacks when new industrial uses are proposed nearby.

Sweeping Changes to Environmental Approvals

The overall approvals framework and the regulations, guidelines and standards that apply to technical approvals are undergoing radical change, through a number of separate processes. The changes will affect the context for land use compatibility studies, how stakeholders are involved in the decision-making process for C of As, and the ultimate outcomes in terms of regulated standards and setbacks, buffering and other mitigation measures. All of these proposals have been or will be posted on the EBR Registry (<http://www.ebr.gov.on.ca/ERS-WEB-External/>); some EBR reference numbers are provided below. In a number of instances OPPI has commented on these initiatives, and you can review the comments at www.ontarioplanners.on.ca.

Approvals Modernization

After posting a discussion paper, the MOE decided in June 2010 to proceed with proposed changes to the framework for technical environmental approvals (Registry No. 010-9143). In October 2010 the Ontario Government made changes to the EPA and *Ontario Water Resources Act* (OWRA) through the *Open for Business Act* to facilitate these proposals, however these changes are still to be enacted (Registry No. 011-0317).

At present, both “lower-risk” and more complex approvals are subject to the same review and approval process, resulting in a Certificate of Approval. A two-tier system is now proposed, so that lower-risk (i.e., low-impact) activities will not require an individual approval, but would be registered with MOE and must meet certain regulated requirements (e.g., noise abatement, setbacks). Higher-risk or more complex activities will require an Environmental Compliance Approval (ECA). The ECA is similar to today’s Certificate of Approval, but can be

broader in considering all media (air, water and waste) and be applicable to multiple sites.

The threshold between the two tiers had not been established at the time of writing, but it can be anticipated that a vehicle paint spray booth, emergency generators and comfort heating, for example, would likely be “registry” types of activity, whereas a large industrial complex or quarry would be subject to an ECA.

At present, mandatory public consultation on C of A applications is limited to comments through the EBR Registry (as a prescribed proposal) and hearings on C of As are possible only for certain waste management projects or through leave to appeal under the EBR. Under the new scheme, the MOE Director has discretion to require consultation and/or hearings by the Environmental Review Tribunal when considering ECAs. When this discretion is invoked, there will be an opportunity for stakeholders to provide input.

Alternative Air Quality Standards

Under O.Reg 419, the MOE is developing conservative effects-based standards that do not consider achievability or economic impacts to industry.¹ In so doing, MOE included in the regulation a provision for an industry or facility to apply for an “alternative standard.” In most cases, this requires an industry to install and operate to the highest emission and process standards found in the world. Under the alternative standard process, the industry and MOE are required to hold public meetings and discuss the proposed changes. Not surprisingly those discussions and considerations address potential public exposure to the emissions and through that existing and future land use. This can apply to any industry in any location if it cannot meet the new MOE standards. Arcelor-Mittal in Hamilton has gone through the process for its facility. A number of other Ontario facilities are currently involved in the process.

Fine Airborne Particulates

Concern over the effects of fine airborne particulates on human health is increasing. While there is guidance on acceptable levels, they are not regulated in Ontario. As a result, the Town of Oakville, for example, passed its own By-law to regulate fine particulates and their precursor compounds under the *Municipal Act*. Meanwhile the MOE has initiated a process to review its approach to fine particulate regulation and control, and no doubt the results of this effort will be made public in due course. In the meantime we are left with a potential patchwork of emission-permitting requirements as other Ontario municipalities review and potentially adopt similar approaches to

that of Oakville. This can create a lack of consistency for industry and planners in determining appropriate sites for new industrial and other uses.

Cumulative Effects

In June 2008, the MOE lost a court decision over the issuing of a C of A to Lafarge Inc, in Bath, Ontario. When the MOE issues a C of A for a facility, only the emissions from that facility are considered; background air quality or emissions from other facilities are not taken into account. The court found that MOE was in violation of its own Statement of Environmental Values (SEV) under the EBR, which indicated that MOE considered cumulative effects in all its decisions and instruments. The decision cast doubt over all C of As issued by MOE.

MOE has subsequently revised its SEVs to exclude instruments from the cumulative effects assessment. It is still not clear whether or not this change will allow MOE to issue C of As without full consideration of cumulative effects. As well, the Aamjiwnaang First Nation has filed a lawsuit against MOE for approving a C of A in the Sarnia area. The basis of the suit is a challenge under the Charter of Rights indicating that by not considering cumulative effects, the health of the claimants is being harmed and this harm is a violation of the Charter.

The final outcome is difficult to predict. But cumulative effect considerations are important and will impact the approval of facilities in impacted airsheds. Also, cumulative impact is not limited to industrial sources. In impacted areas (such as Hamilton or Sarnia), emissions from industry are only one component. Traffic, comfort heating and emissions from outside the airshed also affect the airshed. As these issues evolve, the planning challenges will be in working with industry, the public and MOE to zone and approve appropriate land uses that consider airshed management as part of the decision process; not just for industry, but also for residential and transportation planning.

Others are already looking at appropriate land use planning to reduce broader air quality impacts. For example, Halton Region has developed guidelines related to separation distances between major roadways and sensitive uses (e.g., homes, schools) to provide some buffer to effects from vehicle emissions.

New Noise Guidelines

In November 2010, the MOE posted to the EBR a draft version of its updated noise criteria guidelines, NPC-300 (EBR Registry No. 011-0597). Once approved, NPC-300 will replace the three current guidelines: NPC-205 and NPC-232 (which provide guidelines for urban,

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rural and intermediate areas) and LU-131 (which deals with land use planning considerations) and will form the basis for assessing noise from all industrial and traffic sources in the province.

One issue relating to the current guidelines is that some of the sound level limits in LU-131 are less stringent than those in NPC-205/232, allowing municipalities to approve sound-sensitive land uses, such as residential developments, in a location that could force an existing industry out of compliance with its C of A. NPC-300 is intended to eliminate these inconsistencies and to encourage intensification of development in urban areas. It introduces two new categorizations of Acoustic Environment with relaxed sound-level limits: "Class 4 Areas," which encompass areas of urban re-development close to existing industries, and "Class 5 Areas," which represents areas heavily influenced by rail and road traffic.

The new sound-level limits for these areas are less stringent than for Class 1, 2, or 3 environments, allowing juxtaposition of industry and sound-sensitive land uses without regulatory conflict.

Steven Rowe MCIP, RPP, is an environmental planning consultant and contributing editor for Environment to the Ontario Planning Journal, and Chair of the Environment Working Group for OPPI's Policy Development Committee. He may be reached at steven@srplan.ca. Tony van der Vooren, P.Eng., is Manager, Air Quality at AMEC Americas Limited and can be reached at tony.vandervooren@amec.com.

1 Note that in most jurisdictions, standards are only set after a thorough socio-economic assessment to determine both impacts and potential achievability for industry.

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Readers can find the full text at www.ontarioplanners.on.ca/content/journal/OPJournal.asp. A copy of OPPI's submission "Land Use Compatibility Guidelines D1 through D6 – September 2010" can be found at <http://www.ontarioplanners.on.ca/content/Publications/watchingbriefs.aspx> —Ed.



Ministry of the Environment Updates D-Series Guidelines



Robert Ryan

Since their inception in the 1980s, originally as the Ministry of the Environment's (MOE) land use planning policies (and later as the D-Series Guidelines), these guidance materials have been used by MOE staff in reviewing planning documents generated under the *Planning Act*. These included official plans, official plan amendments, plans of subdivision/condominium, and consents.

MOE used the D-Series Guidelines to review *Planning Act* applications until the mid-1990s, when most of this work was turned over to municipalities through One Window Plan Review and Municipal Plan Review. There are still some parts of Ontario in which MOE still reviews *Planning Act* documents, and routinely uses the Guidelines in those reviews. MOE continues to use them in review of official plans prepared by municipalities across Ontario. These reviews are sent to MMAH for inclusion in a coordinated one-window response back to the municipality.

Throughout all of the legislative and planning process changes during the past 15 years, the D-Series Guidelines have continued to provide input, direction and guidance on environmental concerns related to development to decision makers and proponents engaged in land use planning. The Guidelines are intended for use by municipalities, developers, the Ontario Municipal Board, ministries involved in land use planning (MOE, MMAH, MNR), planning and engineering consultants, EAs under the *Environmental Assessment Act*, consultants preparing Certificates of Approval required under the *Environmental Protection Act* and *Ontario Water Resources Act* (OWRA) lawyers and MOE staff in approvals, regional and district abatement activities.

The D-Series Guidelines are:

- D-1: Land Use and Compatibility
- D-2: Compatibility between Sewage Treatment and Sensitive Land Use
- D-3: Environmental Considerations for Gas or Oil Pipelines and Facilities
- D-4: Land Use On or Near Landfills and Dumps
- D-5: Planning for Sewage and Water Services

D-6: Compatibility between Industrial Facilities and Sensitive Land Uses

The Guidelines may be used by proponents in Ontario to prepare and assess applications under MOE legislation, and may be used as a resource for applications under legislation administered by other ministries and agencies involved in approving changes to land use. For example, applications for Certificates of Approval under the OWRA for sewage treatment plants require separation distances, which are provided in the Guidelines. Applications for development involving large water takings for municipal, communal and private water supplies requiring Permits to Take Water (OWRA) benefit by establishing early in their related land use planning process whether sufficient water is available. Proponents of environmental assessments under the *Environmental Assessment Act* (EAA) may find that information in these Guidelines is useful in the EAA planning process.

The Guidelines are meant to be used as a resource, and are not intended to conflict with other pieces of legislation and their related practices. They can assist in avoiding undesirable environmental impacts or issues that may arise in land use planning and development processes in legislation administered by other ministries and agencies.

Users of the Guidelines should note that although they are not law, they are based on considerable experience of staff throughout the Ministry over a period spanning more than 30 years. These Guidelines are meant to provide informed guidance for anyone involved in land use planning, and to be an asset to proponents of land use development in contributing to economically, socially and environmentally viable uses.

Robert P. Ryan, MES, MCIP, RPP, works in the Certificate of Approval Review Section of the Environmental Assessment and Approvals Branch at the Ontario Ministry of the Environment.

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Readers can find the full text at www.ontarioplanners.on.ca/content/journal/OPJournal.asp —Ed.

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Do We Learn Best From Non-Planners?

Title: *Makeshift Metropolis*
Author: Witold Rybczynski
Publisher: Scribner, 2010
Pages: 240

IT HAS BEEN almost 50 years since Jane Jacobs published *Death and Life of Great American Cities*. Get ready for the articles and documentaries this November! Clearly a fan of the writer who influenced generations of Canadian planners, Witold Rybczynski gets a jump on the anniversary with a confession: his experience gained as an author and activist professor first at McGill and now UPenn, has led Rybczynski to be more critical of Jacobs' more extreme opinions.

To give this position some context, *Makeshift Metropolis* begins with an exposition of "three big ideas" which have shaped the urban form that defines many North American cities today, leading to the role played by Jane Jacobs and beyond—ending

with a master class critique of current large-scale urban design and revitalization initiatives.

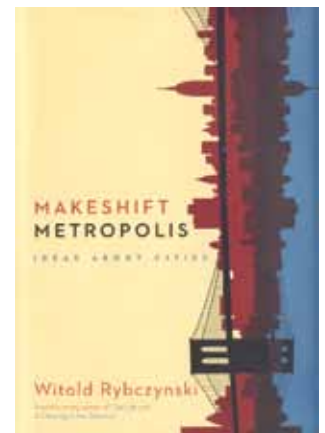
Rybczynski takes the reader through more than a century of urban progress, beginning with the tale of how the rich dimensions of the City Beautiful movement—the first big idea—were influenced by the writings of another influential "non planner," Charles Mulford Robinson. A passionate advocate for "urban beauty" and "civic art," Robinson also wrote that "until the spirit of aesthetic renaissance descends into the slums...the conquest of beauty in the city will still be incomplete." His contemporaries included Daniel Burnham, William McKim and Frederick Law Olmstead.

The second credit goes to Ebenezer Howard, a parliamentary stenographer by training, and author of the Garden City movement. Although we think of Howard as having begun his work in England,

Rybczynski reveals that the principles underlying "Garden Cities of Tomorrow" were formed during a stay in the U.S. The third major influence is French architect, Le Corbusier. The proponent of 60-storey office clusters had been promoting "towers in the park" for decades before he actually saw his first tall building, fittingly, upon arrival in America.

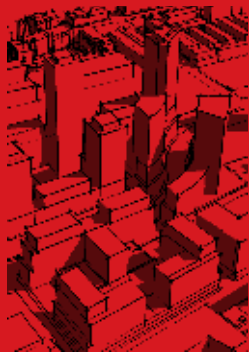
Writing clearly about ideas that influence city design requires much more than scholarly insight. The ability to draw in one's readers with a compelling, historically accurate narrative that informs and entertains in equal measure is a rare talent. *Makeshift Metropolis* meets this test.

But back to Jane Jacobs. If you like intrigue and a good story line then this book is for you. In fact, if you are a student of cities, this is essential reading. You will discover, for example, how Jane Jacobs came to write *Death and Life*, and learn why Jacobs and another planning icon—Lewis Mumford—came to loathe each other. You will have to buy Rybczynski's book to find out the details.



Glenn Miller, FCIP, RPP, is the founding editor of the Ontario Planning Journal.

His tenure concludes with this issue. Glenn is also vice president, education and research, with the Canadian Urban Institute in Toronto.



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