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# PLANNING

HEALTHY COMMUNITIES • SUSTAINABLE COMMUNITIES

Journal

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**Institut des  
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## BILLBOARD



Thank you to outgoing Student Delegate, Alex Gaio, for his hard work, dedication and contributions as the 2017-18 Student Delegate. Alex, along with his peers on our Student Liaison Committee worked diligently to bring together students, Council and OPPI members.

### #OPPI18—Register Today!

We look forward to welcoming you to Laurentian University in the City of Greater Sudbury October 11-12 for the 2018 Symposium—#OPPI18: Community Readiness. **Early bird registration is open** until August 10 and members can save 14 per cent off the cost of a Member rate. In addition, members who sign up for the early bird rate, receive priority access to mobile workshops. These sessions offer the chance to explore Sudbury in more detail. Register today before it's too late!

### Explore Sudbury at #OPPI18

Are you planning to attend #OPPI18 in the City of Greater Sudbury? Why not make it a weekend and stay a little longer. Explore a part of the province you may not often get a chance to visit and take in some of the exciting things happening. Check out Sudbury Tourism for ideas on what to do and see while you're visiting. For more information on accommodations for #OPPI18, visit our [Symposium webpage](#).

### Welcome OPPI's new Student Delegate

Join OPPI in welcoming Keith Marshall, the Institute's 2018-2019 Student Delegate. Keith follows a wonderful lineup of Student Delegates who have provided outstanding leadership.



Further information is available on the OPPI website at [www.ontarioplanners.ca](http://www.ontarioplanners.ca)

# Education with Practical Applications

By Wayne Caldwell, RPP

The faculty and students at Guelph are keen to engage with others, to welcome new partners, to share our passion and to find solutions to the challenges that face rural communities. Our work focuses on concepts of sustainability—bridging the economic, social and environmental with a strong sense of social justice.

While we continue our long-term work in teaching and research we have developed new expertise working with Indigenous communities, in regional economic development and in the environmental field.

The practice of planning calls for new approaches as the recognition of Indigenous rights and commitments to reconciliation come to fruition. Our new Indigenous planning courses developed by Professor Sheri Longboat prepares students to work with Indigenous communities in ways that are respectful of Indigenous peoples, cultures, values and knowledge systems.

Students learn and apply theory and principles of Indigenous community planning that acknowledge Indigenous worldviews and incorporate Indigenous knowledge. While the course emphasis is on practical applications working with or within First Nation communities across Canada, our students are also applying their new competencies in remote regions and international research.

In 2016, the Libro Professorship of Regional Economic Development was created through the generous financial contributions from Libro Credit Union, the Klosler family, and the Roberts family. The Libro Professorship focuses on regional economic development in southwestern Ontario. Dr. Ryan Gibson joined the school to assume the professorship and has been actively working with communities, businesses, and non-profit organizations on regional economic development initiatives.

Dr. Nicolas Brunet holds the Latornell Professorship in Environmental Stewardship. His engagement with the professorship includes membership on the Latornell Steering Committee, where he is actively involved in planning and shaping priority areas for the Latornell Conservation Symposium. He is also a member of the Latornell Endowment Committee and soon will be the director of the Young Conservation Professionals Program. Beyond

this, he works closely with governments and agencies in Ontario to develop programs and research projects that may foster stewardship behaviors and support the conservation of land and water resources.

Visit our [website](#) to learn more about additional new faculty who will join the school later in the 2018/2019 academic year! And connect up with professors Devlin and FitzGibbon (and me). We are always happy to share our expertise and interests in rural planning and development.

Collectively, our interests range from preserving farmland, to local food, to watershed management, to international development.

Faculty and students in Rural Planning and Development are also active participants in the OMAFRA/ University of Guelph research partnership that provides funding for research, and training of highly qualified personnel. This funding supports research stations across the

province and includes a focus on environmental sustainability, and agricultural and rural policy among others. It also brings a focus to practical problem-solving and policy development. Recent examples include strategies to develop healthy rural communities, or approaches to local food production in northern Ontario.

Rural Planning and Development at Guelph continues to be an active member of the International Comparative Rural Policy Consortium, offering graduate students the opportunity to participate in a two-week intensive summer training program. The program enables planning students to gain international experiences, build skills in comparative policy, and network with leading rural planning and development scholars. The location of the summer program rotates on an annual basis, with recent programs in Spain, Alaska, and Ireland. Planning students and faculty will travel to Tuskegee, Alabama this year.

We're excited about what is happening at Guelph! With three new faculty having joined the Rural Planning and Development program in the past few years and more faculty set to join us in 2018/19, we're immersed in new ideas and approaches to tackle the challenges facing rural communities across Canada and beyond.



Wayne Caldwell, RPP, is a professor in Rural Planning at the University of Guelph. He is also a member of OPPI and a passionate advocate for the betterment of rural communities. Wayne was OPPI President 2007–2009.



University of Toronto

# Leading Change

By Richard J. DiFrancesco, RPP and Sharon Lam



Richard J. DiFrancesco



Sharon Lam

The planning context is changing rapidly, introducing new opportunities and challenges, and exacerbating old problems.

In Ontario, the provincial government has introduced changes to the Ontario Municipal Board, the *Municipal Act*, and provincial plans, among other policy changes affecting planning practice. We are also in a time of rapid technological innovation, increasing frequency and intensity of extreme weather events due to climate change, rising socioeconomic inequities, and ongoing demographic shifts.

The planning context is also driven by changes in people's expectations, a growing enthusiasm for city building, demands for justice, and dissatisfaction with the status quo. Planners are well placed to ride these waves of change as we plan with the present and future generations in mind.

At the University of Toronto, we value the important role of planning education in leading change through educating the next generation of planners. The planning program in the Department of Geography and Planning engages students to explore three fundamental and interrelated questions:

- How did the world of our cities get to be the way it is?
- What kinds of cities—or world—do we want to live in?
- How do we get from what we have to what we want?

We encourage our students to take an interdisciplinary, critical and engaged approach throughout their educational experience. We continue to build strong relationships with the broader community through courses and student internships. The requirement to prepare a current issues paper also enables our students to explore topical issues of their interest. A sampling of the issues covered by some of our most recent Master's program in planning graduates are included in this edition of OPJ: a discussion of lessons planners can learn from community building and Black organizing in the GTA by Adwoa Afful, a critical exposé of municipal regulations and planning realities around the siting of payday loan outlets within Toronto by Alison Blagden, and a synthesis of key principles for planning more resilient critical infrastructure by Sharon Lam.

A hallmark of our Master's program in planning program is the planning field course. Most recently, a group of M.Sc.Pl. students, along with Professor Paul Hess, visited Mexico City and witnessed first-hand some of the challenges faced by megacity growth in the

developing world including physical and social infrastructures, income inequality, and public realm planning. Izabela Molendowski offers some reflections on her experiences in Mexico City.

The past year has been a very eventful one for the graduate planning program at the University of Toronto. First and foremost, we successfully completed our re-accreditation review by the Professional Standards Board and have been re-accredited for a five-year period.

We also had the tremendous good fortune to host three Bousfield Distinguished Visitors in Planning including: former Toronto chief planner Jennifer Keesmaat, former University of Northern British Columbia School of Environmental Planning chair Dr. John Curry, and former University of Toronto planning law adjunct professor Stanley Makuch. Both Keesmaat and Curry taught graduate-level courses to M.Sc.Pl. students while in residence, and engaged with planning students and colleagues in both formal and informal ways.

Also noteworthy was the organization of a Cities of the Future Symposium by a group of first- and second-year M.Sc.Pl. students. The symposium brought together about 100 students, professionals and thought leaders to discuss and share ideas about the implications of social and technological innovations for cities of the future. The symposium sought to identify interdisciplinary city-building approaches to advance cities as places of innovation and entrepreneurship while reducing social inequalities and improving quality of life.

In addition, starting in the fall students may select a new area of concentration focused on transportation planning and infrastructure.

While the planning context has been changing rapidly in recent years, the M.Sc.Pl. program at the University of Toronto will continue to offer students an excellent platform on which to base a career as professional planners.

*Richard J. DiFrancesco, RPP is a member of OPPI and the associate chair and planning director in the Department of Geography & Planning at the University of Toronto. His research focuses on the interplay between the regional economic development and change, and the overarching processes of globalization and "financialization."* Sharon Lam is a recent graduate of the Master's in Planning program in the Department of Geography & Planning at the University of Toronto. Previously, she worked with Health Canada's Climate Change and Innovation Bureau, and the Toronto and Region Conservation Authority.

# Collaborative Planning for Marginalized Communities

By Adwoa Afful

Some of the most compelling approaches to collaborative planning in the Greater Toronto Area are being developed at the grassroots level by Black women and gender non-binary community organizers. But rarely do we see their efforts represented in Canadian planning literature or curriculum.



As the conversation around equity in planning evolves, it is important that professional planners and planning students re-examine their practices and how they engage the community members they serve. However, this can be difficult to do without models. For me, this has meant paying attention to the work being done within racialized and low-income communities around my city. As a student planner interested in social planning, especially as it pertains to the service needs of Black women and non-binary people in Toronto, I am always looking for practical examples of intersectional approaches to collaborative planning.

For my thesis project, I documented the work of Black women and gender non-binary organizers. This research reveals that social planning is being done at the grassroots level and organizers are combining conventional approaches (e.g., public consultations, charettes) with new ones such as social media. For example, I interviewed an organizer who talked about a backpack drive started and run by Black and racialized women in her Jane-Finch neighborhood. This program provides free backpacks to neighbourhood children. That same organizer helped mobilize her entire social housing community when facing forced relocation by the Toronto Community Housing Corporation.

The knowledge and experience shown by these organizers is especially important, as the province and City of Toronto invest significant resources into addressing anti-Black racism and

challenges to full civic participation that negatively impact Black communities.<sup>1</sup> Over the past three years, both the city and provincial government have sponsored several policy reports and launched initiatives to combat anti-Black racism and improve socio-economic outcomes (e.g., increasing high school retention rates, building community capacity, increasing access to entrepreneurial and professional opportunities, etc.).<sup>2</sup>

Despite efforts to consult with Black communities across the GTA, the resulting reports fail to consider the diverse service needs of the communities the city and province are trying to engage. Developing a truly intersectional framework would help planners create inclusive policies and approaches to data collection.

Conventional approaches to collaborative planning often fail to consider the implications of race, class, immigration status, gender, and sexual orientation, for example, and how they may inform how residents interact with each other and community institutions and how they engage in city building initiatives. Grassroots organizers, on the other hand, can offer concrete examples of how to integrate equity into planning practice.

*Adwoa Afful is completing her final year in the M.Sc.Pl. in program at the University of Toronto. She has a passion for community-led and social policy planning. Her current research project looks at planning being done at the grassroots level by community organizers in collaboration with marginalized and underserved communities of colour across the GTA.*

## Endnotes

- 1 Ontario Anti-Racism Directorate. (2014). A better way forward: Ontario's 3 year anti-racism strategic plan. Ottawa, ON: Queen's Printer for Ontario.
- 2 Connely, K., Cukier, W., Grant, C., Neuman, K., Newman-Bremang, K., & Wisdom, M. (2017). The Black Experience Project: A Greater Toronto Area Study Capturing the Lived Experiences of a Diverse Community: Phase 2: Overview Report. Environics Institute.

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# Regulating Payday Lenders

By Alison Blagden



Over the past two decades, distinct, neon signs advertising payday loans have become increasingly prevalent in storefronts across Toronto. The city has 207 payday lender establishments<sup>1</sup>, a significant increase from 55 payday lender and cheque cashing establishments in the city in 2000.<sup>2</sup> My research examined the geography and context of payday loan use in Toronto, and the available policy options to protect financially vulnerable and low-income individuals.

With the passage of the *Putting Consumers First Act* in 2017, Ontario municipalities were granted the authority to control the number and location of payday lenders.

Payday lender establishments are ubiquitous in Toronto's low-income neighbourhoods. In fall 2017, when there were 205 payday lender establishments in the city, 38 per cent of the city's total lender establishments were located near or within a Neighbourhood Improvement Area, neighbourhoods identified by the city as needing investment and improved access to public services.<sup>3</sup> Establishments are densely concentrated, only 13 are located more than a kilometre from another establishment. These concentrations of payday lenders reflect troubling levels of financial insecurity across the city. The high cost of payday loans and the high rates of repeat borrowing can lead to debilitating debt and contribute to the entrenchment of poverty.

In response to these concerns, Canadian and American municipalities have pursued local level regulations, including the City of Toronto.

Three municipal policy options were identified for the City of Toronto: licensing, zoning by-laws, and financial inclusion. Regulatory measures can reduce the prevalence of payday lender storefronts, increase disclosure of loan costs and assist municipalities in

monitoring the industry. Minimum separation by-laws in particular can address the dense clustering of lender establishments. However, these interventions are limited in their ability to address the demand-side factors that lead people to take out payday loans. Poverty reduction and financial inclusion programs are needed to help address these factors.

Responding to the pervasiveness of financial exclusion is essential to planning more prosperous and inclusive cities. Issues related to payday loans are intertwined with financial exclusion, economic insecurity, and poverty. Solutions will require a multi-faceted approach involving both regulations and poverty reduction strategies.

*Alison Blagden is a recent graduate of the University of Toronto M.Sc.Pl. program. Her research focused on economic and social planning policy and planning.*

## Endnotes

- 1 City of Toronto (2018, March 28). Interim Regulations for Payday Loan Establishments and Consultation Plan. Report for Action to Licensing and Standards Committee. Web: <https://www.toronto.ca/legdocs/mmis/2018/ls/bgrd/backgroundfile-113620.pdf>
- 2 MacDonnell, S. (2007). *Losing Ground: The Persistent Growth of Family Poverty in Canada's Largest City*. United Way of Greater Toronto.
- 3 City of Toronto (2018). Neighbourhood Improvement Area - location and population characteristics. Web: <https://www.toronto.ca/311/knowledgebase/kb/docs/articles/social-development-finance-and-administration/social-policy-analysis-and-research/policy-development-research-and-planning-analysis/neighbourhood-improvement-area-location-and-population-characteristics.html>

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# Reflections on Planning Pedagogy

By Hannah Miller & Arno van Dijk

Urban planning as a profession is continually adapting to what is required at a given point in time: accommodating the car in the early 20<sup>th</sup> century, implementing complete streets in the 21<sup>st</sup> century, etc. We believe that planning programs need to catch up in two important areas: the incorporation of public and stakeholder engagement in planning education, and placing a greater emphasis on practical planning experience.

Meaningful public and stakeholder engagement is critical not only for establishing support and buy-in, but also ensuring that planners and decision-makers understand how projects impact users. However, effective engagement is difficult, especially when trying to hear from a diversity of voices. Today engagement is not simply a town hall meeting, but incorporates a series of events occurring in person and online, a variety of tools from social media to charrettes and familiar neighbourhood spaces.

Unfortunately there is a lack of engagement-related courses for planning students across Ontario, at both the undergraduate and graduate levels. Having access to such courses would not only help to create a more solid foundation upon which future planners can build their professional competencies, it would help to increase their employability, and, most importantly, it would help to build their expertise in engaging the public and stakeholders.

Academic programs need to also place an emphasis on practical experiences for students at

the graduate level. Part of what makes planning such a unique field is that it can be approached from a broad range of backgrounds. In our graduating class, students came from undergraduate programs in English literature, geography, economics, sociology, planning, and education, among others. While courses introduce the concepts surrounding planning, students are often on their own when attempting to learn how to put these ideas into practice and few courses include a practical component.

Learning must be integrated with practical experience. For example, professional programs such as social work and education incorporate professional practicum into the curriculum and students are routinely in the field. These students are able to put skills into practice as they learn and are able to critically reflect on their experience through classroom discussion.

While we are given the tools to work effectively as planners, greater opportunities for application in professional settings would

provide greater context on how these tools may be applied. This is not intended to be critical of our planning program, rather it is intended to spark some discussion about that the education of future planning students.

*Hannah Miller and Arno van Dijk are both student members of OPPI and have completed the M.Sc.Pl. program at the University of Toronto.*



Hannah Miller



Arno van Dijk



# Lessons in Planning from Mexico City

By Izabela Molendowski



**M**exico City is undoubtedly one of the world's most enthralling cities: 22-million people, 16 boroughs, a 12-line subway system, historic Spanish architecture, spectacular museums, lush parks, eccentric public spaces, and Aztec pyramids. These are just a few significant characteristics which define Mexico City in all its breathtaking culture and glorious complexity.

Last September, 13 students from U of T's second year Master's program in planning program embarked on a four-day experience in the Mexican capital, which also happens to be North America's largest city. Funded by U of T's Planning Alumni Committee, the students were given the opportunity to learn about approaches to urban planning in a massive, sprawling metropolis.

With the help of Professor Paul Hess, and PhD students Claudio Sarmiento-Casas and Ryan Whitney, the students explored several neighbourhoods in Mexico City, and learned about the history, arts, culture, and city planning strategies in each area. Students quickly noticed the stark contrasts between different areas of the city as they travelled from their accommodations in the hip and trendy Zona Rosa area, to the historic centre on the first day of the trip. The route provided the opportunity to experience Mexico City's extremely busy subway system. Despite being packed on the train like sardines, the students marvelled at the widespread coverage Mexico City's metro provides its riders, and its connectivity across the city.

The first destination was the Plaza de la Fundacion. Then the group proceeded to the Historic Center to meet up with architect Mariana Plascencia, who led a walking tour titled Feminist Views of Space. The remainder of the day consisted of visits to key

architectural and planning sites, including the Zocalo, a massive public square bordering the National Palace and the Mexico City Metropolitan Cathedral.

The second day we visited the Laboratorio para la Ciudad (City Lab), which is an experimental government organization that conducts research on how to resolve urban issues throughout Mexico City using creative and innovative approaches. Here, we listened to a variety of presentations on a range of planning concerns. The day-long session was titled From Roadways to Waterways, and focused on urban mobility and public spaces, and urban resilience, water, and consumption.

The third day involved a visit to the colonias populares, which are informal settlements on the periphery of Mexico City. This day trip provided students the opportunity to observe the types of housing, public transit, businesses, and community facilities in the city's lower-income areas.

The fourth and final day of the trip, we visited the ancient Aztec pyramids of Teotihuacan. This portion of the trip allowed students to experience a key component of Mexico's past.

Experiential learning is an important aspect of planning, and the lessons which we absorbed in Mexico City about varying approaches to planning for a wide range of demographic groups and urban landscapes, will not be forgotten.

*Izabela Molendowski is a recent graduate from the M.Sc.Pl. program at the University of Toronto. Her research interests include retrofitting suburbs into walkable communities, and planning for accessible, transit-oriented communities.*



M.Sc.Pl. cohort with Professor Paul Hess on the rooftop of the Laboratorio



Library at the FARO community centre in the informal settlement

IMAGES COURTESY OF THE AUTHOR



# Planning for Resilient Critical Infrastructure

By Sharon Lam

Climate change poses a wide range of risks to the normal functioning of critical infrastructure, such as utilities and transportation systems. These systems are fundamental to the ongoing health, safety, security, and socio-economic well-being of society.

With today's hyper-connected infrastructure systems, breakdowns in one system can quickly cascade across sectors and spatial scales, leading to broad and potentially catastrophic impacts on large segments of society. The annual economic cost of disasters around the world is now five times greater than the costs observed in the 1980s.<sup>1</sup> The growing concentration of people and assets in urban areas is contributing to the increasing magnitude of human impacts, cost of damages, and amount of government payouts.<sup>2</sup>

Climate change also presents long-term stresses and indirect threats to infrastructure such as the declining quality or availability of supply resources, changes in service demand, and changes in the regulatory environment in response to its effect. As climate change continues to exacerbate existing vulnerabilities and gives rise to unpredictable events, preparing for the effects of climate change becomes especially challenging.

Planners can play an important role in advancing resilience in urban development, including critical infrastructure. In developing a Climate Change Preparedness Assessment Framework for Critical Infrastructure (my master's research project), it became clear that the following five principles are central to resilience planning.

## Assume that system failures will occur

The future is inherently unpredictable. While a risk-based approach can be useful to estimate the likelihood of a hazard and its consequences, system failures will inevitably occur and we need to be prepared for an uncertain and potentially catastrophic future.

Past events, such as Hurricane Katrina in 2005, Superstorm Sandy in 2012, the 2013 Calgary flood, and Fort McMurray wildfire in 2016, have demonstrated how utterly unprepared our systems are for natural hazards. They also have underscored the many complications that arise from critical infrastructure failures such as back-up power failure, communication challenges, and decision-making in the face of extreme uncertainty.

By assuming that system failures will happen, we can plan for the actions and resources that are needed when they do occur.

## Adopt a system-of-systems approach

A system-of-systems, rather than an asset-by-asset based approach to planning for critical infrastructure resilience is needed, given the dependencies and interdependencies of today's critical infrastructure. This requires improved information sharing with stakeholders, coordinated training

exercises, and improved interoperability during disasters, among others.

## Understand changing risk context

Changes are always occurring. To understand the changing risk context, it is necessary to identify current and future climate change-related risks and how they can affect your system's capabilities, including its ability to continue to operate.

Establish a vision of a resilient system. What does it mean for critical infrastructure systems to be ready for climate change? What capabilities are necessary in order to be ready?

## Seek continual improvement and transformative solutions

Enhancing resilience is a continual learning process that results in an improved the system and enhanced capacity.

Transformative solutions are also needed. Ask how things can be done differently. Identify the factors that contribute to a system's vulnerabilities and the alternatives that can help reduce these vulnerabilities. For example, would biomimicry and green infrastructure help reduce vulnerabilities, would decentralized operations have a positive impact, and could reliance on just-in-time deliveries be reduced?

## Engage the public and customers

Critical infrastructure failures can lead to loss of life and adverse impacts on people's livelihoods and wellbeing. Hence open discussion is needed around questions about who should pay for resiliency measures, and what the potential trade-offs are.

Embracing resilience can help us focus on what needs to be done before the next storm or event occurs.

*Sharon Lam is a recent graduate of the M.Sc.Pl. program in the Department of Geography and Planning at the University of Toronto. With a passion for tackling complex challenges such as climate change and inequality, she is committed to advancing change for healthier, more sustainable and resilient cities for all.*



## Endnotes

- 1 Insurance Bureau of Canada. (2017). Severe weather, natural disasters cause record year for insurable damage in Canada. <http://www.ibc.ca/nb/resources/media-centre/media-releases/severe-weather-natural-disasters-cause-record-year-for-insurable-damage-in-canada>
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# Planning Students Engage Communities Locally

By Dave Gordon, RPP



Students at the School of Urban and Regional Planning (SURP) engage with communities throughout their education. Graduate students tour Montréal, Toronto, Ottawa and Kingston in their first term to observe these places with the aid of professional planners.

Most SURP students engage with professional planners at the fall OPPI conference. Graduate students present their research and community projects, and practice their networking. Entering a room filled with 600 practitioners might be intimidating for students in the first month of their graduate education, but OPPI members have always provided a warm welcome.

Some of the most rewarding community engagement comes with project courses that have real clients and real planning problems. Locally, our students prepared the *Kingston Community Profile* to aid the Social Planning Council. Other SURP students advised the City of Ottawa on long-range scenario planning with *Canada's Resilient Capital: Ottawa in the Next Half Century*. Another team was engaged by the federal government on *Energy and City Building: the Future of District Energy in the National Capital Region*. Further from home, SURP students travelled to India to prepare the *Growth Management Framework for Settlements in the Auroville Green Belt*.

Of course, not all community engagement comes from courses. SURP students assist a variety of local agencies and somehow find time to engage in competitions. Most notably, the team of Gurraj

Ahluwalia, Anna Geladi, Nick Kuhl and Mac Fitzgerald won the [Mayor's Innovation Challenge](#) for their proposal to develop a winter cycling network, receiving internships and a grant to implement their ideas.

These experiential learning opportunities are key elements of a professional planning education, and valued by our community partners.

*Dr. David Gordon FCIP RPP is a professor in the School of Urban and Regional Planning in the Queen's Department of Geography and Planning, and was director of the school for the past decade. Dr. Leela Viswanathan MCIP, RPP has been appointed SURP director effective July 1, 2018.*



SURP students explore Toronto's Underpass Park



SURP students explore Gatineau's Confederation Boulevard



Students engaged with Ottawa policy planners during a workshop

# Planning with Indigenous Peoples

By Meg Morris

Entering into the Master of Planning program at Queen's University, I had assumed that my interest in environmental stewardship would guide me through my work. What I did not predict was that, not more than two months into the degree, this passion would be accompanied by a new and growing one—planning with Indigenous peoples.

Coming from a purely scientific background, I entered into planning thinking that it could be reduced to linear processes. What I had overlooked was the artistry involved in planning when the complexities of human needs and instincts are factored into the equation.

My research, concerning how the planning profession can better involve Indigenous communities in decision-making, has led me to believe the planning profession will only benefit from these types of inclusive and collaborative strategies. However, it has also taught me that an oversimplified and prescriptive method of engagement will ultimately lead to participant dissatisfaction of the process.

Since February 2018, I have been on an international student exchange in New Zealand. Reflecting on my time abroad, I have learned a great deal about both

environmental stewardship and strong relations with the Indigenous Mori people.

I believe that planning with Indigenous communities will need to be an integral part of all types of planning and I look forward to being a part of that process.

Once I complete my degree in August, I intend to seek employment in the field of strategic environmental planning, either at the federal or provincial level, with a conservation authority, a municipality, private firm, or NGO. I look forward with great excitement and optimism about where the planning profession will take me and how I can contribute to its evolution.



*Meg Morris is currently completing the second year of her Master of Planning at the School of Urban and Regional Planning of Queen's University with a focus on environmental services. Meg is a student member of OPPI and recipient of the 2018 Gerald Carrothers Graduate Scholarship. Meg's nearly completed research concerns "Enhancing First Nation and Métis Involvement in Land Use Planning in Southern Ontario: The Case of Ontario's Greenbelt Plan Review."*

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# Developing Community Energy Plans for Ontario's Communities

By JoAnn Peachey, Carolyn DeLoyde, RPP & Warren Mabee



JoAnn Peachey



Carolyn DeLoyde



Warren Mabee

Community Energy Plans are becoming increasingly common across Ontario, and this is affecting the way energy planning is undertaken by municipal governments. In analyzing the approach to community energy planning in Windsor and London, we have confirmed that professional planners have a significant role to play in the process for developing and implementing these plans.

Two case studies—Windsor and London—help to confirm that planners are well positioned to promote and advocate for better community energy planning, and identify the roles that a planner might play in developing and implementing a Community Energy Plan.

While the two plans differ to accommodate local requirements, both the City of Windsor's<sup>6</sup> and the City of London's<sup>1,2,3,4,5</sup> community energy plans reveal that key land use planning terms are embedded in the documents. This emphasizes the breadth of the planners' role in helping to developing energy solutions.

Our analysis suggests that the role of planners in community energy plan should be strengthened.

Federal and provincial governments and OPPI are critical to better defining this role and to offer relevant education and training. Embracing community energy planning is an opportunity for the profession to improve its influence in creating more sustainable communities.

Universities should incorporate energy-related courses in the curriculum to enable the next generation of planners to better understand and address energy supportive policy.

Municipal public sector planners should be engaged in all aspects of the community energy planning process—identifying needs and vision, assessing energy requirements, and determining the best way to solve problems. This requires strengthening lines of communication between the relevant public works and planning staff groups, as well as identifying individual planners with the expertise to champion energy-related policy integration. Community Energy Plans should inform all planning documents, including the official plan.

Planners are particularly well suited to implement Community Energy Plans because they have the expertise to effectively translate energy considerations into policy, to utilize planning tools to achieve results, and to interact with key players that influence city building at all levels. Professional planners can also positively influence energy efficiency and conservation through building, site and neighbourhood designs for

vehicular and active transportation systems as well as the distribution of energy.

The result may be significant: reduction in greenhouse gas emissions and cost of living, empowerment of local economies and the integration of sustainable planning practices in communities throughout Ontario.

*JoAnn Peachey is a Student Member of OPPI and recently completed her Master's report entitled, The Notable Role of Planners in Community Energy Plans, as part of her Master of Urban and Regional Planning at Queen's University. Carolyn DeLoyde, M.PL., RPP, MCIP is a member of OPPI, a PhD candidate in the Geography and Planning Department at Queen's University, an Instructor of Geography at Nipissing University and vice president/senior environmental planner at DeLoyde Development Solutions in North Bay. Dr. Warren Mabee, Canada Research Chair in Renewable Energy Development and Implementation, is a professor and head of the Geography and Planning Department at Queen's University.*

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# Blending National Standards with Local Solutions

By Aidan Kennedy

China is an enigma of progress and of imperfect urbanization. On arrival I had been told to prepare for culture shock. When I arrived in China, it wasn't culture shock I experienced, rather the shock of viewing countless cities through the lens of an urban planner.

For four months over the summer, I worked for the Chinese Ministry of Land and Resources in the International Co-operation department in Beijing. One of my jobs was to re-write an overview of the Chinese Planning System that would be given to visiting professionals and scholars.

Many of the Chinese building practices currently rely on standardization, so cities and villages that need infrastructure at a local level are generally ignored. For example, the state provides a standardized concrete building, and does not incorporate local designs and building materials even though they often respond better to local climates and accentuate generations of history. But there is hope.

Some political figures in smaller villages are beginning to look at ways their projects can meet the standardization of federal policies, while adapting to local contexts. One example of this is the construction of reservoirs. While reservoirs had to be finished in concrete, one local community in southern China used concrete bricks with holes to allow for infiltration for the rainfall when it was too high. The community was able to meet the state's standardized policies, while adapting the project to address local realities.

As a planner interested in water management, I found it very troubling that prime agricultural land is being swapped with poorer quality lands to maintain a

consistent amount of land in farmland consolidations. Similarly, much of the easily accessible groundwater is being contaminated while resources are used to construct large reservoirs.

China is also able to mobilize its population to push forward massive societal changes. It is my hope that the state will find value in providing local governments with more tools to implement green initiatives and needed changes.

I will forever remember my time in China, and will always appreciate the cultural experience it provided me as I transition from an urban planning student to practitioner.



*Aidan J. Kennedy is a recent graduate from Queen's School of Urban and Regional Planning and currently works as a planner in Dillon Consulting's Yellowknife Office.*

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# Global Context and Integrative Planning

Clarence Woudsma, RPP & Jennifer Dean



Clarence Woudsma



Jennifer Dean

As planners, we grapple with problems that are seemingly intractable given geographic scales and the unending list of influential considerations. Our policies and plans balance the local and the global, the major and the minor, the “must haves” and the “nice to haves” and respect an ever growing range of stakeholders.

The major planning challenges associated with climate change, uneven development, affordability and health, resonate globally and are experienced in our local communities. We are part of a bigger picture and recognize the need for integrative approaches that draw from a systems approach as we plan for healthy communities. There is no room for silos of thought, particularly within the realm of planning itself!

Taking this position to heart, the School of Planning at the University of Waterloo launched an innovative course assignment in the 2018 winter term. Two core undergraduate program courses—Transportation Planning and Analysis, and People and Plans—shared a major group project. That is, the students tackled one project that captured both the spirit of integration and the changing context of modern planning, satisfying the learning outcomes of two very different courses.

Transportation Planning is about the nuts and bolts of transport modes, systems, planning, roles and impacts on our cities. People and Plans is about the central role that people play in the field of planning, and the ways in which built form influences quality of life. It introduces students to major concepts such as equity, inclusion, and justice; diverse perspectives including gender, race, age and ability; and relevant urban social issues such as health, safety, housing, urban conflict and tourism.

Where did they meet? The intersection came through the recognition that transport nuts and bolts have real impacts on quality of life and social issues, which in turn are essential considerations for effective transportation decisions. As an example, investing in transit is about much more than being an efficient auto alternative. We aim to ensure fair and convenient access to new transit for marginalized populations / older adults / people with limited mobility, women and children, around the corner and around the world.

Student groups were asked to measure the impact of transportation solutions in global cities. Each group selected a global city and a relevant transportation innovation—a policy, program implementation, or infrastructure project. Groups then had to objectively determine the impact of that innovation on their cities’ prospects for meeting the United Nation’s Sustainable Development Goals: SDG 3, “ensure healthy lives and

promote well-being for all at all ages” or SDG 11, “make cities and human settlements inclusive, safe, resilient and sustainable” by 2030.

Intuitively, we could all likely agree that investing in transit or bike infrastructure is a positive benefit for our community, but what if you’re asked to prove more precisely how positive it will be? How will those 50 new hybrid buses or 14 additional kilometres of bike lanes translate into measurable changes in air quality and traffic safety? Which indicators would you choose and how do you support your claims of impact?

Our students did an amazing job with this novel approach to learning, and while nervous about using a systems approach in an unfamiliar urban context, they really rose to the occasion. The culmination of their assignment included a public poster presentation with sustainability professionals and practicing planners providing vital feedback.

We feel it’s critically important to provide students the opportunity to get into ‘wicked problems’ first hand, in this case operationalizing ideals of sustainability through the United Nation’s Sustainable Development goals and available data in global cities. They are better prepared for the changing planning context and work place opportunities emerging in the 21<sup>st</sup> century—the so called “century of the city.”

*Clarence Woudsma, RPP is member of OPPI and director of the School of Planning at the University of Waterloo. He volunteers with OPPI’s Planning Knowledge Exchange where his role in innovative planning education is very relevant. Jennifer Dean is an assistant professor in the School of Planning at the University of Waterloo. She teaches, speaks and advocates for planning healthy and inclusive communities.*





# Inno-Tech Park Case Competition

By Bishoi Shinoda, Janelle Lee, Jo Fitzgibbons, Monika Oviedo & Zoë Milligan

For the 2018 OPPI Student Case Competition, student teams from accredited planning programs in Ontario competed to create a leading proposal for Inno-Tech Park, a former brownfield site slated to become the innovation centre of the City of Greater Sudbury's downtown. The teams' proposals were presented to a panel of Registered Professional Planners. The University of Waterloo's graduate team's proposal was selected as the winning solution.

Greater Sudbury's Downtown Master Plan envisions the redevelopment of Inno-Tech Park to accommodate retail and office uses in a campus-like setting to foster a sense of place and connection to the larger context of the city's heritage.

While ensuring alignment with the Downtown Master plan, our team focused on finding solutions to Sudbury's downtown challenges. These include a lack of connectivity both to and within the downtown, a changing economic and demographic landscape, climate change impacts and environmental degradation. Physical challenges include soft soils, industrial contamination and obstacles to connectivity.

## Challenge

Inno-Tech Park—a 15.8-acre brownfield site, of which 41 per cent is public property—lies immediately west of the downtown core. There are currently nine properties on the site, with mostly commercial uses. Between the Canadian Pacific Railway tracks east of the site and the CP rail yard to the south, the site is isolated with only one through-traffic connection to the downtown at the north end of the property.

As a brownfield redevelopment, Inno-Tech Park presents both advantages and challenges to potential developers. On the positive side, the site has municipal services, which reduces related construction costs, and a district energy facility to supply an efficient means of heating and cooling. On the negative, the contamination from previous industrial uses on the site requires soil rehabilitation and mitigation of remaining hazards and contaminants, which is more costly than conventional greenfield development. The site also has geotechnical challenges due to soft soils that limit building heights.

## Solution

Our solution for Inno-Tech Park uses bioremediation and green infrastructure to plan a creative and functional site within Greater Sudbury's economic, social, and cultural context.

We proposed a multi-functional urban hub which blurred the lines among the public, industry, retail and

recreation spaces. Sudbury has a prosperous relationship with its natural resource industry, but changing technologies have meant that industry expansion has outpaced job growth. Hence we proposed to transform Inno-Tech Park into an incubator space for re-training labourers and engineers to support the transition from non-renewable extractive industries to renewable resource innovation. This builds on partnerships with a number of local stakeholders, including the mining industry, Laurentian University and the Indigenous community.

Our proposal could help to establish Sudbury as a leader in sustainable resource innovation by demonstrating principles of sustainability. We proposed constructing a wetland on the site for bioremediation of industrial contamination, and bio-retention of stormwater runoff. This naturalized space would serve multiple purposes. In the summer months, the boardwalk cutting across the wetland would function as an urban park and provide greenspace to the on-site businesses and residences. In the winter, a naturalized stormwater management pond could be converted into a skating rink to support year-round recreational use of the space.

Sudbury, which sits on the traditional lands of the Atikameksheng Anishnaabeg First Nation, has a rich Indigenous heritage. In the 2016 Census 15,695 or about 9.5 per cent of Greater Sudbury residents identified as Aboriginal, well above the Canadian average of 4.9 per cent.<sup>1</sup>

To ensure the site honours the region's Indigenous heritage and fosters a sense of place, we propose partnering with the adjacent N'Swakamok Native Friendship Centre and other groups to create a living showcase of Indigenous knowledge of local flora and fauna. Along the boardwalk, visitors could learn about native plant species and their traditional uses. The public plaza and boardwalk would also feature public art installations by Indigenous artists who explore the traditional senses of land and place.

Our proposal includes a multi-use trail which runs east-west through the site to improve pedestrian and cyclist connections to and within the downtown. Sudbury is still a car-dominated city and many people drive personal vehicles to access the downtown, so a parking structure is included in the southeast corner of the site.

We also envision Pine Street, which runs north-south through the site, to become a complete street. This means wide sidewalks for pedestrians, bike lanes, single-lane streets for vehicles, and on-street parking.



Bishoi Shinoda



Janelle Lee



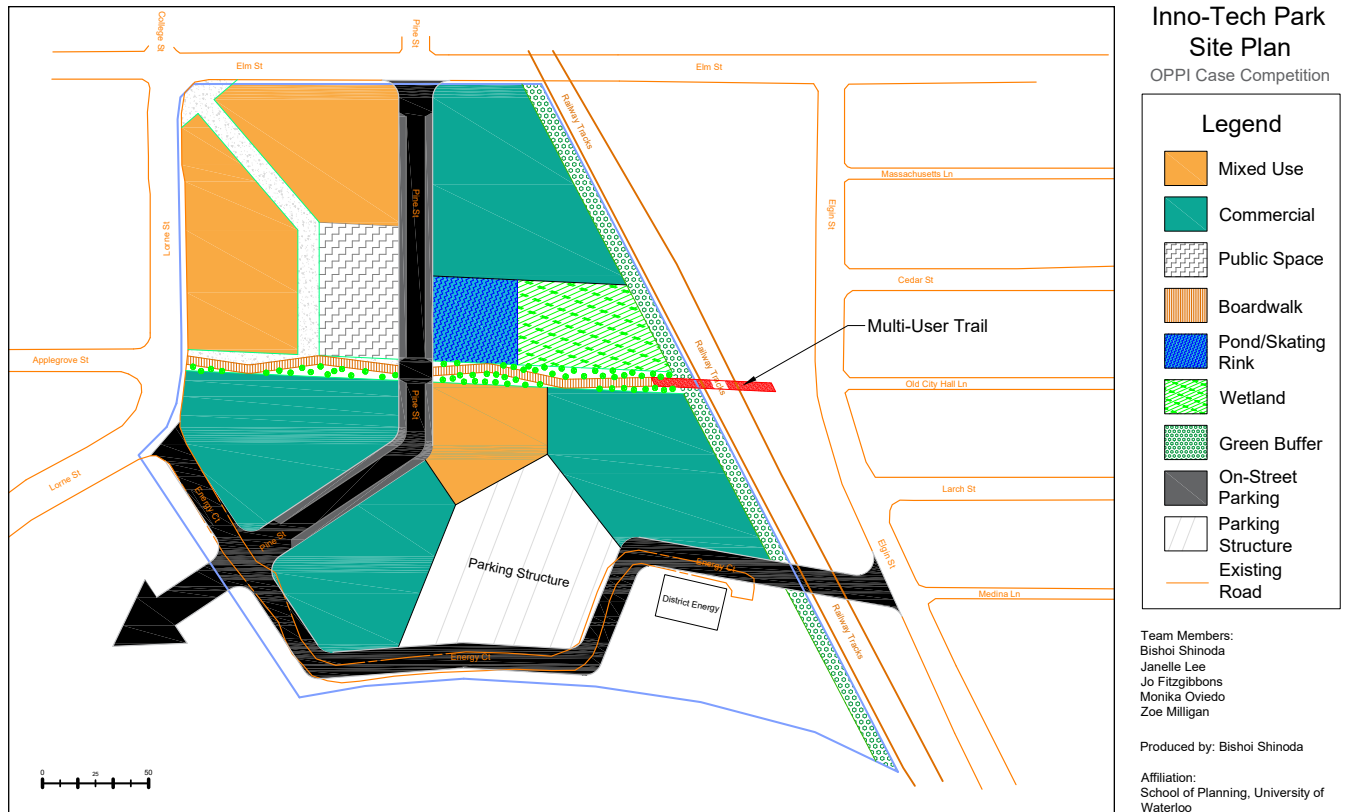
Jo Fitzgibbons



Monika Oviedo



Zoë Milligan



Waterloo graduate team's proposed site plan for Inno-Tech Park in Greater Sudbury

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### Future considerations

There are many partnership opportunities for implementing Inno-Tech Park. These include the N'Swakamok Native Friendship Centre, the Laurentian University McEwen School of Architecture, and Collège Boréal. There are also many community and educational groups in Sudbury, that could be brought together to leverage their collective knowledge. In this way the design and operation of Inno-Tech Park can draw on the strength and capacities of the broader community.

*All five authors are are Student Members of OPPI and MES candidates at the School of Planning, University of Waterloo. Bishoi Shinoda's research focuses is on active transportation planning and its integration with winter road maintenance. Janelle Lee's research investigates social equity, inclusion, and accessibility in transportation networks. Jo Fitzgibbons' research focuses on social equity issues in planning for urban climate resilience. Monika Oviedo's research focuses on regional policy and integrating natural spaces into urban environments. Zoë Milligan's research focuses on municipal natural assets and the integration of public spaces and natural environments into urban areas. The authors will be presenting their research at OPPI18 and members are encouraged to attend.*

Endnotes

<sup>1</sup> Statistics Canada 2016 Census

# How Do We Define E-bikes?

By Samantha Leger

**E**lectric bicycles are an emerging technology in sustainable and active transportation. As traffic concerns and environmental pressures increase, many countries have welcomed e-bikes as part of the autocratic transportation solution. However, use of this emerging transportation technology in the Ontario transportation planning framework remains an uphill battle.

A slow but growing uptake of e-bikes presents a looming challenge to Ontario's land use and transportation network, further complicated by confusion about the technology and its status as neither bicycle nor motor vehicle. So can we regulate something we don't understand?

In Canada we use the umbrella term "e-bike" to refer to both pedal-assist (pedelec) bicycles and fully motorized scooters. The lack of explicit policy for the regulation of e-bikes leads to public confusion, anger and animosity about their presence on roads and trails.

Ontario can learn from Europe, where similar challenges are being faced. In the European Union, e-bikes are defined, supported and promoted at all governmental levels. To determine the results of this on public uptake, I visited both Dortmund, Germany and Paris, France to evaluate how they incorporated e-bikes.

If you asked someone on the street of Dortmund, Germany and someone on the street of Toronto, Ontario

what constitutes an e-bike, the Ontarian would likely be stumped then conjure up an image of an electric scooter or traditional bicycle. The German would say that it is like a motorcycle, as the term e-bike is legally reserved for fully power operated bicycles requiring a motorcycle license, insurance and helmet to operate. The pedal-assist models are referred to as pedelecs and may be ridden wherever bicycles are permitted.

Germany's e-bike policy separates the different types of power-assist bicycles and provides them with legal classifications and regulations (see table). This difference provides much needed clarity on where and how e-bikes are permitted, ensuring their incorporation into the German transportation framework, and acceptance by the general public.

In Ontario, many people are not aware of the difference between e-bike scooters and pedal-assist bicycles, and even less aware of their rights and roles on the road. When I visited a local bicycle store in Dortmund, all of the pedelec and e-bike models were displayed in the window and at the front of the store. Pamphlets released by the Ministry of Transportation equivalent reiterated the table and included a diagram of a pedelec bicycle including where to find the battery, motor and displays. In Ontario, we do not see comparable government support nor readily available e-bikes in our bicycle stores.



	Pedelec	S-Pedelec	E-bike
The Motor runs...	Supportive to the drivers pedaling, up to 25km/hr. Some models have a maximum of 6km/hr motor power without pedaling.	Supportive to the drivers pedaling, up to 45 km/hr.	Independent from pedaling, up to 25km/hr.
Legal Classification	Bicycle	Motorcycle	Motorcycle
License?	Unneeded	Klasse AM: Bicycles and four-wheeled light-weight vehicles with a design-oriented maximum speed of not more than 45 km/hr and a nominal continuous output of up to 4 kW electro-motors.	Certificate test for motorbikes
Other regulations		Operating license, insurance plate and helmet obligation	Operating license, insurance code and helmet obligation
Where can it be driven?	Everywhere where standard bicycles are allowed	Must be driven on the road	Must always stay in the drive lane. They can drive in bike trails only when there is an "e-bike permitted" sign





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Comparatively, in Paris, France the government is actively promoting e-bikes to increase awareness and uptake. For example, the Vélib bike sharing system was observed to be more popular for both local residents and tourists than bike ownership, which reduces the likelihood of pedelec cyclists.

To increase e-bike ownership, France offers rebates on e-bike purchases (up to 200 euros) and, as of October 26<sup>th</sup> 2017, the Vélib bike sharing system includes three pedelec e-bikes among every 10 bikes. Although there are similar (successful) initiatives in Ontario to promote electric vehicles such as the Electric Vehicle Incentive Program, the government does not offer a comparable program for electric bicycles.

As the lack of policy insinuates, e-bike uptake in Ontario is a lagging priority. Weather, geography, infrastructure and lifestyle contribute to determining how we choose to move. Yet policy is the gatekeeper—it influences infrastructure and lifestyle, which in turn can adjust behavior to overcome weather and geography. Until we understand and regulate new technology it will remain on the outskirts, especially when it challenges a longstanding mindset such as auto dependency.

In Ontario, the *Highway Traffic Act* defines both pedelecs and e-bike scooters under the broad “power-assisted bicycle” definition. Differentiation often does not happen except at the local municipal level when the question of who should be allowed on multi-use trails is considered by council.

However, a shift can be spurred by a tangible pilot. As shown by the recent success of the Bloor Bike Lane Pilot—if you promote it they will come. This is also shown in the EU examples. Electric bicycle technology is also new in Europe. However, there electric bicycles are considered to be part of the transportation solution. This contributes to the public’s ability to see the value in the technology and adopt it.

Imagine their potential if we welcomed and planned for e-bikes as a new opportunity, and we defined the difference between a pedal-assist and more powerful e-bikes in our policies.

*Samantha Leger is currently completing her fourth year of the Urban Planning Program at the University of Waterloo, specializing in urban design. She has interest in pursuing active transportation, public consultation, and social planning.*

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# Planning for Diversity

By Jennifer Dean

Students, faculty and alumni from University of Waterloo's School of Planning have been strategizing how to best accommodate the needs of diverse populations.

As immigration rates continue to rise and newcomers arrive from all regions of the world, planners are increasingly required to integrate cultural plurality into existing built form and land-use policies in major urban areas where most newcomers reside. At the same time, smaller cities and rural towns are actively recruiting newcomer populations in order to balance their aging populations and negative population growth. By 2040, immigration will be the sole-source of population growth in many Canadian communities, and the planning profession, will need to be prepared to integrate these newcomers into our local neighbourhoods.

In 2018, the School of Planning introduced a new course on Planning for Multiculturalism and Equity. Through the course, 30 senior undergraduate and graduate students examined how hyper-diversity is placing new demands on the planning profession—from multi-generational housing, places of worship, plurality in urban services and economies, effective public consultation and mediation strategies, to designing spaces of social interaction and encounter. Students debated existing theories on multiculturalism and planning for diversity, examined local and international case studies, and enhanced their own cultural competency through assignments, guest lectures and a field trip to surrounding communities. The course will soon be offered online as part of our undergraduate and graduate programs.

Planning in an era of hyper-diversity was also the focus of the Pragma Council's semi-annual conference in May 2018 at the University of Waterloo. Planning leaders in business, education, and government discussed Canada's changing demographics and its impact on communities in Ontario. Framed around Canada's national policies on multiculturalism and human rights, much of the content focused on the role of local municipalities and planning professionals in creating inclusive and equitable communities for Canada's changing population. Attendees heard from experts about how cultural pluralism is shifting land use demands, urban

aesthetics and services, public participation and NIMBYism, social housing, community development, and social integration.

The Council also debated the influence of Ontario's new legislation, *Building Better Communities and Conserving Watersheds Act*, on inclusive community-building in the future, the role of the planner in challenging discrimination introduced in the planning system, and the future of planning education and practice in an era of recognition of difference.

The event concluded with a keynote presentation by urbanist Jay Pitter, who introduced 10 equity-based place-making principles for inclusive city-building. She challenged the audience of practitioners, educators and future planners to consider how the existing planning system can be more inclusive of diverse populations. The conference discussion paper "Planning in the Age of Hyper-Diversity" is available online through the School of Planning website.

*Jennifer Dean is an assistant professor in the School of Planning at the University of Waterloo. She teaches, speaks and advocates for planning healthy and inclusive communities.*



University of Waterloo planning students visiting BAPS Swaminarayan Mandir, a Hindu temple on Clairville Drive in Toronto

Ryerson University

# Navigating an Ever-expanding Planning Universe

By Chris DeSousa, RPP



**T**he planning universe is continuously expanding in terms of issues and stakeholders, it seems as though technology is accelerating this expansion by making it possible for us to both access and share a trove of information about attitudes, needs, desires, actions, and impacts.

For planners keen on improving quality of life and the livability of communities, this rapidly expanding universe is an exciting, albeit daunting, space in which to work, live, and play. Fortunately, Ryerson's mission encourages faculty to engage in this space in an effort to advance applied research aimed at addressing societal needs. And it does so in a manner that prepares students for careers in professional practice and provides evidence to inform practitioners.

The following highlights the faculty research and creative activity at Ryerson, and I hope it will inform your practice, interests and future learning.

The school is excited to announce the hire of Magdalena Ugarte, whose research examines the role of planning, policy, and law in marginalized communities, especially Indigenous peoples in Chile, her home country. She also explores possibilities for intercultural collaboration in contexts where structural power imbalances—such as colonial dispossession or forced migration—are at play.

Professor Ron Keeble continues to develop research on how planning professionals can meet the complexities and ethical challenges of work in a diverse, rapidly changing domain of practice.

Professor Zhixi Zhuang's research explores place-making practices in suburban ethnic neighbourhoods across the GTA. Based on this research, she recently produced a short documentary entitled "Globurbia: Suburban Place-making Amidst Diversity," which will be featured at the 2018 OPPI Symposium. She also supervised a graduate studio research project in partnership with the Cities of Migration to explore My Inclusive Campus strategies that will help enhance Ryerson's vision and values on equity, diversity, and inclusion.

Affordability is another issue that is of growing concern, particularly in the GTHA. To help contribute evidence-based research on this topic, the school is excited to announce the hire of Dr. Lyndsey Rolheiser whose research spans the fields of urban and real estate economics, local public finance, planning, and public policy. Her focus is on ubiquitous municipal issues related to the built environment and neighborhood socio-economic dynamics.

Access to safe and affordable housing for marginalized communities is also a core focus of Professor Shelagh

McCartney's [togetherdesignlab](#). Shelagh recently received a prestigious grant to expand her work in partnership with Nishnawbe Aski Nation developing appropriate housing systems with First Nation communities across Northern Ontario.

Housing affordability and land supply are the focus of research conducted by Ryerson's Centre for Urban Research and Land Development, which is directed by Professor David Amborski. My own research with the Canadian Brownfields Network seeks to better understand housing and other development opportunities unlocked by the abundant supply of previously used and potentially contaminated brownfields throughout Ontario.

Research by Professor Raktim Mitra enabled him to explore the impact of cycling facilities in urban and suburban neighbourhoods. In collaboration with Earth Day Canada, he also helped evaluate a StreetPLAY pilot program in Toronto, where the community explored the potential for opening up neighbourhood streets for children's play. Raktim, along with a group of graduate students, worked in Peterborough this past winter in collaboration with Toronto Centre for Active Transportation and GreenUP to improve planning literacy among neighbourhood residents, and co-designed, with community input, visions for creating active and engaged neighbourhoods.

The link between planning and the environment, particularly as it relates to resilience and climate change, is another area of emphasis among faculty and students. Professor Nina-Marie Lister's [Ecological Design Lab](#) continues work on green infrastructure and resilience, growing in impact and reach. Currently, her lab has 10 graduate and undergraduate research assistants working on landscape connectivity and wildlife mobility together with municipal, state and provincial agency and academic colleagues in both Canada and the U.S. Students recently travelled to Alberta and Montana to undertake applied ecological planning and design projects that have informed local planning in two jurisdictions.

Lastly, the role of technology and information in enhancing and expanding our ability to plan and develop in smart, sustainable, and equitable ways is an important focus of several faculty. Professor Matthias Sweet recently completed the [transform lab](#) funded by the City of Toronto and Metrolinx that explores consumer interest in automated vehicles, potential travel behavior implications, and policy responses. And, Professor Mitch Kosny has been a regular speaker on leadership, engagement and the SmartCity during this past year.



Professor Pamela Robinson's research on planning Canadian smart cities continues with her appointment as the Academic Advisor for the Sidewalk Toronto Quayside project. She is a civil society rep on the Government of Canada Open Government Partnership project and an Advisor to Waterfront Toronto on its Digital Strategy Advisory Group.

Faculty and students at Ryerson are becoming increasingly engaged in the ever-expanding and ever-exciting planning universe. How we go about it depends on the day. To use the words of Captain Kirk, some days it's "warp speed" and others it's "steady as she goes."

*Christopher De Sousa, RPP, is a member of OPPI, professor and outgoing director of the School of Urban and Regional Planning at Ryerson University.*

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# Transit Network Planning in Auckland

By Alex Gaio



**B**etween May and August last year I worked on one of the biggest and most exciting transit network transformations in the world at Auckland Transport. The goal of this project is to make public transit work for more people through increased frequency, more direct routes, and overall improved efficiency.

What's most interesting is these network changes aren't incremental, they are being implemented overnight. When I worked in Auckland, the transport agency was launching the new network for West Auckland.

The sweeping changes for the new network began in 2016 and continues today. Comprehensive community consultation efforts gave residents a voice that influenced changes reflected in iterative bus route maps and the overall outcomes of the new network. Infrastructure projects such as new stations—including the multi-award winning Otahuhu Station—were completed. Simpler zone-based fares with timed transfers and an 'AT Hop' fare card were introduced.

Now, quieter, higher capacity, and more efficient electric trains are operating on all lines. The City Rail

Link (Auckland's equivalent to Toronto's Downtown Relief Line) is currently under construction. It will augment the rail network and strengthen the backbone of the network to provide an unprecedented level of rail service in the city centre. This transit renaissance in Auckland gives new meaning to customer service.

One of my biggest learnings during my time in Auckland is that there are always trade-offs to be made in planning decisions. My mentors stressed the importance of recognizing that public transit is not designed to serve customers' private needs by providing door-to-door service. The reason public transit works for the majority of customers is because it involves making tough choices for a minority of customers.

When designing a conventional transit network, services are designed for equality over equity. In the context of transit planning, equality means delivering a minimum level of service for the most people; equity means providing the most service to the people that need it.

In some cities, conventional transit networks are supplemented by paratransit, which provides a better solution for customers with mobility challenges. Paratransit is designed for equity over equality. In its approach, Auckland Transport is hoping to increase ridership and encourage Aucklanders to shift their transportation choices. Additionally, other last-mile solutions are simultaneously being tested in Devonport on Auckland's North Shore. If these trials are successful, the services may be replicated in other parts of Auckland.

Understanding the reasons and merits behind Auckland Transport's approach to transit planning was an invaluable experience as a planning student.

*Alex Gaio finished his Bachelor of Urban and Regional Planning at Ryerson University this year and is the outgoing OPPI Student Delegate and Student Liaison Committee chair.*

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# Building the “Missing Middle”

By Keith Marshall & Trina Sillano

With home prices in the Greater Toronto Area continuing to be out of reach of young professionals, particularly within the City of Toronto, it is time for policymakers to consider alternative options for how to create new housing in the city.

Working in conjunction with the Toronto Board of Trade, a team of Ryerson undergraduate students crafted recommendations to encourage the development of missing-middle housing alternatives such as townhomes, duplexes, triplexes, and laneway housing. These recommendations included:

**Implementing a new zoning category for missing-middle housing options**—By creating a new zoning category that would permit options such as laneway houses, coach houses, as well as more conventional semi-detached houses, townhouses, duplexes, triplexes, and four-plexes, the city could increase neighbourhood density while maintaining neighbourhood character.

**Detailing specific areas where missing middle housing options are permitted**—The criterion for specific areas could include affordability, form of development, access to transit, and location.

**Reducing development charges**—By reducing charges for housing at different scales and in areas that can support new growth, the city could incentivize more

missing-middle development where it is most appropriate.

**Exempting laneway homes from development charges**—Development charges exemptions would make the treatment of laneway housing consistent with adding a secondary suite, and it would help to make this form of housing more affordable.

**Fast tracking development for missing middle homes**—Current planning approval timelines for townhouse units in Toronto is about 40 to 45 months. While the city has a process for expediting approvals, this process doesn't apply to missing-middle housing types. The city should permit fast tracking of these housing forms in order to make it more attractive to developers.

**Implementing a rent to ownership program**—Homeownership is becoming increasingly unaffordable. One way to address this is for the city to implement a program to allow community housing residents to become homeowners through their rent. This is already done extensively in the United Kingdom.

Ultimately, missing-middle housing is critical if the city is to address the current shortage of housing, while ensuring new housing forms promote walkable communities and access to transit.



Keith Marshall



Trina Sillano

*Keith Marshall and Trina Sillano are Student Members of OPPI and are entering their 4<sup>th</sup> year at Ryerson University's Urban and Regional Planning undergraduate program. Keith is also the OPPI 2018-19 Student Delegate. This article was written with contributions from Jason Adade, Chidinma Azubuike, Roberto Betz, Steven Giankoulas, Marcus Martins, Gervais Nash, Christopher Raponi, and Anthony Jason Sancu.*



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# Saving Music Venues in Downtown Toronto

By Joshua Wise, Alyssa Cerbu, Michelle Rowland & Tessa Chapman

Toronto is losing valuable cultural hubs—places to gather to make noise and enjoy music. The rapid redevelopment of the downtown core and pattern of incoming

residential intensification has resulted in the loss of many smaller-scale and independent music venues.<sup>1</sup>

An investigation completed by students in Ryerson University’s Masters of Urban Development program examined how emerging trends in mixed-use development could help protect existing venues, support the creation of new ones, and promote the growth of Toronto’s cultural industries.

## Protecting existing venues

The Agent of Change principle helps to protect existing music venues facing threats from noise complaints generated by residents in new developments. This principle identifies new developments as the agent of change to a neighbourhood and places the responsibility on them to ensure the change they create does not disrupt the business of existing venues.<sup>2</sup>

In Toronto, this principle was accommodated within

the new Downtown Plan, which says that new mixed-use developments must be designed and constructed to “include acoustic attenuation measures” to reduce noise-related impact on new residential

development from adjacent music venues.<sup>5</sup> It is anticipated that this will serve to greatly reduce the conflict between established venues and residents of new developments in areas where nighttime noise had been historically tolerated.

## Policy interventions to help create new venues

Toronto’s Downtown Plan includes policies that promote cultural industries and the creation of new music venues within three secondary plan areas—King-Parliament, King-Spadina and Garrison Commons—and the downtown.<sup>3,4</sup> Extending such policies that support the creation of

music venues along the city’s avenues would purposefully promote music venues where they have historically thrived.

Music venues are not defined within Toronto’s zoning by-laws, leading to uncertainty among venue operators and developers looking to establish new venues. Most of



Joshua Wise



Michelle Rowland



Alyssa Cerbu



Tessa Chapman

Existing areas that support music venues in Toronto’s downtown:

- 1 Liberty Village
- 2 King Spadina
- 3 King Parliament

### Zoning Categories

- Commercial Residential
- Employment
- Institutional
- Open Space
- Residential
- Utility
- Covered Under Zoning By-law 438-85

- Open Music Venues
- Closed Music Venues 2000–2017
- Secondary Plans that Support Cultural Industries
- Proposed Downtown Plan (TOcore) Supports Cultural Industries
- Bold Idea: Extend Supportive Policies Along Avenues

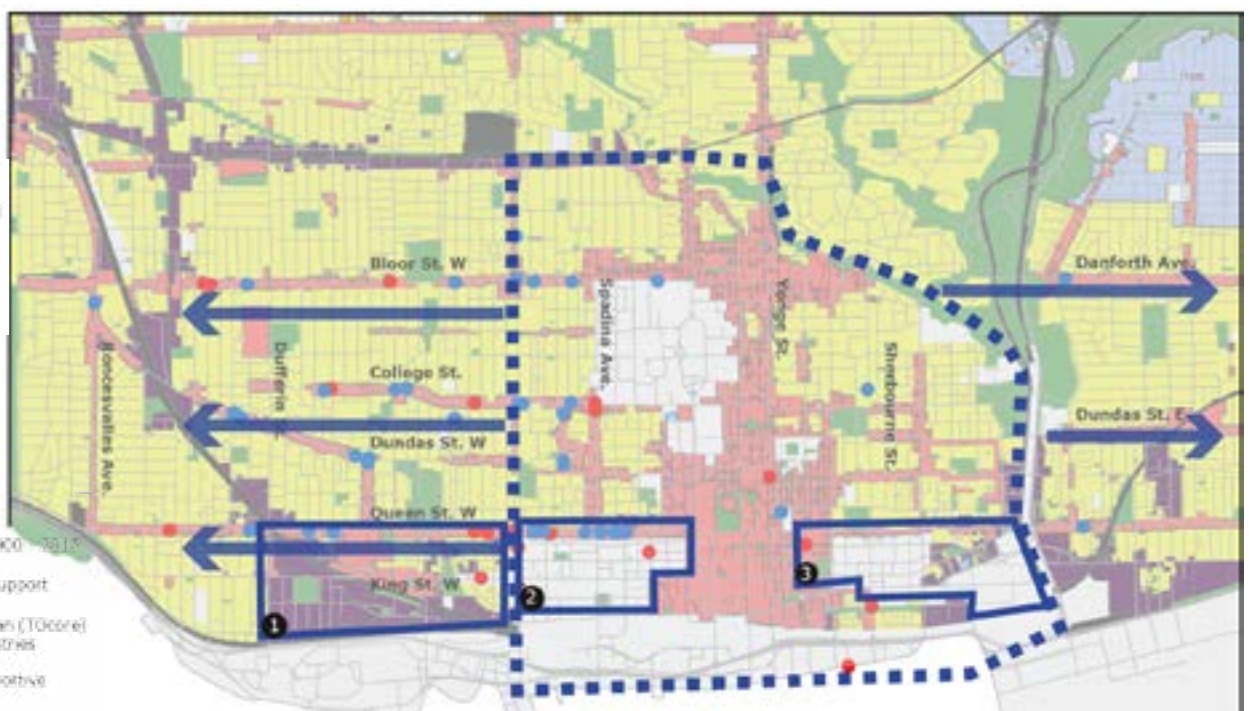


IMAGE COURTESY OF THE AUTHORS

Toronto's existing music venues are within areas zoned commercial residential where venues are not specifically defined as a permitted use.<sup>5</sup> This is a challenge for operators seeking to open new venues and acquire necessary licenses.<sup>6</sup>

Toronto's noise by-laws are currently under review and have been identified as a major deterrent for the creation of new venues in mixed-use areas.<sup>7</sup> At present, there is no distinction between residential areas, where restrictive time prohibitions are in place for noise, and mixed-use areas.<sup>8</sup> An updated noise by-law, with considerations that relax time restrictions or define acceptable noise decibel levels in appropriate mixed-use areas, could relieve the burden placed on venues.

Urban planning and design professionals have a pivotal role to play in helping to create a policy environment that is conducive to preserving and establishing new music venues. As the city continues to redevelop its downtown core and its avenues, planning interventions are needed to ensure that new residential growth does not displace important cultural industries.

*Joshua Wise, Alyssa Cerbu, Michelle Rowland and Tessa Chapman are Student Members of OPPI and participated in the course, Emerging Trends in Mixed-Use Development, taught by Urban Strategies senior associates Andrea Friedman and Christine Fang-Denissov. All four are in Ryerson University's Masters of Urban Development (Planning) program.*

#### Endnotes

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York University

# A Student-centred, Forward-looking Education

Jennifer Foster, RPP

The Faculty of Environmental Studies (FES) at York University celebrates its 50<sup>th</sup> year, and the planning program continues to advance innovative, student-

centred opportunities for emerging planners.

This year, the program hosted a speakers' series that featured presenters working at the vanguard of planning issues. First, Heidi Schopf and Peter Popkin, archeologists and cultural heritage planners at Stantec, delivered a fascinating session about planning from heritage and archaeological perspectives. Second, City of Toronto councillor Mike Layton led a panel of presenters to discuss Toronto's \$11-billion budget. The panel included Progress Toronto executive director Michal Hay speaking about political organizing, Councillor Kristyn Wong-Tam's policy and operations director Melissa Wong speaking about gender-responsive budgeting, and Social Planning Toronto executive director Sean Meagher speaking about the latest Vital Signs report. Third, Toronto Community Housing senior manager Jed Kilbourn discussed the intersection of LGBTQ experiences and urban planning.



FES planning program workshops offer opportunities for students to develop their planning knowledge and skills beyond the classroom, connecting with diverse partners and communities. This year, the workshops culminated in public symposiums. The Planning in Toronto Workshop, taught by Brandon Hay (The Black Daddies Club) and Nigel Barriffe (Urban Alliance on

Race Relations), explored strategies for improving Black experiences of the city through anti-oppressive planning. The Critical Urban Planning Workshop, taught by Professor Luisa Sotomayor, focused on student housing. And the Environmental Planning Workshop, taught by York Master Planner Chris Wong, investigated planning possibilities related to Amazon HQ2.

All FES planning program faculty members are active in research projects: The Global Suburbanism Project is an international five-year project lead by Professor Roger Keil, which examines recent forms of urbanization and emerging forms of (sub)urbanism as well as the dilemmas of aging suburbia. This project has served as the basis for four international planning workshops—Leipzig, Germany, Montpellier, France, Shanghai, China and Johannesburg, South Africa—in which students worked with international partners.

The StudentDwellTO Project, led by Professor Luisa Sotomayor, analyzes the implications around the lack of affordable student housing.

Planning at York University responds to changing societal needs, environmental issues, and the requirements of the planning profession. Students in our program are immersed in the most current planning issues, and participate in developing forward-looking and innovative strategies that respond to these issues.

*Jenny Foster, MCIP, RPP is a member of OPPI and York University's outgoing planning program coordinator. She is an associate professor in the Faculty of Environmental Studies, and coordinator of the Urban Ecologies Program.*

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# Planning with Dignity

By Shannon Holness

It was mid-December 2016 I was in the middle of my graduate planning program at York when my family, along with 108 families residing in my townhouse complex, received a notice stating that 132 units throughout Toronto's Dune-Marsh-Blue Grassways complex were subject to closure in 2017. In a tense community meeting that followed, we were introduced to Toronto Community Housing's procedure for tenant relocation and learned that we would not be living in our homes beyond the following winter. I was troubled by this because the announcement was so sudden—we had not expected it and there was no way to intervene. The decision had been made for us.

While I had always wanted to examine the ways that residents engage in planning advocacy work, I had not expected that I, along with several other residents, would be the ones leading this work. Not being given access to an important document that outlined and detailed the rights and responsibilities of residents during a relocation process, we challenged opaque planning processes.

This experience demonstrated to me the tension between the bureaucratic organization of our lives as social housing residents, and the place-making practices

we engage in to make these spaces our homes.

My major research paper captured all our community participation efforts throughout the relocation process. I created a research portfolio that documents the planning process alongside important observations and visual representations of disrepair, demolition and relocation—including racialized dimensions—in suburban projects managed by Toronto Community Housing.

Resident-based advocacy initiatives are fertile ground for new, community-focused perspectives on urban planning in marginalized communities. It is this juncture that I wish to explore as a community planner.

*Shannon Holness is a community planner and community benefits organizer with the Toronto Community Benefits Network. Holness recently received her MES (Pl) from York University. Along with several residents, she received a 2017-2018 Catalyst Grant from the York-TD Community Engagement Centre to conduct a photo-voice research project to capture residents' narratives affected by the closure of social housing units in Toronto's inner suburban community of Jane and Finch.*



# Equitable Planning through Participatory Mapping

By Aida Mas

As cities in Canada and around the world grapple with an increasingly evolving housing market and a growing population, new policies and tools are needed to foster equitable development.

My research focuses on tools such as participatory mapping and community needs assessments as a way to overcome some of the inequitable power dynamics that result in gentrification. By engaging residents and organizations in collectively identifying local assets and vulnerabilities, as well as changes in the neighbourhood during intensification, they are able to play an important role in shaping the future of their community. At the same time this process provides planners with valuable information about the neighbourhood from a local perspective.

Combining participatory mapping with community

needs assessments would enable planners and councillors to gain insights into local gaps in infrastructure and services. This could facilitate informed negotiations with developers to ensure that funds from density bonusing are being allocated to improve and maintain the social and physical infrastructure upon which communities depend.

These participatory processes can also provide residents and local organizations with an opportunity to improve their spatial literacy skills and gain an understanding of the planning processes.

*Aida Mas is a first-year student in York University's Masters of Environmental Studies Planning program, with a specialization in participatory planning. She is a student member of the OPPI and this year's recipient of the Andrea Bourrie Scholarship.*





**SCHOLARSHIP WINNERS**

## 2018 OPPI scholarship winners

Ronald M. Keeble Undergraduate scholarship recipient is [Alex Gaio](#) from Ryerson University. Alex is driven by challenging global issues that require creative, design-based solutions and has been involved with transit infrastructure projects in Calgary, Alberta and Auckland, New Zealand. He served as OPPI Student Delegate for 2017-18.



Gerald Carothers Graduate scholarship recipient is [Meg Morris](#) from Queen's University. Meg has a passion for the environment and

planning with Indigenous peoples. She presented her research at the 2017 OPPI conference, which analyzed the extent to which Indigenous people were included in the Coordinated Land Use Planning Review.



Andrea Bourrie Scholarship recipient is [Aida Mas](#) from York University. Aida is dedicated to community engagement and

addressing the inequitable status quo that plagues many traditional consultation processes by bridging the gap between local knowledge and professional expertise in civic processes. She is particularly interested in leveraging community-based initiatives to engage citizens through participatory mapping and budgeting, as well as strategic community development initiatives.



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## Congratulations! OPPI welcomes newest members

Congratulations to our 60 newest members who successfully completed their Full membership certification in Spring 2018 and became certified as Registered Professional Planners. The title RPP signifies both their achievement and their pledge to abide by OPPI's Professional Code of Practice. We applaud their commitment to help guide the public, elected officials and the private sector on the journey to informing choice and inspiring communities.

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 Dimitrios Pagratis  
 Mark Patrick Pedersen  
 Eric D. Pisani  
 Evie (Yvonne) E. Przybyla  
 Vincent Raso  
 Alexander W. Savanyu  
 Sara Jean Sherman  
 Heather D. St. Clair

John W. Stuart  
 Gerry Tchisler  
 Lauren M. Tollstam  
 Jinny Tran  
 Johnathan Vandriel  
 Christine M. Vazz

Cyrille E. Viola  
 Max Émile Walker  
 Chao-Yuan Joanne Wang  
 Todd Edward Weatherell  
 Sonia Wise  
 Patrick Wong

This notice is accurate at the time of publication. For questions regarding membership, please email [membership@ontarioplanners.ca](mailto:membership@ontarioplanners.ca) or call 416.483.1873 ext. 222.

RPP stamps and seals can be ordered at <http://ontarioplanners.ca/PDF/RPP-Certificate-Seal-Order-Form>.

## Members resigned or removed from the register

The following Full Members have resigned in good standing from OPPI for the 2018 membership year:

Jane Almond  
Catherine Beck  
Catherine Biesma  
Lucille Bish  
Jamil Bundalli  
Goran Ciric  
John Curry  
Dianne Damman  
Rukshan de Silva  
Terry Grawey  
Teresa Gray  
John Hall  
Robert Hannah  
Joan Keating  
Gary King  
Rose Kung  
Glen Letman  
Patricia Martin  
Niomie Massey

Barbara McEwan  
Elaine Miller  
Andrew Morgan  
David Posliff  
Michael Rajk  
Evan Rodgers  
Marc Rose  
Jordana Ross  
Richard Schippling  
Bridget Schulte-Hostedde  
Charles Simon  
Serge Tremblay  
James Uram  
Daniel Van Kampen  
Peter Walker  
William Wierzbicki  
Laurie Yip  
Robert Zelmer

The following Full Members have been removed from the register for non-payment of membership fees for 2018:

Jessica Annis  
Christopher Bell  
Bruce Brown  
Paul Chapman  
Mary Domagala  
McElroy  
Mausam Duggal  
Kristie Ellis  
Christopher Gosselin  
Carmen Gucciardi  
David Hanly  
Susan Jorgenson  
Michael Kelly  
Stephen Kitchen  
Cameron Lang  
Christine  
Lee-Morrison

Maria Noel Leonis  
Don Manahan  
Kristin Marinacci  
Blair Martin  
Peter Reed  
Thomas Smith  
Joseph Svec  
Mark Van Patter  
Michael Weiler  
Jeffrey Willmer

The following Full Members have been removed from the register for non-compliance with OPPI's Continuous Professional Learning requirement for 2016:

Christina Burns-Bruce  
Louise Foster  
Michael Logan  
Peter Swinton  
Lynsie Wilkinson

This notice is accurate at the time of publication. For questions, please email [membership@ontarioplanners.ca](mailto:membership@ontarioplanners.ca) or call 416.483.1873 ext. 222.

## OPPI's Planning Consultant Directory

Looking for a Registered Professional Planner for a project? OPPI's [Planning Consultant Directory](#) helps you to find consulting RPPs that match your specific needs in Districts across Ontario.

**LETTERS TO THE EDITOR** Members are encouraged to send letters about content in the *Ontario Planning Journal* to the [editor](#). Please direct comments or questions about Institute activities to the OPPI president at the OPPI office or by email to the [executive director](#). Keep letters under 150 words. Letters may be edited for length and clarity.



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## PRESIDENT'S MESSAGE

# Leaping into the Future

**P**lanning students are the future of our profession! The leaders and faculty at Ontario's six accredited planning programs provide students with the training and experience that grounds them in the profession and prepares them for professional practice. OPPI supplements this and supports its student members with learning opportunities, mentoring, and networking.



OPPI has over 500 planning students—not an insignificant number. Through my involvement with the Institute, and in my professional

practice, I have taught and worked with numerous planning students. I have seen them researching, formulating proposals and communicating their ideas. Every encounter impresses me.

I am confident this generation of student planners will propel the profession and communities forward as we address

mega issues such as climate change, demographic shifts and technological innovation. They understand today's planning issues and are curious about the communities in which they live, work, study, and play. And, they are passionate about it all.

This edition of the *Journal* focuses on planning schools and planning students. It is chock-a-block full of stories about research projects, study trips and linkages between academia and professional practice. It will whet your appetite to attend the student presentations at #OPPI18 in October.

After reading their contributions, I hope that you come to the same conclusion as I have—the future of the profession is in good hands.

*Jason Ferrigan, RPP*

*Jason Ferrigan is the President of the Ontario Professional Planners Institute and director of planning for the City of Greater Sudbury.*

## OPPI OUTREACH & STUDENT LIAISON COMMITTEES

# 2018 Update

*By Pam Duesling, RPP & Alex Gaio*

**W**atch out RPPs, the next generation of planners are smart, willing and ready!

The OPPI Outreach Committee and the Student Liaison Committee have been busy, assisting planning students across Ontario to prepare for their future careers. The committees get together every September to plan the year's events and activities.

Each year the Outreach Committee visits planning students at the universities of Waterloo, Guelph, Toronto, York, Ryerson and Queen's in the fall and spring semesters. The first visit introduces the future planners to OPPI and provides examples of the planning careers from the private and public sectors. The second visit focuses on preparing students for their first planning jobs.

The Student Liaison Committee meets on a monthly basis to discuss opportunities and challenges among the planning schools in Ontario. Similar to previous years, the committee was excited to host the annual case competition. In keeping with tradition, the case competition dealt with a planning issue in the community that will be hosting the OPPI fall symposium. This time, the City of Greater Sudbury was the client and the case that students worked on was InnoTech Park—a brownfield site in Sudbury. See the winning team's proposal in this edition of OPJ for winner this year.

On behalf of OPPI, the Outreach Committee also awards three scholarships to planning students. The Ronald M. Keeble Undergraduate Scholarship valued at \$2,000, the Gerald Carrothers Graduate Scholarship valued at \$2,500 and the Andrea Bourrie 2018 Scholarship valued at \$3,000. These scholarships support continued education in the field of planning. Congratulations to Alex Gaio, Meg Morris and Aida Mas.

The most important role OPPI can play in a young professional's career is support and education. The Outreach Committee and the Student Liaison Committee continue to play a vital role in assisting our future planners.

Thank you committee members for your continued dedication to OPPI and the RPPs of tomorrow!

*Pam Duesling RPP, BES, MAES, MCIP, Ec.D., CMMIII is a member of OPPI, director of planning in Norfolk County, PhD candidate in Rural Studies from the University of Guelph, proud sixth generation farmer and chair of the OPPI Outreach Committee. Alex Gaio recently finished his Bachelor of Planning at Ryerson University and entering the Masters program in the fall. He is a student planner with Urban Systems in its Calgary Office for the summer. Alex is the outgoing OPPI student Delegate and Student Liaison Committee chair.*



*Pam Duesling*



*Alex Gaio*



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