

# ONTARIO PLANNING JOURNAL

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INSTITUT CANADIEN DES URBANISTES

## JULY CONFERENCE PROGRAM, SPONSORS IN PLACE

The "Other Voices" theme of CIP's 1987 National Conference (July 5-8) is attracting the interest and active participation of many professional groups, as well as sponsorship from numerous private sector and government organizations, **Diana Jardine**, Chairman of the Conference Organizing Committee, reports.

The Healthy Cities stream is endorsed and organized by **Suzanne Jackson** of the **Ontario Public Health**

**Association.** Other interest and involvement comes from the **Ontario Association of Architects CAUSE** committee, the **Institute of Public Administration of Canada**, the **Ontario Association of Land Economists** and the **Federation of Canadian Municipalities**. Representation from provincial ministries includes Environment, Housing, Health, Labour and Municipal Affairs. Health &

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Robert Millward, MCIP appointed Toronto's Commissioner of Planning & Development

## Conference Volunteers & Co-ordinators Awaiting Your Call at (416) 736-9887 and 585-6067

Now that the program for "Other Voices" is set, the organizers of CIP National Conference to be held in Toronto, July 5-8, 1987, at the Harbour Castle Hilton, are turning their attention to the numerous logistical and practical details that have to be attended to in order to make sure the event runs according to plan. The organizing committee chaired by **Diana Jardine** has appointed **Helen Lepek** and **Stella Gustavson** to coordinate the dozens of volunteers required to "make things happen". If you have never been involved with Institute affairs, this is a golden opportunity to do so.

There are five main areas where your assistance can help make a difference. **Co-ordinators for workshops and panel sessions:** Preferably people who will be available for the whole day. **Registration desk:** Needed Sunday afternoon and Monday through Wednesday. **Social Events:** At events such as Opening Reception on Sunday, Harbourfront Reception, Mariposa Belle, and Gala Garden Party at Spadina during the week. **Mobile Workshops and Tours:** Help needed for Tours-With-A-Twist on Sunday afternoon and mobiles on Tuesday afternoon. **Max Bacon Run:** Help Max

**Bacon and Brian Trotter** point runners in the right direction!

**Helen Lepek**, who has just launched a consulting practice with partner **Gary Templeton**, can be reached at (416) 736-9887. **Stella Gustavson**, who works with the Ministry of Muni-

cipal Affairs, is at (416) 585-6067. Please leave a message with your name, phone number and address, together with an indication of your preference as to type of volunteer work, if unable to reach Helen or Stella directly.

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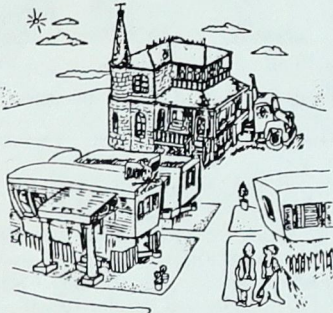
Program continued from P. 1

Welfare Canada is also involved, as is the City of Toronto, the City of North York, Metro and other municipalities. Principal support is being provided by the **Ministry of Municipal Affairs**.

The program is virtually complete. According to **Grace Strachan**, responsible for co-ordinating the panel sessions, the list of speakers is not only impressive in qualitative terms, but also in sheer quantity. "The panel sessions are structured to highlight different perspectives, in keeping with the conference theme," she says. "Each 'stream' such as Economic Development (Meric Gertler), Social Change (Maureen Quigley), or Environment (Ron Puschak), is co-ordinated by an expert in that particular field. Our speakers - more than 130 for the panel sessions alone - are drawn from all sectors, including government, private industry and academia."

### Introduction à l'aménagement et l'urbanisme

Une traduction française de: **An Introduction to Community Planning** paru en décembre 1986.



"Mais qu'est-ce que notre quartier va devenir!"

Cette publication est une introduction très générale du sujet, destinée aux étudiants, aux citoyens intéressés et aux conseillers municipaux qui vont affronter leurs premières difficultés en urbanisme. L'accent n'est pas sur le processus, ni sur les détails techniques de la loi. Le texte traite plutôt du but fondamental de la planification et

du rôle des divers acteurs qui peuvent avoir une influence sur l'aménagement d'une communauté. Il comprend un glossaire de la terminologie courante de l'aménagement et de l'urbanisme en Ontario.

## President's Message

Just a short update on the progress being made by the Executive Committee on some of our more important initiatives:

### OPPI/MMA Liaison Committee

The first meeting of the revitalized OPPI/MMA Liaison Committee was held in mid-January, and was co-chaired by myself and **Milt Farrow**. The Ministry will be represented by Milt and all the Branch Directors - **Pauline Morris, Peter Boles, Les Fincham, Ken Bauman, Gerry Fitzpatrick** and **Keith Bain**. The OPPI will be represented by the Executive Committee.

A wide range of matters will be dealt with over the next few months, including legislative initiatives, policy and program proposals, and special areas of concern such as regional planning for the Greater Toronto Area, Solid Waste Disposal, and joint OPPI/MMA Education Programs.

I invite members to get involved, by indicating topics of interest to myself or your District Representative, to be discussed by the Committee. Also, I look to the membership to co-ordinate and prepare position papers to be presented to the Province through this Committee.

### Membership Matters

By now you will have received a rather substantial mailing from Mary Campkin containing, among other things, details of membership procedures and policies designed by the Executive Committee to implement By-Law No. 1-86 as amended.

Of note is the considerable progress which is being made in bringing the professional organization and the six planning schools in Ontario closer together in terms of dealing with joint concerns. In my view,

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Librairie du gouvernement de l'Ontario, 880, rue Bay, Toronto (Ontario). M7A 1N8

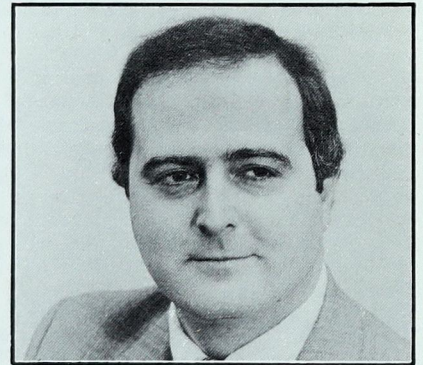
Student Members of the Institute will benefit greatly from these joint initiatives.

On the financial side of things, I would like to remind you that if your 1987 Invoice for Membership Dues hasn't been paid yet, it is now nearly a month overdue!

### CIP National Conference

**Diana Jardine** and her volunteer organizing committee are continuing to prepare the groundwork to ensure that this event will be the highlight of OPPI's 1987 public activities.

If you cannot be involved directly in the organization and operation of this event, I hope you will plan to attend the Conference. Remember to budget time and money to attend "Other Voices - Perspectives on Planners and Planning" at the Toronto Harbour Castle Hilton Hotel, July 5th to July 8th, 1987. And consider that for the first time, 50% of the National Conference registration fee is tax deductible to individuals - just another example of OPPI's commitment to professional development!



Stephen M. Sajatovic, MCIP, President, Ontario Professional Planners Institute.

Volunteers continued from P. 1

Please note that all volunteers are expected to register as delegates. In recognition for your valuable contribution to the Conference, however, you will be invited to attend a post-conference party as guests of the Organizing Committee. Your efforts will also be acknowledged in a special edition of the Journal, to be published after the Conference. This is **your** Conference - help make it happen!

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# Boating Issues Wallowing in Legislative Void

By: Tony Usher

One of the side issues in Ken Keyes' recent brush with political oblivion was the law under which the Solicitor General was charged. Our media heaped derision on Ontario's staid prohibition against snapping a few caps on a moving boat. The use of our water highways seldom gets so much attention!

Ontario is an odd place. Pleasure boating is a large and growing part of life here, yet we plan and regulate as if it didn't exist. We meticulously protect our urban neighbourhoods by rigidly regulating density and barring unwanted uses, but we throw up our hands about overcrowding and unwanted uses on waters in front of our recreational neighbourhoods. We wouldn't even think of dumping our trash on the sidewalk, but we let houseboats dump their grey water right in front of cottagers who must abide by the same rules as the rest of us. We all agree that drunk highway driving is evil and we impose draconian penalties on offenders, but impaired boat driving is still part of the "good old Ontario summertime" (even though about 45 of us died that way in 1985).

Boats are like cars: we are always going to have a love-hate relationship with them. But at least with cars, we try to minimize the unhappiness in the relationship. The sticking point is navigation. The right to do as you please on the water is thought to be sacrosanct in the common law, the Constitution, and the heart of every red-blooded Ontarian. It is not that simple. The jurisprudence is unclear, but suggests that:

- municipalities may have the right to regulate structures on the beds of navigable waters;
- provinces may have the right to regulate the use of navigable water surfaces for reasons other than navigation or shipping.

Houseboats, having been a big issue in Northwestern Ontario for about 15 years, came east in 1985, and therefore suddenly made news. Rightly or wrongly, cottagers on major inland waterways are very upset about the idea of floating cottages in their front yards. The Province is about as interested in tackling this issue as it is in property tax reform. Some municipalities passed by-laws regulating houseboat mooring, while clearly indicating that no interference with navigation was intended. The Province squelched the by-laws. Why?



Some recreational communities have obtained speed limits or prohibitions of certain types of boating use through the very cumbersome procedure of federal regulations under the Canada Shipping Act. A recent court decision in British Columbia found that some of these regulations are beyond the federal power, because they were not promulgated for navigation and shipping purposes. In any case, surely the Governor General in Council has better things to do with her time than deciding whether to prohibit gasoline motors on Basshaunt Lake. The onus is now on the Province. Will it respond?

Pleasure boating is a planning and legislative void, born of legal confusion, political fear, and bureaucratic caution. We cannot figure

out how to better integrate boating into our recreational communities without sorting out which issues are real and which are spurious, and who has the power to do what. We cannot remedy our past neglect without throwing aside some of our fear and caution. There are a lot of people out there who would like to see planners and legislators start to address boating issues. Just ask municipal councillors in Leeds and Grenville, or Peterborough, or Muskoka. Are we going to help or hinder them?

(Thanks to Muskoka Region Planning Department for some of the sources for this column).

Tony Usher is a Toronto-based planning consultant specializing in rural, resource, environmental and recreational issues.

## Women in Planning AGM

We would like to invite all members to join us for our AGM on Thursday, April 30th at Oakham House, 63 Gould Street, from 6:00 to 9:00 p.m. There will be a cash bar followed by a buffet dinner (\$10.00). Afterwards, Gary Wright, Co-Ordinator of Community Renewal for the City of Toronto, will give us a short presentation on the St. Jamestown project.

Following the presentation, the executive will report on the past year's activities, and would like the membership to take part in a discussion on the future of the organization.

### Transport Canada Booklet

The Transportation Development Centre of Transport Canada recently completed a study on Freeway Management Systems for Transportation Efficiency and Energy Conservation.

Several technical working reports were prepared within this project, and the essential material was condensed in a practical planning guide for traffic engineers. A brief review of freeway management systems is presented in a booklet (TP 6343E), available from:

Canadian Government Publishing Centre, Supply and Services Canada, Ottawa, Canada, K1A 0S9.

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# Real Public Participation in the Planning Process

By: Edith A. Ganong

Public participation - the need to inform the public and to ensure representative feedback - is of great importance in the decision-making process. Traditionally, these lines of communication have been limited to newspaper notices and formal public meetings, which often provide relatively little return from the public. This month, four consulting firms discuss new and creative means of soliciting public opinion for widely different proposals.

In designing a public participation program, **M.M. Dillon** first examines the purpose of the programs, the client's predisposition to involving the public in the planning phase, the setting (urban/rural) and the type of facility proposed. Experience has shown that the process is more productive if designed with these parameters in mind. For instance, in planning a water supply system on a Reserve it was appropriate for the public, represented by Band leaders, to lead the decision-making on alternative expenditure levels within acceptable agency limits. However, siting of waste disposal facilities demands more intensive public involvement programs. Dillon has found that public liaison committees (citizen advisory committees, work groups, task forces, public involvement committees) are an effective method of addressing the community's uncertainties, need for credible information and its need to influence and monitor the planning/decision-making process.

In the Centre and South Hasting County Waste Management Master Plan, the **Proctor & Redfern Group** has targeted key individuals in the media to provide the public with a constant influx of news and updated information. There has been a continuous array of editorials provided

in the newspapers as well as traditional public notices.

They have also been exploring the use of other media in the waste management plan process. On April, 1987, Radio Station CJBQ will be conducting a two hour phone-in talk show. During this time, Mr. Michael Pratt of the Proctor & Redfern Group, who is also the Project Manager for the Centre and South Hastings County Waste Management Master Plan, will be fielding questions on the Waste Management Master Plan from Mr. John Clemens, Reeve of the Village of Tweed and the Committee Chairman of the Centre and South Hastings County Waste Management Steering Committee. Interested members of the public will be asked to phone in their comments and concerns. Furthermore, there are also plans for a short television program on the local community cable television. By these means, Proctor & Redfern hope to further understanding of the community's concerns in order to better formulate a master plan with the public's interest at heart.

In relation to another public sector undertaking, **Marshall, Macklin, Monaghan Limited** generated considerable public input to the Metro Toronto/T.T.C. proposed 27-year rapid transit expansion program (Network 2011), through an extensive advertising program coupled with information drop-in centres.

Advertising cards illustrating the plan in map form were placed in all T.T.C. vehicles and 600 copies of a colour newspaper flyer, which described the proposed program, were distributed with the Saturday Toronto Star. Six public information drop-in centres staffed by Metro, T.T.C. and the consultant, were held from 1:00 to 9:00 p.m. in October, 1986, in each of the six municipalities

in Metro. Attendees were asked to complete comment sheets which could be mailed to the T.T.C. and the newspaper flyers also included comment sheets. Each response was answered individually by T.T.C. staff.

The success of the program was dependent on four key factors: adequacy of the public notice about the information centre, their convenient location and hours of operations, the high quality of the display panels and the attendance of knowledgeable staff.

In contrast, the public information program undertaken by **Leon Kentridge Associates** for an estate residential development in the hamlet of Rosemont in Adjala Township was directed to adjacent residents. The firm has found that direct contact between landowner and residents early in a project can overcome initial hostility, identify issues, and permit resident input before proposals are "cast in stone".

A concern with the effect of the proposed development on existing groundwater supplies (which the client had undertaken to address) had already been identified. However, a public meeting was arranged in a local restaurant in order to obtain resident views only on the planning merits of the proposal. Prior to holding the meeting, Township Council members were contacted to inform them of the meeting and to assist in identifying interested and affected residents.

Although the residents were initially hostile, the public meeting was very successful in obtaining a consensus in support of the proposal on the planning merits. With the issue of water supply isolated as the major area requiring study, many residents offered solutions to the problem.

Follow-up letters were subsequently sent to all attendees to keep them informed of the progress of the application. This procedure will continue throughout the process.

These steps taken prior to formal submission enable both the residents and the landowner to be more fully aware of each other's views and generally result in a more sensitive development proposal.

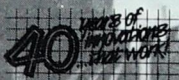
Edith A. Ganong is Project Manager, Policy Development Division, Metropolitan Planning Department, Metro Toronto.

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# Minority Opinions Prevail

Sometimes, perfectly good policies are tampered with solely on the basis of appeasing small segments of the voting public.

A recent and very fresh example has occurred in the City of Ottawa. A decision to scrap bus-only Rideau Street Mall was unanimously passed by Ottawa City Council on February 18, 1987. The bus-only policy is based on the sound planning practice of modal separation: this not only generally moves the traffic (whatever the mode, and in this case, the buses) more quickly, but also provides a higher element of safety for the users of the various modes (particularly the pedestrians).

For those unfamiliar with the Rideau Street Mall, a little historical background is in order. Approximately six years ago, and after about ten years of negotiating, haggling, cajoling and in some cases arguing, the Rideau/Sussex downtown section of Ottawa was built into a massive downtown shopping centre and transitway station (bus mall).

This policy at the time sat well with the Regional conceptual transportation plan, was a shot in the arm for the business community of the area (well, the majority at least), and was a godsend for the residents of Ottawa and surrounding municipalities because it provided

a "new" place to take visiting relatives and other tourists. The bus mall also seemed to be working quite nicely for the buses and for the public transportation crowd. However, these were some disgruntled parties.

Some of these people described the bus mall as a "disaster", and others used words which are deemed unprintable. Granted, the Rideau Centre complex and particularly the bus mall forced some traffic to be re-routed, but these changes in some cases were actually beneficial. In fact, drivers had grown accustomed to the changes. Now in an about face in policy, the private car will be allowed back onto the Rideau Street bus mall if this decision passes Regional Council.

Not only is this an affront to the planning process, it is also a potential waste of approximately \$7 Million worth of glass and steel sidewalk enclosure which has graced the Rideau Street bus mall, and which would now have to be removed. And all carried out to appease SOME city residents who may have been inconvenienced, but more importantly, those who would like to drive down the mall. Where has the reason gone?

Bob Pekarchuk is Eastern District Editor.

## LETTERS

Congratulations on a super issue (January/February). It had good graphics and layout, good mix of newsy articles and deeper ones, and at last, all four districts were included, **and**, it conveys the fact that things are happening in planning in Ontario - that OPPI is proactive.

Looks like you're doing well on the advertising too.

May I suggest that you get the OPPI French Services Policy printed "en français".

David Sherwood,  
Executive Director, CIP.

\*

Having some time at year-end, I reviewed some past issues of the Journal. Congratulations on what has become a current, readable and informative publication.

I once again came across your article on Economic Development in the September/October 1986 issue,

and admired the captivating picture of Metropolitan Toronto featured with it. I would like to obtain a full-size colour copy of the picture or poster. Is it available from Metro's Economic Development Department? Could you please tell me who I might contact? Thank you in advance.

Michael R. Wright.

We have passed your request to Colin Holbrow, Business Development consultant for Metro's Economic Development Department.

In the last issue you printed a letter from the Secretary-Treasurer of the Ontario Society for Environmental Management. How can my colleagues get in touch with OSEM? Sandy Hay, Ottawa.

Telephone Bob Dorney or Steve Couture at Extension 3067, (519) 885-1211 (University of Waterloo).

## Revitalized MMA/OPPI Committee Off And Running

By: Journal Staff

The ability of OPPI to be able to discuss the views of its members directly with the Province was one of the premises on which the recent reorganization was based. True to his word, OPPI President, Steve Sajatovic has succeeded in rekindling provincial interest in a senior level Liaison Committee.

"In a letter to Milt Farrow (Deputy Minister of MMA), I suggested that a two-way exchange of information and opinions between the Institute and the Province was of paramount importance", Sajatovic explained in an interview with the Journal. "I stressed that Institute members are a valuable source of professional planning opinion in a wide range of matters."

From the Ministry's viewpoint, Sajatovic proposed that the office of the Deputy Minister was the appropriate route to channel those opinions. "I'm delighted to be able to report that Milt Farrow not only endorsed the OPPI initiative, but insisted that all directors of the Community Planning Wing branches also attend", commented Sajatovic. "Now that we've had the first of the year's meetings, I'm convinced we're on the right track."

From OPPI's perspective, Sajatovic is calling on individual members to step forward with ideas and a willingness to share the work of preparing position papers. "It's time that planners' views are consistently put forward on key issues", Sajatovic insisted. "We'll also use the Journal as a medium to air views. I'm hoping people will contact me or their District Representatives to pursue the subject."

In his submission to the Deputy Minister, Sajatovic paid tribute to the work achieved by the Committee's predecessor, chaired by Corwin Cambrey. He also acknowledged the ever-watchful efforts of members such as Nigel Richardson, who have consistently stressed the need to address spatial, distributional and environmental considerations.



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# Goods Movement Linked to Economic Growth

By: Julius Gorys

The Transportation Demand Research Office (TDRO) of the Ministry of Transportation & Communications supports internal and external offices with data, analysis and forecasts of travel behaviour. An area of increasing priority for the Office has been the collection and analysis of goods movement information. MTC's interest in this matter stems from:

- \* heightened public awareness and industry concern resulting from overall highway congestion;
- \* the importance of roads and highways, particularly freeways, as a means of sustaining and stimulating economic growth;
- \* increasing attention focussed on the movement of dangerous goods; and
- \* an absence of comprehensive and compatible goods movement data dealing with all travel modes (i.e. rail, truck, air and marine).

Numerous areas with critical goods movement information deficiencies have been identified, including:

- \* commodity movements by mode to and from the United States, in light of Canada/US trade discussions and trucking regulation initiatives;
- \* dangerous goods/truck route data, given interest by some municipalities for provincial highway bypass routes and incompatible municipal regulations in adjacent municipalities;
- \* origin-destination information that could assist in determining priorities for investment in new or expanded road facilities; and
- \* quantifying the effects of highway development on the local economy, including the influence on plant location decision and the movement by many industries to the just-in-time inventory concept.

The office is acquiring goods movement data and is performing some limited analysis in support of MTC's policy offices such as the Truck Transportation Office and

the Goods Distribution System Office. In the longer term, the development of a comprehensive data base is one of this Office's primary goals. This data base will enable the monitoring of trends and the relating of these trends to broader social and economic indicators, regulatory change, transportation system innovation and service levels.

A major commercial vehicle survey for all of Ontario was completed in 1983, and a report is available. Recently, this Office has developed commercial vehicle inputs for an MTC transportation model of the Greater Toronto Area to quantify increasing congestion levels on the freeway system. Some interesting information has come out of this work:

- \* the greatest truck volumes on the GTA highway network were at Keele Street along the 401; approximately 28,200 vehicles on an average annual daily basis (See Figure 1);
- \* for a large number (40%) of Toronto area highways, the point at which truck volumes were highest was not where the greatest traffic volume was experienced;
- \* a considerable proportion of the Toronto area highway network reported more than a 20% absolute increase in truck traffic between 1979 and 1985. At some locations, such as the Metro/Peel border along the 401, there were increases

of better than 50% for the same period.

This work is continuing, and also involves investigating the role of principal truck traffic generators, such as Pearson International Airport, the various intermodal and truck terminals, and major commercial-industrial firms.

MTC is also supporting municipal studies in this area. Two recent municipal initiatives involving this Office include:

- \* a goods movement study by Metropolitan Toronto designed to develop a systematic policy covering truck routes, loading facilities, delivery route hours and hazardous and exceptional load shipments;
- \* a perimeter industrial road study for Hamilton-Wentworth that addresses heavy truck movements within a particular area of that municipality, and estimated relief to a parallel street system provided by this proposed facility.

Other goods movement related projects currently underway at MTC offices include: assessing the future of freight transportation services in Northern Ontario, enhancing the use of the Sault Ste. Marie gateway to the United States for Northern Ontario products rather than utilizing Southern Ontario entry points, and ascertaining the role of truck owner-operators.

Julius Gorys is a Policy Planner with the Transportation Demand Office of MTC.



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# Kitchener Interim Control Six Years After Study

By: Pierre Beeckmans

The City of Kitchener commenced a study of the Central Frederick neighbourhood on October 9, 1979. The study area was subsequently reduced to a stretch of the Frederick Street frontage. The study developed policies dealing with floor space ratios and densities for mixed commercial and residential uses.

A developer started assembling land and dealing with the municipality in 1983. After a number of meetings, an application to amend the zoning by-law was submitted in March, 1985, and it was revised a number of times in response to City staff comments. The existing zoning, dating from 1962, allowed either apartments or commercial uses on part of the area, and low density residential uses on the remainder. Following a revised submission for re-zoning from the applicant on May 15, 1986, the municipality enacted an interim control by-law, dated May 26, 1986, providing only for offices or multiple dwelling conversions. If affected only a part of the study area, the part owned by the applicant. At the same meeting, the secondary plan goals and objectives for the study area were adopted by the council.

The developer appealed the interim control by-law, claiming that council should have passed it when the study was first commissioned. The municipality's position was that it was proper to introduce interim control when the study had reached a point where the official plan policies and zoning text could be prepared to implement the policies resulting from the earlier studies.

The Board felt that Section 37(1)

of The Planning Act made it sufficiently clear that the effective period of an interim control by-law was linked to the time when the council had directed "that a review or study be undertaken". The circumstances in Kitchener were clearly unfair to the developer; the interim control by-law was introduced more than six years after the study was auth-

orized and about two years after the appellant's first development submission. For these reasons, the Board allowed the appeal, on January 19, 1987.

**Source:**

Decision of the Ontario Municipal Board By-Law 86-106, City of Kitchener, File 860336.

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## BIA – The Great Community Resource

On April 26th-28th, the Ontario BIA Association is holding its Annual Conference in Ottawa at the Holiday Inn. Guests include Richard Bradley, President of the International Downtown Association, and Larry Solway, Communications Consultant.

The Ministry of Municipal Affairs will also be presenting its **PRIDE** winners. The Minister is expected to do the honours.

For more information, call Michael Baker in Burlington at (416) 634-5888.

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# Progressive Architecture

By: Joe Berridge

The annual awards program sponsored by "Progressive Architecture" magazine is increasingly recognized as the "Oscars" of architecture and urban design. It provides a fascinating snapshot of the state-of-the-art, since almost all important work underway in the United States, and to a lesser extent from Canada, is submitted to this jury. I was lucky enough this year to be a member of that eight person jury, with special responsibility for urban design, and had the stimulating opportunity to review what is happening in urban design and the qualities and issues being raised by contemporary work.

Being on a jury like this is a fascinating experience. It's also highly demanding, both intellectually and physically; a kind of professional decathlon in which you review some 900 schemes in two and a half days, decide what you like, find convincing arguments for your selections and try to fight down some of the more egregious choices of your fellow jurors. Anyone picked for an event like this should get down to the gym for two weeks' training beforehand. And read Plato.

It is frighteningly easy to make the first cut of the entries down to a long list of about 10% to 15%. Clean, clear presentations and precise, readable descriptions of what the project is about are remarkably rare. While researching for the jury and reading back issues of the P.A. awards, I noticed a pattern in which jurors of one year became award winners the next. If nothing else, you become an expert on packaging.

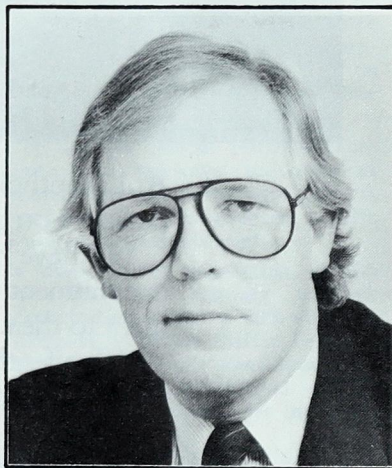
Submissions came in all kinds of distinctive formats. One which I don't recommend was inscribed on

travertine tablets, incurring the wrath of my fellow juror who put his back out getting them on the table.

## Differences Across The Border

Exposure to so many urban design schemes in so short a time period forces conclusions about urban design in general, as well as pointing out the differences between practice in the U.S. and Canada. Three general categories of work predominated; major public/private renewal initiatives on the waterfronts and downtowns of the major American cities, private redevelopments of large, old industrial sites, and smaller, more landscape-oriented urban plaza projects.

It is hard not to be impressed by



the ambition and scope of so much of the work being actively pursued in the States. Perhaps their neglect of the city has been so much more

profound than that in Canada, that their response seems so much more energetic. Nearly every major city is actively renovating its waterfront on a scale that makes Harbourfront seem modest. Major downtown open space projects are proliferating with substantial budgets, and very high finish quality levels. There seems a much greater propensity to spend large sums of money on public spaces, partly because needed, partly because of the ability of quite low-level public urban development corporations to borrow, and partly because of their greater receptivity to private sector involvement.

## European Themes New Jersey Style

The inspiration for the large private redevelopment scheme is European, even more precisely, Mediterranean. French fishing villages inspire the industrial flats of New Jersey. The lines of the Piazza San Marco are redescribed from Baltimore to Seattle. Athenian democracy is recreated in the "city squares" of suburban developments of Colorado and California.

I saw a dozen waterfront plazas and village squares and town meetings. The language of design is enthusiastically public, with endless opportunities for people to come together, to meet, to celebrate and to participate, a seamless body politic swirling through some popular democratic Utopia. In fact, of course, the popular glue to all these schemes is retailing, but at least hegemony of the old internalized shopping mall has been finally challenged. These new projects face out, onto the street and plaza, and participate in the life of the city.

It was difficult not to be envious of the aesthetic quality of the new public spaces that were submitted. There seems a much greater tolerance of the imaginative, and a much more energetic imagination.

It was also easy to see creative energy of urban design hardening into the new orthodoxies. Every open space must be defined. Every street must have a wall. Every axis becomes a view corridor. Above all, everything must line up nice and straight. And don't forget the pergola.

The difficulties so many of these urban, contextualist schemes faced were largely created by the state of that urban context. When you build a "fishing village" on the industrial shore of New Jersey you have

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to defend the project against the visual and real dangers of that environment. The urbanistic qualities of the development look strained against such a background and can easily deteriorate to the level of Disney.

### Implications for Toronto Region

The response, which is clear to see in our own rapidly urbanizing zone north of Metro, is that every land parcel develops as an island, independent of any surrounding context or projects. Where that contextual environment is uncertain, developers must build internally, and the arterial roads and land ownership boundaries become the defensive perimeters. We are creating enormous trouble for ourselves in the future when subsequent eras of development will be restrained by the timidity of the basic road and block patterns now being established.

What is needed in these new urbanizing frontiers is an original form of regional urban design in which points and areas of significance are established that set a confident framework for new development. The public gestures should be established on the edges of the project, making connections to the surrounding world and to neighbouring development. The traditional language of urban design, so firmly based within the city, seems unable to give substantial guidance as to how the suburbs and reurbanization of derelict areas should proceed.

Urban design as a discipline is essentially a confluence of planning and architecture. The Canadian tradition is much more strongly developed on the planning side. Despite some of the reservations I described previously, what the Progressive Architecture experience illustrated was the importance of and opportunities for creative design as a part of that planning process.

Joe Berridge is a partner in the Toronto planning and urban design firm **Berridge Lewinberg Associates**.



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# Solving Yesterday's Problems

By: Alan Demb

**"Next year's problems will be addressed not by last year's policies, but by policies a decade or more out of date".**

Larry Bourne

**"In ten year's time, suburban industry will be faced with yet another set of concerns, and planners, no doubt, will be setting out new policies to deal with these issues. These new policies, like the old ones, will likely be out of date almost as soon as they are in place".**

Peter Moore

**"Have transportation planners-engineers been guilty of spending too much time looking into the future through a rear-view mirror?".**

Norris Zucchet, P.Eng.

These chilling quotes come from the Fall 1986 issue of "City Planning", a magazine published by Toronto's Planning and Development Department. The issue is devoted to four key aspects of planning in the greater Toronto area. The most worrisome notion concerns the ability of the planners to plan for the past instead of the future.

This criticism used to be aimed almost solely at the military. Generals always seemed to gear up to fight the next war on the basis of the last one. Now, some planners are aiming similar criticisms at themselves. This may not be new - planners have always been very open about the shortcomings of the profession - but it's worrisome all the same.

It's not just that the planners lack the vision or the fortitude to chart a course into the 21st Century, or

that planners are locked into projecting the past across a socio-technical watershed into a future that could be utterly different from the immediate post-war boom period. In part, it's because the planners' captive clientele remains in thrall. It doesn't warrant being described as a stunning reversal, but in truth, the planners have always had enormous ability to control their masters - the politicians.

The planners don't always get their way, not by a long shot. Some would argue that the development industry has more than its fair share of influence in the decision-making process. The irony is that the planners aren't really to blame. When no direction is forthcoming from the decision-makers; when no guiding vision forms the framework for planning, then the result tends to be a projection of recent trends. Status quo ante into the future.

It would be easy to blame the politicians. They're elected to give leadership. It would also be wrong. Rightly or wrongly, elected politicians tend to form a more or less mirror image of the electorate. The politicians in the municipal councils, the regional councils, and the provincial legislature do exactly what the electors want. And when the electors haven't thought - or felt - through what they want, the politicians go into their backing and hauling routine, sidestepping issues, calling for more studies.

It all takes time, and the future is rapidly overtaking the greater Toronto region. The policy effect of standing still while time passes is spelled out in the quotes from "City Planning". Three and a half million people are behind the eight-ball, and we're going to pay for it badly.

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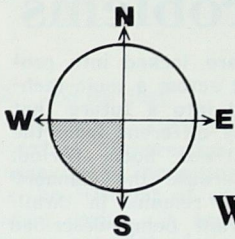
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## SOUTH WESTERN

Peter Neice has a new job in Bracebridge, outside of the South-western District. We wish Peter well, and thank him for his contribution as regional editor for South-west. Gary Davidson, Director of Planning & Development, County of Huron, will be the new editor for the southwest. Contact Gary at (519) 524-2188.

### A Video On The Urban Rural Fringe: A Case Study On London-Middlesex

By: Laverne Kirkness

An 18 minute video on planning issues in the urban rural fringe using the City of London, some surrounding townships (Westminster, Delaware, London) and the County of Middlesex is now available through the office of the Community Planning Advisory Branch, Ministry of Municipal Affairs Southwestern Region.

The video looks at such issues as land use compatibility, municipal servicing, foodland conservation, urban growth needs and local government administration by interviewing local government politicians and administrators, and private planning consultants retained by the municipalities and land developers.

It portrays some very true and representative feelings and different points of view that serve to increase the understanding of the fringe and the planning issues that make this "urban/rural entity" difficult to manage.

This video was funded by a grant from the Ministry of Municipal Affairs, and was prepared by an Urban

Design student and a Television and Radio Arts student from Fanshawe College under the direction of Laverne Kirkness, Teaching Master, Urban Design. Assistance was also provided by many private and government municipal planners.

The premiere of this video occurred at the Annual Meeting of the Southwestern Ontario Division, held at the Park Lane Hotel in London, September 27-28.

Copies of the video will be provided at cost. Please contact Gary McAlister or Sue Robinson at the Ministry Offices, 495 Richmond Street, London, Ontario, N6A 5A9, (519) 673-1611.

### Bill 11 Pulls 'Em In

It was standing room only in February, when three experts convened in Kitchener to hear a discussion of Bill 11. The presence of several municipal solicitors added knowledgeable comment during a very lively debate during which many tough questions received practical answers. As often happens when legislation is put in place very quickly to meet a specific need, problems crop up in the implementation stage. Sessions such as this one are clearly helpful to all parties.

### Urban-Rural Fringe Proceedings From the SWOD September '86 Annual Meeting in London

Proceedings from the Urban Fringe seminar held on the Saturday morning are available upon request. The following papers cover a wide range of topics that facilitate increased understanding of the complexities of the urban-rural fringe: **Theoretical Considerations** by Professor Michael Troughton of University of Western Ontario; **The Rural Perspective** by Reeve David Murray of Westminster Township; **The Urban Perspective** by Mayor Tom Gosnell and Alderman Gary Williams of the City of London; **The Provincial Perspective** by Gary McAllister, Manager, London Field

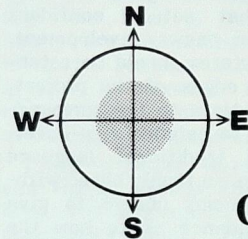
Office, CPAB, Ministry of Municipal Affairs; and **A Consultant's View** by Ted Halwa, Planning Consultant for London Township.

Requests can be made in writing to L. Kirkness, 427 Regent Street, London, Ontario, N5Y 4H1, or telephone (519) 672-6550. There is no charge for papers.

### Program Change - April and May

Sybil Frenette [(519) 885-7383] has announced some changes to program dates. On April 23rd, at the Sarnia Holiday Inn, the topic will be "Emergency Planning on Chemical Valley" (or How I Learned to Love the Blob). The original topic for April - "Intervenor Funding" - moves to Guelph in June (25th) at the Bitnor Hotel.

Inquiries about the cancelled discussion on Boundary Adjustments should be sent anonymously to Sybil in plain brown paper wrapping.



## CENTRAL

### Bureau of Architecture and Urbanism

The Bureau of Architecture and Urbanism, a voluntary non-profit group committed to the recognition, protection and conservation of Toronto's modern architectural heritage, is pleased to announce plans for an exhibition, "**Toronto Modern: Architecture 1945 - 1965**", to be held at Toronto City Hall, May 18th to June 5, 1987, and a symposium, "**Toronto Modern: A Reconsideration**", at City Hall, on May 30, 1987.

The symposium will focus on the theme of modernism and its future in Toronto. It will be held in the Council Chambers on Saturday, May 30, 1987, beginning at 1:00 p.m.

Among those who have agreed to participate are Dr. Kurt Forster of the J. Paul Getty Centre in California, Donald McKay of the University of Waterloo School of Architecture, architect and political commentator Colin Vaughan, Toronto architect George Baird, and Barbara Frum, host of CBC Television's "The Journal". In addition to the symposium, a walking tour of significant modern buildings in Toronto will be conducted.

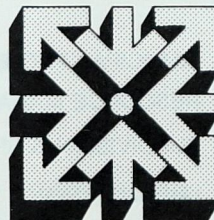
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### I.C.S.C. - "Event Conventioneing"

The International Council of Shopping Centres is renowned for its luxurious conventions. This year's in Toronto was no exception. The standard of booths and presentations revealed a level of creativity with the emphasis on new computer software, promotional booths from consultants and developers, and even a magic show, sponsored by Sutter Hill Ltd. The magician was **Jay Sankey**, son of architect and planner **Lloyd Sankey**. Jay has just published his second volume on the art, to be available in bookstores in the near future.

\*

### Harvest House Hosts "Blumenfest"

The long awaited autobiography of Hans Blumenfeld was launched by Harvest House in February, at a gala event attended by a "who's who" of Canadian Planning, and of course, Hans himself, signing copies of his book entitled "Life Begins at 65 - The Not Entirely Candid Autobiography of a Drifter". The book is available in both hard and soft cover versions, priced at \$24.95 and \$15.00 respectively. CIP contributed a substantial publishing grant, and from the first reviews, it appears that the book is selling well. Plan-Canada has a review in its April edition by Jeanne Wolfe, who worked with Hans when he was a consultant to the City of Montreal Planning Department.

Life  
begins  
at  
65

*The not  
entirely candid  
autobiography of a  
drifter*

The Journal will publish its review in the special May/June issue to coincide with the 1987 National Conference (July 5-8, Harbour Castle Hilton, Toronto).

### March Program in Scarborough Focuses On Housing Industry

Although most planners are familiar with the regulations and safeguards that apply to the development of housing, less is known (or appreciated), about the industry itself. The March program meeting focussed on two aspects: protections for the consumer of newly built housing, and the business headaches facing builders in a booming market.

Ian Johnson is Director of the Ontario New Home Warranty program, working in co-operation with the Ministry of Consumer and Commercial Relations. He explained that the Ontario Warranty program is one of only three in the world, the other two being in New Jersey and Australia. Much of the program's resources are directed at providing conciliation between builder and consumer, and have so far mostly managed to get results without having to resort to the courts. The program has been providing consumer protection since 1977, when it took over from HUDAC.

John Boddy is President of John Boddy Developments Ltd., and works primarily in the East Metro market. Besides having a reputation as a quality builder, his firm hit the headlines recently when hundreds of prospective home buyers camped out overnight for a chance to bid on a new subdivision. The words "\$500 deposit" caught the attention of the media, and as often happens, eager reporters got the story back asswards. As Boddy explained to his intrigued audience, the \$500 was a payment intended to indicate an expression of "serious interest!", and not, as claimed by the media, a deposit on a house selling for almost \$200,000!

Boddy, who has weathered three decades in the housing industry, was a director of HUDAC involved in the original protection program. Despite the boom conditions currently prevailing, extreme scarcity of tradespeople and building materials are causing builders considerable heartache. For the first time in his experience, Boddy pointed out he has recently been forced to purchase non-Ontario products.

### Municipal Planners' Conference - 1987

**Perspectives of Development** is the theme of this year's conference hosted by the Community Planning Advisory Branch's Central Ontario Field Office. The conference will examine a broad range of activities that make up community development and the roles that municipal planners can play in achieving this development. What can you be doing to promote the overall economic and social health of your community? How do economic development efforts relate to these broader activities?

Join your colleagues on May 21, 1987 at the Richmond Hill Country Club as we explore:

**Community Development** - A number of workshops will look at case studies of efforts aimed at enhancing community vitality in Central Ontario. We will also explore the mechanics of how an idea was turned into a realistic project and marketed to Council.

**Economic Development** - Just what does it involve, and what activities could you be doing?

**Economic Trends** - The Ministry of Industry, Trade and Technology will discuss future economic trends in Central Ontario.

The conference will be held on May 21, 1987 at the Richmond Hill Country Club. The pre-registration fee is \$40.00. Late Registration between May 4 and May 15 will cost \$45.00. If you have any questions regarding the conference, contact Kyle Benham at (416) 224-7635.

\*

### Obfuscation Award Announced

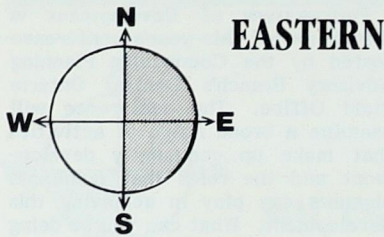
Controller Howard Moscoe (North York), "self-appointed chairman of the Metro Crusade Against Bafflegab in Government Reports", is keeping his eyes peeled for reports that "must successfully employ the bureaucratic technique of using 20 words when 3 will do". Stay tuned.

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## Eastern District Professional Development Seminar

By: Bob Pekarchuk

On March 17, 1987, about 30 planners from Eastern District gathered at the Trillium Room of the Ontario Provincial Building to hear of one planner's experience in a professional exchange program overseas. The program is funded by the Federal Government, and is overseen by the Federation of Canadian Municipalities under the capable direction of one of Eastern District's own planners, Gillian Mason. The exchange program includes projects in third world countries on the continents of South America, Asia and Africa. It is the result of an idea circulated for discussion approximately 18 months ago.

Ted Droettboom, Associate Director of the Vancouver Planning Department, and member of PIBC recently returned from an exchange in China, was the speaker. Ted's exchange was with a planner named Situ Rongsheng from Guang Zhou (Canton) China. Rongsheng's position in China called for him to be responsible for all development.

The general topic for the evening session was "New Horizons for Planners Sharing our Expertise With the Third World", and the personal experiences that go with an exchange program. These personal experiences were embellished with an interesting slide presentation which helped those present visualize the type of community Guang Zhou was and is now developing into. In Ted's opinion, the city is facing planning crisis!

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in four main areas: economic, housing, transportation and the environment. In transportation for example, the city is trying to cope with the recent introduction of the automobile in addition to the already over-crowding of bicycles and pedestrians by double decking major downtown urban arteries - however, all this does is create another problem in housing and in quality of life.

In addition to speaking about his experiences in planning in China, Ted also spoke about what Canadian planners are doing on the international scene. He also discussed some of the international exchange opportunities available to Canadian planners. As well, there were two members of the audience who had some personal international experience, and their interaction with Ted provided for some lively discussion.

Other speakers during the evening included Peter Martin, MCIP from Toronto who discussed his recent experiences on the international scene as CIP's representative on CAPS. In fact, Peter had some rather exciting news in the respect that CIP National Council has been approached by CAPS to become the home for the CAPS Secretariat. A decision on this will be reached in early April. The final speakers of the evening were Martin Taller, of Ports of Call Travel, and Mary Delise of Wardair. They spoke on the fine points of planning business and vacation travel to Third World Countries.

\*

Dr. Mohammad A. Qadeer has been appointed Director of the School of Urban and Regional Planning at Queen's University for a period to end June 30, 1991. He succeeds Dr. Gerald Hodge, who has moved to Vancouver. Dr. Qadeer is the third in the line of directors appointed since the inception to the School in 1970.

Dr. Qadeer has been a planning consultant for the United Nations and the Government of Pakistan, as well as in Canada and the United States. He has published five books, monographs and articles, including Towns and Villages in Canada (with G. Hodge), Urban Development in the Third World, and The Evolving Urban Land Tenure System in Canada.

Contributed by: Florence Gore.

### Dead Zone Re-Zoned

In an unusual move and despite protests from the community and some high profile objectors, the Ot-

tawa Planning Committee has re-zoned 20 acres of vacant land between Notre Dame and Beechwood cemeteries, to make way for a major housing project. The land also sits adjacent to the City of Vanier. Timberlay Developments had proposed a 650 unit project for the site, which is located between the two cemeteries. These cemeteries contain the final resting places of several Canadian national historical figures, such as former Prime Minister Sir Wilfred Laurier.

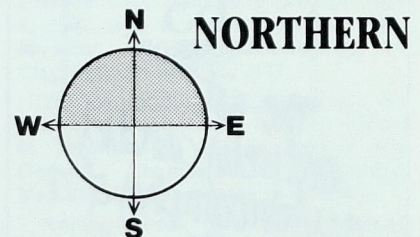
An alternative proposal was to have the two cemeteries and the land between, set aside as a national cemetery, similar to Arlington National Cemetery, which is located near Washington, D.C.

Timberlay Development's project calls for low-level housing, as well as apartment buildings, and will be restricted to a height of 15 stories under the proposed new zoning. One Ottawa alderman felt there was nothing wrong with the proposed development, and gravely pointed out that "it's not as if development is slated for the middle of the cemetery. Rather, it will be located on vacant land between the two".

The jury is out on this one, but would you want to live between two final resting places?

### Social Note

The members of the Eastern District would like to share the happiness of one of their full members and treasurer George Vadeboncoeur and his wife Catherine, on the birth of their first child William Edward Noel, born on February 12, 1987. Congratulations!



### Tri-Towns Get Their Own Plans

Adapted by Jeff Celentano from an article in the North Bay Nugget.

If all goes according to plan, the 21-year old Tri-Town and Area Planning Board will be the first in Northern Ontario to disband.

Since the passage of its Official Plan in the early 1980's, the Board has been an organization lacking direction. The Board, on dissolution, will divide a general section of the Plan which pertains to basic policy statements such as land severances and population projections. Five separate plans (for the five municipalities comprising the Board), will be created.

The Ministry of Municipal Affairs has agreed to handle the administrative and clerical aspects of splitting up the Plan, which will also save the municipalities involved great sums of money. Since no policy changes to the document are proposed in areas such as land use development, the Ministry is able to circumvent normal circulation and approval procedures.

According to a Municipal Affairs spokesman, the only loss that may be incurred by opting out of the joint planning process is a central body to act as a forum for discussing the pros and cons and possible conflicts of proposed developments.

Within the past month, the Board's five representative municipalities, consisting of New Liskeard, Haileybury, Cobalt and Coleman and Dymond Townships, got the ball rolling by passing individual resolutions to dissolve the Board.

#### Corporate Daycare: Good Planning; Good Business

There was one heckuva good story in a mid-November issue of McLean's Magazine. Pamela Young's feature entitled, "Babes in the Workplace", focussed on several initiatives underway in the building of on-site daycare centres in several Canadian urban centres. Since it seems to be a political hot potato lately, I thought I'd take a closer look.

As Young herself indicates, while corporate daycare centres are a new concept in Canada, developers and employers are beginning to perceive them as a form of good corporate citizenship.

For developers, Young points out that one of the chief incentives for building daycare centres is to win zoning concessions. Witness Campeau's bonusing on its Scotia Plaza Tower Project in Toronto, or Magna International's Newpark Daycare Centre Facility in Newmarket, Ontario.

However, for the employer, the benefits of corporate daycare are impressive. Parents can visit their children on breaks and can respond quickly in the event of an emergency. As well, daycare helps companies to reduce absenteeism and staff turnover.

Planners can play an integral role in nurturing this idea. As employers stay lean, developers are looking for new breaks to entice new building. In the meantime, working people are constantly on the lookout for improvements to the quality of working life. Planners often link the first two parties in the formative stages of the development process. If we are truly concerned with all facets of community development, it follows that we should be thinking harder about what happens to people and families after the development occurs. Why not seize the opportunity

and get corporate clients thinking more along the lines of establishing on-site daycare facilities in their projects. In industrial parks, for example, a number of small and medium sized companies can collectively finance a single daycare facility. Planners can be "the broker" to get such initiatives underway. We should also take the time to put in a good word with our elected decision makers as well, and push for policy revisions where necessary.

Jeff Celentano, Northern District Editor.



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- A Guideline to Policy Statements May 1986
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- Proposed Foodland Preservation Policy Statement January 1986 \$5.00

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# Buying Consumer Research

By: John E.L. Farrow

**"We are not in the soap powder business and we don't need to do consumer research!"** Ten years ago, those responsible for the delivery of public services could get away with such statements. Today such attitudes are dangerous. Those involved in planning and managing the delivery of services are constantly aware of the need to better understand and respond to changing user needs. This article provides some suggestions on how to effectively buy consumer research for government.

## 1. Recognize That An Established Body Of Knowledge Exists:

Vast amounts of research are purchased every year by everyone from General Foods to the Prime Minister. As a result, techniques are constantly being refined and developed, and there is a large body of knowledge to be accessed.

Good market research is like good engineering; it involves achieving the most for the least cost. Proficient market research firms know how to do this, and therefore in most cases, these are the ones who assist in executing the research.

## 2. Define The Problem Clearly:

Consumer research will only solve problems that have been defined properly. It is therefore very important to spend time defining what one wants to know before designing approaches to obtain the information. The key question is "Will more information help solve the problem?"

## 3. Define The Research Objectives:

Having determined the need for information, next determine whether survey research is the right approach to obtaining this information. This requires answering the following questions:

- \* Is the need quantitative, or qualitative?
- \* How important is the information, what is it worth, and

how much should be invested in collecting it?

- \* How much required data has been collected already in another form, and can be reworked?

The key is to be tough about these questions. Much research is not cost-effective because the objectives are not clearly thought through in the beginning.

## 4. Define The Target Group From Whom Information Is Required:

The definition of the target groups will give information different qualities. Consider carefully the desirability of biases that may arise from defining target groups in different ways. Recognize the key trade-offs

between sample size, confidence and cost, and that such decisions will reflect directly on the usefulness and credibility of results.

## 5. Consider All Available Techniques:

The benefit of dealing with professionals involved with consumer market research every day is that they have a broad range of techniques to gather information. Review with them the merits of these techniques in gathering the information you require. Beware the expert wedded to only one approach.

## 6. Obtain The Right Expertise:

This usually means hiring a firm expert in the topic area. The key things are to look for experience in undertaking similar work and a sound reputation.

## OPPI POSITION PAPER

# Right to Farm: Unnecessary Conflict

## Extracts From OPPI Position Paper on "Right to Farm Advisory Committee Report"

The OPPI has the following comments on "The Ontario Right To Farm Advisory Committee's Report":

### 1. The concept of establishing acceptable standards of farm operations and protecting farmers operating within those standards from nuisance complaints is supported.

There should be standards to protect both the farmer and his neighbours. Some concern has been expressed that by defining acceptable farm practice we will be providing a yardstick to measure nuisance, and this may provide the basis for more lawsuits rather than fewer. To leave things as they are provides no guidance to the farmer who wishes to farm within fair and acceptable

standards. There appears to be a great deal of experience with Right To Farm legislation in the United States. Surely Ontario can avoid some pitfalls by studying the experience south of the border and applying the lessons that must have been learned.

### 2. The "Right To Farm Report" should be considered with "The Proposed Foodland Preservation Statement", rather than separately.

Both initiatives deal with the need to preserve farm land and the need to protect farmers from incompatible land uses. It seems incomprehensible that two such similar initiatives sponsored by the same branch of government should be pursued independently. The findings in one area could clearly be of value to the other.

### 3. The OPPI find great merit in the following excerpts from the Ontario Federation of Agriculture's response to the Proposed Foodland Preservation Statement:

... we believe the Ministry should be developing Right To Farm legislation, rather than re-emphasizing their current approach which relies on restrictive planning measures.

Adopt Right To Farm legislation and many of our planning concerns will dissipate.

The Right To Farm Legislation offers the potential of a positive solution to current concerns about

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It is also important to know how much help is required in defining the problem and interpreting the results. A large amount of package goods consumer research is done every day. The large volume of work means that approaches are standard, and the service is bought almost like a commodity. Determine whether you want the "no frills" survey approach (usually good for the high volume buyer), or the more user-friendly approach, which provides assistance to ensure the right questions are asked in the right way, and that the results are useable.

**7. Understand The Power And The Limitations Of Research:**

Credible data from a client group can have a very strong influence on senior management. Once the data is available, it cannot be denied.

land use conflicts. If acceptable farm practices can be established, some of the perceived need for restrictive planning policies, particularly at the provincial level, will be diminished. This offers the hope that the Proposed Foodland Preservation Statement can be greatly improved by providing more flexibility and leaving more decisions to local people.

**4. The suggested permit system for severances and buildings in rural Ontario is absurd and inappropriate. The suggested system complicates and undermines the existing local land use planning structure.**

The proposal demonstrates a complete lack of faith in the current local approvals system in which the Ministry of Agriculture and Food participates. The existing system allows the Ministry both input into decisions and the right to appeal decisions they do not like. This is both fair and equitable to all parties.

The Ministry proposes that farmers and non-farmers go through a process that involves two applications, two circulations of notice, two hearings, two appeal periods and two hearings by a tribunal such as the Ontario Municipal Board. While this may be good news for lawyers, the applicant will pay twice as much for his approval which will take twice as long. This is clearly contrary to the Provincial Government's stated intention during the Planning Act review of simplifying and speeding up the planning process.

The permit system seems to be yet another attempt to centralize

It is therefore important to put an interpretation before senior decision-makers as soon as possible, so that they can take appropriate action.


Such research also has limitations. Some questions do not have simple answers, and results are not definitive. Decisions are still required, and as in all decisions, there will be an element of judgement and risk that no amount of information can eliminate.

Consumer market research is a powerful tool which governments are increasingly using because they need to understand their clients better. The quality of the research available to any particular agency will depend upon the quality of the suppliers, and the ability to buy effectively. As the volume of research increases, so will the need for skill in buying research.

decision-making powers at the provincial level while undermining the decision-making process at the local level. This is contrary to the Provincial Government's stated intent during the Planning Act review of leaving decision-making with local people wherever reasonable.

If it is appropriate to provide a separate permit system and hearing process for the concerns of the Ministry of Agriculture and Food, would it also not be equally valid to have a permit system and hearing process for the concerns of the Ministry of Natural Resources, the Ministry of the Environment, the Conservation Authorities and each of the many other agencies with legitimate concerns which are now expressed through the current approval system?

It is the view of the OPPI that the current approval system for sev-



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erances and building permits is adequate and provides ample opportunity to consider agricultural concerns. No benefits are apparent in setting up a second approval process which would result in more cost, more delay and the need for more provincial staff to do a job that is already being adequately performed.

**5. The tone of both the Right To Farm Report and the Proposed Foodland Preservation Statement implies irreconcilable conflicts between farmers and non-farmers.**

At a time when farm groups are trying to promote harmony between farm and non-farm residents, it is inappropriate for the Ministry of Agriculture and Food to be driving wedges between these groups, particularly when there is little evidence to support OMAF's position.

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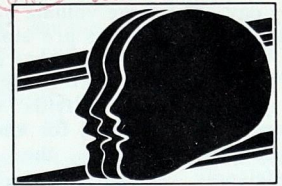
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OTHER VOICES



# FIRST CLASS

### STUDENTS

## Planning Technicians and the Planning Profession

By: Bob Pando

Planning technicians are valued members of many planning staffs, and have a wide variety of responsibilities - often including activities usually considered to be in the realm of the professional planner (i.e. processing and evaluation of subdivision and re-zoning applications). In fact, a number of former planning technicians have advanced to senior planning positions in some offices, and they constitute the entire full-time planning staff in others.

This year's theme for the CIP Annual Conference "Other Voices" focusses on the need to consider the perspectives of other contributors to the municipal scene. Planning technicians are among the "other voices" that professional planners should hear more clearly, and it is hoped the following can assist in this regard.

The Municipal Planning and Development Program at Mohawk has graduated technicians since 1969, and another class of about 15 students will graduate in May. At Mohawk, we have been careful to attempt to identify (and update regularly), the role that planning technicians have in planning offices, and to structure our program accordingly. The contributions made by our advisory committee of professional planners

(provincial, municipal, consultant and academic) has been invaluable in this regard. At the same time, we try to recognize the strengths

Graphic and project design skills are considered to be amongst the principal strengths of Mohawk's graduates. Projects include subdivision, site plan and community renewal designs involving "real world" situations and solutions. Over the years, several such projects have been located in Penetanguishene, and recent projects also have been completed in Glanbrook Township (Mount Hope), Flamborough Township (Waterdown), Brantford, Hamilton and St. Catharines.

Understanding planning documents and processes also is considered fundamental to the role of planning technicians, and students work extensively with the planning act, municipal official plan and zoning by-law documents, technical planning reports and the processes involved with planning applications of varying types. Practical experience is irreplaceable, and students are encouraged to seek planning-related summer positions in addition to the required three week field internship in a planning office during their final

semester.

Mohawk's graduate technicians have been well received by their employers, which include the Provincial government, municipalities, consulting firms, surveyors and school boards. Many employers are now requiring a college diploma and membership (or eligibility) in the Canadian Association of Certified Planning Technicians. This organization has been rejuvenated recently with a new executive, and will be taking a more active role in the future to represent planning technicians. A closer relationship between OPPI and CACPT would be beneficial to both organizations.

Bob Pando is the co-ordinator of the Municipal Planning and Development Program at Mohawk College.

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