



ONTARIO PLANNING JOURNAL

INSTITUT DES PLANIFICATEURS PROFESSIONNELS DE L'ONTARIO
INSTITUT CANADIEN DES URBANISTES

JAN/FEB, 1989
VOLUME 3, NUMBER 6

CHANGING OF THE GUARD AT OPPI AGM: BARB DEMBECK IS NEW PRESIDENT

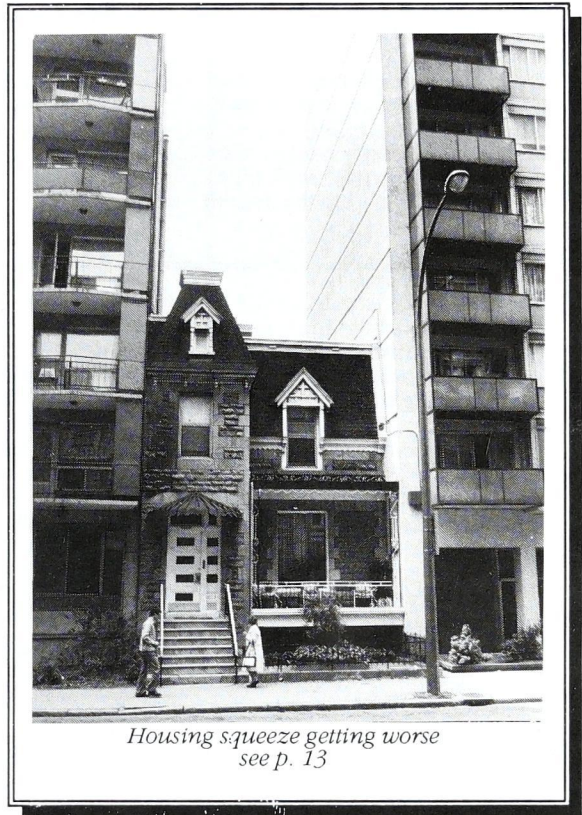
OPPi's AGM WAS HELD IN October at the King Eddy, in conjunction with the Ontario Planners Conference. Even though there was an open bar only steps away, the content of the AGM was sufficiently stimulat-

ing to keep the room packed with members.

In addition to the usual business at such events, there were awards and presentations as well as pithy debate on a number of topics. Most significantly, however, was that this year's AGM saw the "changing of the guard", with veteran Council members John Livey and Steve Sajatovic stepping down. Barb Dembeck, in her first official duty as president, presented Sajatovic with a plaque honouring his contribution to the organization. John Livey received similar recognition.

A special award was presented to Eli Comay in recognition of his service to the profession. Student undergrad scholarships were given out to Judith Grant and Christine Maltman. Charles McRobert was appointed as OPPI's first student representative.

With only one election at stake, the scrutineers were able to declare Jim Balfour the winner for the position of OPPI's National Representative at CIP. This is a key role, given OPPI's dominance in terms of membership within CIP. Just like in federal politics, Ontario has to exercise its clout judiciously. There are numerous national initiatives being pur-



*Housing squeeze getting worse
see p. 13*

COMMENT PROMPTS NEW POLICY ON POSITION PAPERS

AT THE 1988 ANNUAL GENERAL Meeting, the issue of the preparation of OPPI position papers was raised by the membership, and specifically the concern was expressed that a mechanism should exist to ensure membership input in the preparation and adoption of position papers. As part of furthering its objectives, the Institute prepares briefs which outline the position of OPPI on planning matters. In order for these briefs, or position papers, to accurately reflect the views of the membership, a broad consultative process is desirable. However, such a process must be balanced against a need for timeliness in responding. As a result, the Council has adopted a policy for the preparation of position papers.

The Council will appoint a co-ordinator to be charged with the responsibility of preparing the position paper.

A regular spot will be estab-

cont'd. on page 6

sued at the affiliate level, such as Healthy Cities, Year of the Homeless,

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and the Commonwealth Association of Planners.

Comments from the floor addressed the thorny problem of how to balance democratic procedures, with the need for timeliness when position papers are being prepared (see front page). As evidence of how events can overtake the preparation process, OPPI's experience with tackling the subject of the Greater Toronto Area was cited. Just as OPPI was reaching the final draft of the paper, the Province announced Gardiner Church's appointment as Deputy Minister for the area. The need for such action was a principal plank of the draft papers.

The need to ensure better feedback and give out basic information was also stressed by members speaking from the floor. The folly of trying to establish a position on Temagami was also pointed out. It was agreed that only certain types of topics are suitable material for papers.

Kind words were reserved for the Journal by Steve Sajatovic, with Nigel Richardson speaking from the floor to

compliment the editors on their work. Glenn Miller added that he was extremely pleased with the willingness of people to contribute their expertise, but newcomers are always welcome -

Kind words were reserved for the Journal by Steve Sajatovic, with Nigel Richardson speaking from the floor to compliment the editors on their work. Glenn Miller added that he was extremely pleased with the willingness of people to contribute their expertise.

and support from people such as Nigel is much appreciated.

PROFESSIONAL DEVELOPMENT

The Council considered the Education Sub-Committee Report prepared by Mary Ellen Johnston, which concluded that OPPI should still offer or sponsor continuing education for practicing planners through workshop formats, co-operative efforts between OPPI and the continuing education and/or planning departments of the universities, as well as a closer tie-in with CPAB.

The Council agreed that the first pri-

ority is to arrange programs at the District level, with Provincial sponsorship. Use should be made of existing resources at the planning schools.

Southwest District has enjoyed success in sponsoring events with CPA. The Council hopes to continue this partnership with the Ministry.

Public Presence - Pins And Calendars Additional methods of increasing public presence such as OPPI lapel pins and 1989 calendars were also developed. (Note that limited numbers are still available, at \$3.00 and \$10.00 respectively. Tele-

phone your orders direct to the OPPI office).

The council adopted the policy that when advertising planning positions, prospective employers should delete the qualifying word "eligibility" for membership in the Institute, from advertisements distributed by OPPI. All advertisers will be required to include "the desirability of membership in OPPI/CIP" in any advertisement distributed by OPPI.

ANNUAL DISTRICT REPORTS

In the **SOUTHWESTERN DISTRICT**, program delivery continues to be the mainstay of the District, reported John Cox. Through the excellent efforts of the Program Committee, 5 program events were held on various topics throughout the District during the year. This culminated with the District AGM in late September in Owen Sound.

The District has previously sponsored an annual research grant of \$1,000.00 to a member, based on an approved research topic. For the coming year this funding is being directed to the preparation of a book and video that will document the past, present and future of land use planning in Southwestern Ontario.

The District, through its Educational Foundation, has provided an undergraduate scholarship to a District member. As well, the Educational Foundation is successfully soliciting funds to increase its self-sufficiency and award. The District also made a donation to the Robert Dorney Memorial Fund.

Speaking as the **CENTRAL DISTRICT** Representative, Diana Jardine commented on the successful delivery of regular monthly programs. As well, the District focussed its activities in three areas.

Building the Organization - A concerted effort was made to involve more people in the running of the organization. The management committee was enlarged to eleven, and a roster of examiners was developed to assist OPPI in the membership process.

Students - The student liaison sub-committee, chaired by Grace Strachan and composed of student and faculty representatives from each of the CD's planning schools, held one visitation with the schools in April. A student project competition will be kicked off in later October. A prize of \$750 will be offered for the best student project in the 88/89 year. The award will be made at the 1989 AGM.

Liaison With Other Professional Organizations - Our foremost achievement has been to propose to the Royal Commission on the Toronto Waterfront that OPPI, along with the Ontario Association of Landscape Architects and the Ontario Association of Architects, undertake a design charrette for the waterfront. This should take place in April of 1989, and will provide a very visible and collaborative effort on the part of the three organizations.

Together with the Toronto Society of Architect OPPI/CD has sponsored an exhibit of major international design competitions in which there were Canadian entries. This took place during Toronto Arts Week and also featured an evening forum: Toronto, A City on the Brink of Construction.

Program Meetings - Under the chairmanship of Gord Buckingham, the Program Sub-Committee ran two social events (Christmas Party and Summer Social) along with seven program meetings. The meetings covered a wide variety of topics to reflect the great diversity of interests found in the Central District: Harbourfront 2000, Retirement Communities, Social Needs/Day Care, Mississauga City Hall Tour, and the Railway Lands.

TIME FOR CRITICAL DECISIONS TO BE MADE

In the last issue, the editorial described the transportation woes of England, concluding that current problems there are due to a lack of large-scale planning and a willingness to postpone costly programs to install and replace basic infrastructure. In the Opinion column of this issue, economist Garry Stamm takes up the same theme on behalf of the Greater Toronto Area. As a former participant in the Toronto Centred Region Planning process, he strongly suggests that time is running out if

the Region's status as a model of sound planning is to be preserved.

The number of issues being described as having reached crisis proportions is daunting. Yet buried in the dictionary definitions of crisis is hope for the future - crisis simply means "the turning point, at which critical decisions are made". So if we have the courage of our convictions, we should embrace this and other crises - then get on with the job of setting things in motion.

New Year's Resolution Worth Keeping

As speakers at the AGM were kind enough to point out, this past year has been another good year for the Journal, and the spirit of volunteerism appears to be alive and well. But while we're enjoying this situation, we should perhaps take a look beyond our borders at how other planning publications are faring. As the recent note from National Office tersely pointed out, the publishers of Plan Canada went bankrupt. The Institute of Urban Studies has been awarded the contract, and Plan Canada will begin again in 1989. Regardless of why John Curry and his associates fell from grace, we should have some sympathy on a personal level for the former publishers. Bankruptcy was surely far from their minds when they set out to put Plan Canada on the map several years ago.

Another member of the CIP family to suffer bankruptcy was L'Urbaniste, perhaps the most ambitious Canadian planning publication, with full colour and glossy stock. And affiliate newsletters frequently lament the difficulties of getting anyone to contribute to the newsletters.

Yes, we're fortunate here in Ontario, but let's not forget that the numbers are on our side, with 50 percent of CIP membership here. Make 1989 the year **you** help keep the Journal worth reading.

Glenn Miller, Editor

LETTERS

Although most Canadian planning schools are full members of the Association of Collegiate Schools of Planning, regrettably few Canadian planners or educators attended the 1988 ACSP Conference in October in Buffalo. While it cannot provide the old persons networking to satisfy many CIP and AIP members, the ACSP Conference annually attracts, without question, the most comprehensive and current planning research available to North American professionals. I would highly recommend that the OPPI reprint addresses at the Buffalo Conference delivered by ACSP President Don Krugenberg and by guest speaker Harlan Cleveland, both of whom delivered universal mes-

sages to planners which should stimulate us all to be more ambitious about the role of our profession and to clear our collective mental cobwebs.

Larry Sherman, Director, IBI Group

Editor's Note: We have taken your suggestion, and will keep our readers posted.

EYE ON FUTURE FOCUSES ON BEING PREPARED

Community Vision - An Eye on the Future "Get ready 'cause here it comes" was the underlying theme of the 1988 Ontario Planners' Conference sponsored by the Ministry of Municipal Affairs.



Panelist Bob List and Moderator Mitchell Kosny confer at session on affordable housing at recent Ontario Planners Conference in Toronto.

"In developing the programme each year we try to bring delegates a well rounded view of the challenges facing planners, the trends that are emerging and in short, explore ways to make the future work", said Conference Co-ordinator Elizabeth Lea. Audio tapes of each workshop and plenary session are available at a cost of \$10.00 per tape. If you're interested in obtaining a copy, please contact Elizabeth Lea at (416) 585-6238.

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PRESERVATION OF CANADA'S NATURAL ASSETS CRITICAL CHALLENGE FOR NEW FEDERAL GOVERNMENT.

by Tony Usher

We have just ended a most unusual federal election campaign. One issue dominated, and aroused public interest, as had no other issue in generations. For better or for worse, the voters granted the new government one unequivocal mandate: to implement free trade. What does the election portend for our environment and resources?

When the campaign started back in September, environmental protection was one of the top issues, thanks to St.-Basile-le-Grand. Except for its free trade aspects, this issue quickly disappeared, not only because free trade became paramount, but also because all three leaders became born-again ecofreaks and made pretty much the same promises. But the point was made. Ottawa now knows that environmentalism is not dead (as conventional wisdom had it a few years ago), and will pay much closer attention to public concerns about regulating and cleaning up pollution. However, the big story lies elsewhere.

Our political ideas include large doses of myth and caricature. The outlandish rhetoric on both sides of

the free trade debate didn't help. Not only most Liberal and NDP voters, but also many Conservatives, believed that a Tory vote would not be the most pro-environment choice among the major parties. Maybe conventional opinion was wrong.

Over the last 20 years, Canadians have preferred consumption over capital accumulation. Public policies reflecting this preference have been popular and have helped elect many governments. But these policies have also helped our environment deteriorate, our resources disappear, and our social fabric decompose. What are these policies and what does the election mean for them?

Selective industrial subsidies are very often targeted to the agricultural and natural resource sectors, and usually result in resource misallocation and overexploitation. New subsidies will be much harder to introduce under free trade.

Energy megaprojects are usually resource and economic disasters, and sometimes environmental disasters as well. The Tories love megaprojects and their votebuying benefits. So did the Liberals before 1984, and so would have either opposition party

after 1988 if given the chance. As the agreement won't prohibit government support for new megaprojects, this one's a sawoff.

Two-price systems (one for domestic and one for foreign consumers), usually applied to natural products and particularly energy, have the same kinds of effects as subsidies. The worst example was the below-market domestic oil and gas prices of recent years, which wasted resources, encouraged megaprojects, discouraged conservation, and created a wound between East and West which has still not healed. New domestic preferences will be much harder to introduce under free trade.

Free trade will likely lead to more cross-border harmonization of environmental protection regulations. I raised concerns about this in a previous column. Energy Probe's Lawrence Solomon has since argued quite credibly that more uniform standards may better protect our environment.

Our tax system favours consumption over saving. Economists have come to realize that this bias misallocates resources. Overconsumption is also at the root of many of our environmental, land use, and social problems, whether these be sprawling suburbs, disappearing farmland, excess demands on public services, or the growing gap between rich and poor (I'll return to the topic of consumption in a future column). The proposed national sales tax will be an important step in the right direction.

The Conservative victory will indeed bring big changes. It raises social policy issues that the government will ignore at its peril. But for our lands, waters, resources, and environment, the Tory package may be not so bad. The next four years will have their share of government stupidity and venality, and opposition whining and bleating. Amid this nonsense, the preservation and enhancement of our capital stock of natural assets might rise a little closer to the top of our national policy.

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



Do our natural assets have a future?

BALANCED PRACTICE BASIS FOR IBI GROUP

They could be traditional consulting assignments, large or small, such as a major transit study on the Greater Toronto Area for the provincial government, the Dangerous Goods Movement Study, an analysis of a commercial office tower, or the impact of lot levies on a low-rise residential development.

Or they could be unique or unusual assignments, such as advising on the real estate assets for the Sisters of St. Joseph, or carrying out an attitudes study for the Ontario Monument Builders Association.

These and hundreds of other assignments, large or small, traditional or esoteric, are commonplace at the IBI Group, a multi-disciplinary consulting firm headquartered in Toronto with offices located in Calgary, Edmonton, Vancouver, Ottawa, Montreal and Los Angeles.

The IBI Group, founded in 1974, has now grown to one of Canada's leading consulting firms with a staff of more than 200 consultants. More than half of them are located in Toronto.

The company has a wide range of expertise, including architecture, transportation planning and engineering, computer management, municipal engineering, energy conservation, project management, economics, marketing and planning.

A major factor in the firm's success is that it is structured on the basis of a partnership with each partner leading and being fully involved in a specific area of the overall practice.

This senior commitment and involvement, along with the multidisciplinary expertise that is available from the other partners and associate partners, has led to a very successful practice. In addition to enjoying extensive repeat business from both its public and private sector clientele, the partners have also had the opportunity of working on several varied and major projects, including the Toronto CN Rail Lands, Dome Stadium, Massey Ferguson King Business Centre, Greater Toronto Area Study, Dangerous Goods Movement Study.

This departure from the traditional pyramid-style corporate structure works exceedingly well at the IBI Group. The partnership principle gives the firm, in effect, the flexibility and strength of 10 different companies working together in a harmo-

nious relationship.

IBI's planning section is a microcosm of the firm's overall success.

By 1984 there had been a major changeover in this area due to the retirement and departure of various people at the time. When Paul J. Stagl joined the firm in 1984, the planning group was then comprised of one person.

Today the group is some 20 strong with 5 members of CIP/OPPI on staff. The group is also comprised of a unique combination of planners and economists. A cornerstone of the practice has been the balancing of policy and implementation on various projects.

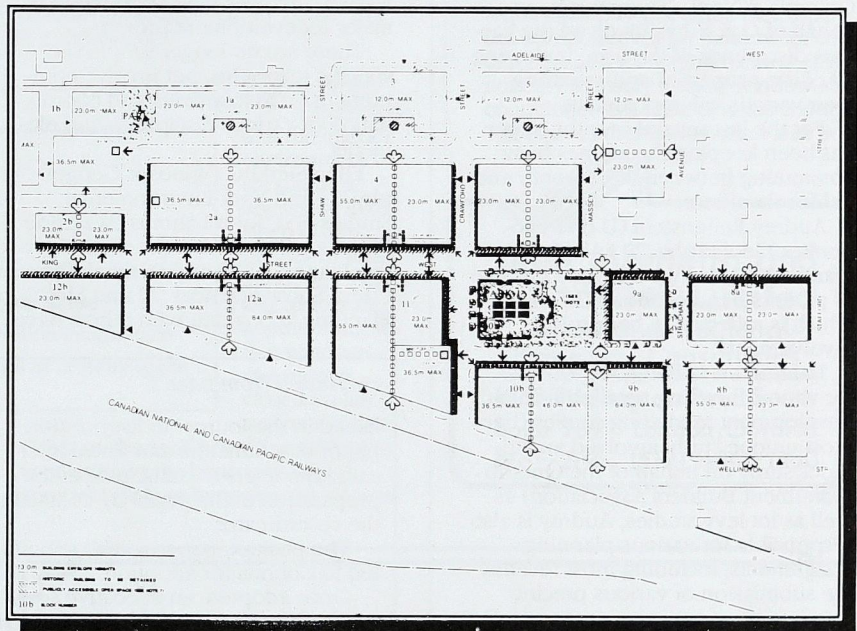
As well, the client base is equally distributed between public and private sector clients and among large and small clients. Geographically, the practice spans much of Southern Ontario.

and MBA '69 & '72) are both Partners and Directors in the partnership and head the planning practice in the Toronto office.

Grimes attributes much of the success in the practice to the combination of planning and economics "making projects coming from either discipline more realistic". Whether involving the recent Greater Toronto Area Study on behalf of the Province or advising on real estate assets for such institutional clients as the Sisters of St. Joseph, "the planning makes the numbers more sensible and vice versa."

Stagl notes that the diversity of projects and clients makes the practice "one of the most exciting and vibrant in the industry today".

From a business perspective, the diversity "establishes the business on a broad base so that we are not overly vulnerable to fluctuations in the



Everyone in the group is a specialist and a generalist. Each person has a general specialty but is encouraged to participate and be involved in different work areas. This encourages a collegial environment for each project, enhancing the multi-disciplinary input. However, more importantly is that it makes each week more interesting for everyone.

Stagl (Ryerson Planning '74) and Randy M. Grimes (U of T Economics



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industry or the marketplace," he says.

Stagl and Grimes are both involved in all of the group's projects, many of which involve the multi-disciplinary services that are available from the other groups.

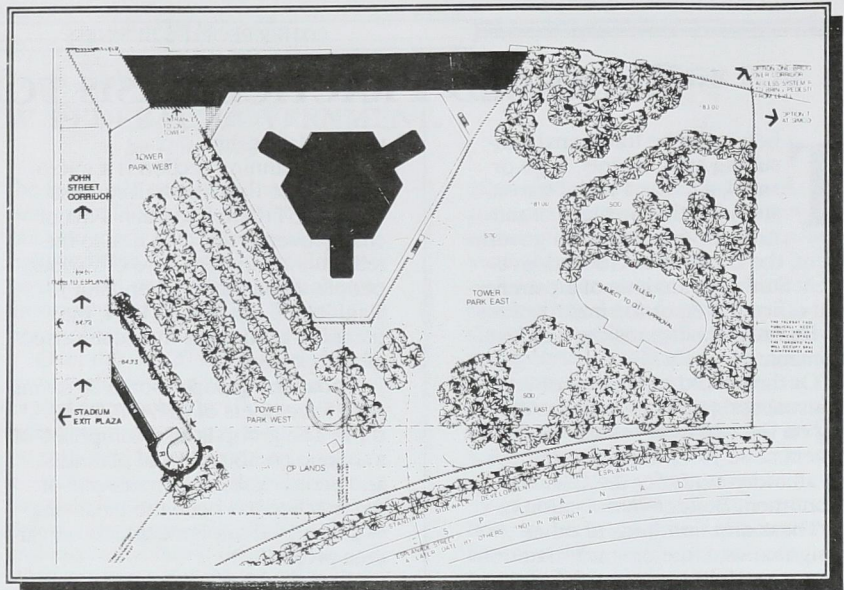
Other senior associate members of the planning group include Toni Paolasini (Waterloo Planning '77), who works with an extensive group of suburban private sector clients dealing with subdivisions, by-laws, OMB hearings, feasibility studies and development strategies. Of particular interest, though, is the use of her knowledge on development on such public sector assignments as the Halton Urban Structure Review, and the Dangerous Goods Task Force report.

Natan Ary (Engineering Costa Rica '80 and U of T '85, as well as U of T MBA '86), in addition to supervising many financial studies, risk analysis, cash flow forecasts, joint venture structures and the like, has brought a new specialty to the area of real estate development asset strategies. Recently he has been coordinating the asset portfolio assessment of the Santa Fe Railways acquisition by Olympia & York. This project, on behalf of O & Y has involved the various disciplines of the firm, reviewing all of the properties and assessing their various value potentials.

For the last several months Natan has been keeping the airlines busy commuting between the Toronto and California offices.

Audrey Reifenstein (U of T Economics/Geography '79 and McGill Planning '83) brings a unique mixture of planning and economic expertise which is reflected in her project involvements.

In addition to being responsible for various housing, retail, office and development marketing studies (her most unique study involved an attitudes study on behalf of the Ontario Monument Builders Association) as well as lot levy studies, Audrey is also responsible for various planning assignments, including most recently the submission of various precinct



plans for elements of the City of Toronto Railway Lands project.

A major element of the practice today, again reflecting the general direction of the industry and the profession, involves the coordination of major redevelopment projects.

These are no longer simple site specific rezonings, but involve comprehensive assessments and coordination of various disciplines and elements.

Ellen Simkins (Windsor Geography '82 and York Environmental Studies '85), John Lohmus (Waterloo Planning '80), Shirley Crockett (Ryerson Planning '81) and Michael Ellis (Trent Social Sciences '72 and McGill Planning '87), along with others have

been actively involved in many redevelopment projects throughout Metropolitan Toronto and Southern Ontario.

Whether in the burgeoning North York Downtown, the Scarborough Town Centre, Downtown Toronto or in such smaller centres as Richmond Hill, redevelopment is the major dynamic influencing our current urban form.

In the last few years alone, the IBI Group has been involved in over 140 million sq. ft. of redevelopment for such clients as Campeau, Bramalea, Penta Stolp, CN Real Estate, Ontario Hydro, Seneca College, York University, Counsel Properties, Trizec, Markborough and others.

continued from page 1

lished in the Journal to list position paper co-ordinators and invite interested members to participate in the preparation of the paper by contacting the co-ordinator.

The position paper will be submitted to Council for adoption.

Once adopted, an executive summary of the paper will be published in the Journal. The entire paper will be available, upon request, from the OPPI office.

Position papers, as the name implies, are to reflect the position of OPPI and to evolve this position the broad-based participation of the membership is imperative. Therefore all members who have an interest, knowledge and/or experience with a topic, are encouraged to contact the designated co-ordinator either to pro-

vide their comments or to work with the co-ordinator in the preparation of the paper.

Any members who also feel that there is a topic which OPPI should be preparing a position on, are encouraged to contact a Council member so that the Council can consider the topic and begin the process of position paper preparation.

The positions adopted by OPPI will be disseminated to the membership through the Journal.

One of the impetuses to the formation of OPPI was the need to adopt public positions on matters affecting Ontario planners. For position to truly reflect the views of planners, it is important that the membership become involved in their preparation. This point cannot be stressed too strongly, and you are encouraged to become involved.



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PLANNING AND NOISE: WEIGHING A PLAN'S MERITS

by John Coulter

The previous two articles in this series discussed the noise criteria used in residential planning and the noise control methods considered most appropriate for low and medium density residential plans. Most of the high growth communities have developed preferences for one type of mitigation technique or another, though these are often based on limited points of view. This article attempts to start with a clean slate and provide a framework for coming to a decision on appropriate mitigation on a site by site basis.

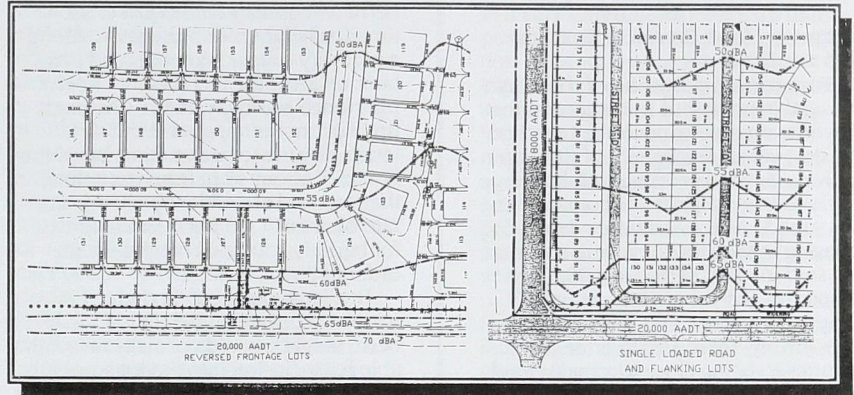
PRIORITIES

One must have a sense of the noise problem in the list of other priorities. One must also acknowledge that the impact of noise on a residence is independent of family income. If higher sound levels are to be justified in affordable housing, it will have to be because of off-setting advantages to the future residents such as less expensive land or particularly good access to

buying a large lot away from the city, on the other hand, is likely looking for

ditioning.

There is a side note here. With lim-



as quiet a rear yard as possible. Seniors of limited mobility are more like the single parent. The average "middle class single family home" can run the gamut.

ited budgets, affordable housing projects often run into grief over the air conditioning or alternative ventilation requirement. While some municipalities accept sleeves for window air conditioners as a mitigation method, it is not easy to justify a noisy window air conditioner as a form of noise control. The sleeves themselves often leak both

TABLE A

below 45 dB Leqvery good
45-50 dBgood
50-55 dBacceptable
55-60 dBpoor, some conversation interference
60-65 dBnot acceptable for social use
	because of conversation interference
greater than 65 dBunlikely to be useful as amenity space

INDOOR NOISE

It is expected that the interior environment should be at levels that avoid sleep disturbance. In noisy areas, this usually means air conditioning so that windows can remain closed on hot summer nights.

amenities, shopping or transportation. From the previous articles, we would suggest that one might rate roadway-generated, daytime sound in the outdoor areas in Table A.

One can take this table and consider the value of the amenity to the potential residents. For single parents in a medium density facility adjacent to park land, the access to transportation and day care will far outweigh the amenity space noise problem especially when there is alternative quieter open space nearby. A retiring couple

Other methods of providing alternative ventilation to the bedrooms are approximately as expensive as air con-

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sound and weather, and provide nothing except a slightly better view compared to a window-mounted air conditioner. Some adjustment to the funding process for affordable housing is required to permit a more satisfactory solution than air conditioner sleeves if we intend to provide more than token assurance of reasonable indoor sound levels.

OUTDOOR NOISE CONTROL: THE COST AND THE BENEFIT

For outdoor mitigation of roadway noise, the amount of noise control that is worth attempting could be based on the cost versus the benefit of the alternatives. Several years ago, Hall and Taylor surveyed prices of housing versus sound levels. At a time when housing in the area they were surveying sold for \$50,000 to \$80,000, they found that the value of the housing dropped about \$250 to \$300 per dB. Presumably, there are other negative features to being close to a major roadway (salt and dust) but this does give us a rough estimate of the value the market has placed on quiet. In the Toronto Centred Region, average house prices are 3 to 4 times what they were when the original survey was taken. It is probably presumptuous, but for the moment, one might state that noise control is worth pursuing provided that a rate of return of 1 dB per \$700 to \$1000 per housing unit can be achieved in the Toronto area; in other areas, this should be adjusted according to local house pricing.

The cost of noise control features such as fences, berms and single loaded roads is not easily obtained. The fences are relatively straightforward: decent landscape-type wood fences run about \$100 per meter according to feedback received from the developers. At the other extreme, 4 m concrete fences with absorptive surface treatment can cost as much as \$300 per meter. Taking the 2.4 m height as typical, we could estimate fence costs at about \$120 to \$140 per meter length.

Berm costs are the sum of the cost of fill and the cost of the land they occupy; the fill is often from the same site and is usually close to free. If the berm occupies part of the right-of-way then the cost is reduced, but if it must be entirely on the developed property, then it uses up a large amount of land. With 3-to-1 slopes and a meter on top of the berm to carry the fence, the berm will occupy land equal to six times its height plus one meter. Along a highway or major arterial road in a built up area, the total height of berm plus fence is usually about 3 m, made up of a 1 m berm plus a 2 to 2.4 m fence. With a setback to the rear of the house of about 45 m from centreline, the rear yard sound levels change at a rate of about 1 dB per 0.5 m of fence for barriers with total heights on the order of 3 m.

In a large parcel of land, the 7 m width of berm-occupied land (1 m berm height) would normally be available for inclusion into the lot areas if it were not for the noise requirements. Assuming 35 m x 10 m lots, with no berm compared to a one meter berm, one could regain one lot for every 5 lots that require the noise barrier by using reversed frontage lots. Therefore, the berm cost could be considered as 20% of the lot value. If the berm peaks at the property line, then the cost would be closer to 10% of the lot value per protected lot. The lot value in the Toronto Centred Region is about \$100,000, so typical berms cost about \$10,000 to \$20,000 per protected lot. This is the result of a very simplistic analysis. In actual cases, there will often be limitations to the lot layouts that result in a few spare meters being left over. In that case, the berm land may not be as expensive, as it is not recoverable in saleable lot frontage. In other cases, site grading is used to reduce the amount of berm required.

Adding the berm plus fence cost obtained in our simplified scheme for a lot 10 m wide with a minimum rear yard, we find we are typically paying

about \$15,000 for the berm and \$1,200 for the fence, for a total cost of about \$16,000 for noise control measures. Raising the berm adds costs of about \$7,500 per dB; raising the fence will add costs of perhaps \$500 per dB. Raising the fence appears to be cost effective as far as noise is concerned, but the resistance to high fences comes into play and usually stops the height at between 2 and 2.4 m, at least along roadways.

The cost of single loaded roads or service roads is also dependent upon other constraints to a site. Where a 20 m right-of-way for the roadway is required, as well as full loops out from the centre of the subdivision, one loses at least 4 lots (in a scheme using 10 m x 35 m lots) to the space the roadway uses to get to the perimeter. There are extra paving and servicing costs for an extra 70 m of roadway plus some costs for running services to one side of the roadway only. Adjustments can be made to limit the costs. The single loaded road can be arranged as a cul-de-sac to save half the land used in looping the road in a crescent back to the interior collector system (although municipalities are not too keen on this arrangement). In other cases, there is not enough space in the property to take advantage of the available area. Thus, the single loaded road may not change the lot yield as substantially as noted above. In the most expensive case of four lots lost plus extra servicing costs against perhaps 12 lots protected, we are looking at a cost of \$30,000 to \$40,000 per lot (assuming \$100,000 per lot lost). To be cost effective, then, the single loaded road should have as many lots as possible.

The single loaded road can only be improved acoustically by decreasing the space between the units. This is not usually acceptable for single family units but is the norm in townhouses. In addition, condominium and co-op units do not require the 20 m right-of-way for the roadway, thus saving further land. Considering the expense of single loaded roads, and their poor

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acoustical performance (see the second article in this series), they appear to be less than appropriate except for medium-density townhouses or special conditions.

To the costs of any of the above schemes we can usually add \$3000 per unit for air conditioning. The total costs then can be as high as \$19,000 per lot for barriered lots reversed onto major roadways and \$30,000 to \$40,000 per lot for the single loaded roads. The culprit is the cost of the land. If the fences could be higher, the cost could be reduced dramatically by reducing berming, but no one likes the tall fences. Obviously, it would be advantageous to spend a great deal more money on fancier plantings and fences, in order to save land by making higher fences more acceptable.

RATING THE PROJECT FOR ITS NOISE ENVIRONMENT

Finally, there is the question of deciding what is a good criterion to use in the outdoor areas. For the moment, the various municipalities make an educated guess based on Ministry of Environment guidelines. Perhaps a better method would be to review the existing communities in the municipality in terms of their sound levels and the response of the community to them. If the municipality has a great deal of relatively noisy residential areas and this is not causing problems for the residents, then the standards of the existing communities should be sufficient. If there is a good deal of complaint about the current situation, then the standards should be more stringent. (Remember, there is about 15% of the population that will dislike the sound environment no matter how quiet it is). One could get carried away with acoustical and sociological surveys in making this appraisal but an approximation to the results of detailed surveys could be had by calculating the sound levels in several sectors in the municipality covering the types of housing that are being planned for in the future and by

asking the public to respond to locally distributed surveys.

When a new plan was then being evaluated, instead of just reviewing the worst case lots to see if they meet some single criterion, all of the housing units would be rated to see what percentages were noisy, moderately noisy and reasonably quiet. If all of the lots were close to the criterion, then the subdivision would tend to raise the average sound levels in the community's housing stock. Of course the opposite could occur if all lots were quiet. The subdivision design would provide data on the overall acoustical performance, instead of just a noise report outlining the methods needed to keep any lots from exceeding the noisiest criterion. If virtually all of a subdivision were acceptable except one or two lots that were a decibel or two above the criterion level, then the plan might be considered preferable to one which met the criterion everywhere but had twenty lots at or near the criterion.

Figures 1 and 2, showing typical single loaded road and reversed frontage lots, demonstrate the manner in which a head count can be taken of the number of lots in the various categories of sound exposure. Note how much deeper the same sound contours penetrate in the single loaded road example.

At this point, one would have some real planning tools. A proposed project could be compared directly to the municipality's past experience. The cost of altering the noise control measures could be rated against the perceived benefit to future residents. Strategic planning for the type of overall acoustical environment for new communities could take place. From this acoustical engineer's point of view, this is what planning is supposed to be about but it is rare to see such an approach considered at this time. The City of Toronto has been attempting to carry out such a programme over the past decade but is limited in the noise control alternatives it can choose from

by its lack of space.

Beyond the discussions in these three articles are a myriad of issues for planning and environmental noise. Air conditioning as substitute ventilation becomes troublesome when it is realized that residential split systems do not meet Ministry of Environment noise requirements for such products. Stationary sources of noise are treated in a very different manner than transportation noise. For railways, the addition of safety requirements, the increased population sensitivity and a source height 4 m above the tracks results in special combinations of mitigation. Aggregate industry and agricultural noise sources in rural areas cut across jurisdictional lines within the provincial government, making their assessment more political and controversial than most others.

The author would appreciate hearing from others. No doubt, the simplifications on cost assessment in this article can be challenged. Other points on which you agree or disagree might be interesting to the readers. Thank you for your attention.

John Coulter has specialized in environmental noise, acoustics and vibration control for the past 17 years. He is principal of J.E. Coulter Associates Engineering, a Toronto based firm providing consulting engineering services exclusively in those fields.

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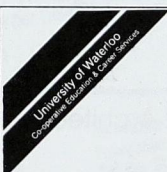


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20/20 FORESIGHT, AND HOW TO GET IT

by John Farrow

Two planners from nearby cities meet as they board the train on their way home. Both have had a tough day in the office, but one looks much fresher than the other.

The fresh one asks, "What have you been doing today?" The tired one replies, "Shuffling paper and moving files. What have you been doing?" Surprisingly, the fresh one answers, "Moulding the future of a city." For one, the work day is a meaningless set of boring tasks; for the other, each task is significant because the context is understood. One has a vision - the other does not.

Vision is useful to planners, in both their role as professionals and as managers. My focus in this article, is on the usefulness of vision in making organizations function effectively; nonetheless, a little imagination will allow you to adapt the ideas presented here to the broader planning forum.

1. STRATEGIC INTENT

An important idea that the Japanese have introduced to corporate strategy is the concept of strategic intent. The philosophy states that an organization should establish a clear vision which is credible, but which requires the resolution of problems not yet identified. According to this approach, where you are heading is clear, but how you will get there is not.

This concept has developed because overly detailed planning requires too much time. Taken to its extreme, plans which over-emphasize, the feasibility of each step become little more than a budgeting exercise. Establishing a strategic intent requires looking further ahead and considering broader options than budgeting. It emphasizes the what over the how while budgeting emphasizes the how over the what. When John Kennedy set the goal of putting a man on the moon, he didn't know exactly how it would be done. Instead, he wisely focused resources and the attention of problem-solvers on a common vision.

Establishing a vision is especially important in a changing world. Over two decades ago, when Canon established "Beat Xerox" as its corporate goal, all the traditional methods of analysis would have indicated that such a feat was impossible. Today, Canon is bigger than Xerox because changes in the environment created opportunities that could not be foreseen.

Part of the success was due to the fact the organization had a vision which allowed it to capitalize on these unexpected changes in the business environment.

A vision provides a basis for evaluating and interpreting unforeseen changes in the environment with a definite purpose in mind.

2. A FOCUS FOR EFFORT

To understand why visions are so important to organizational success, we should reflect on why organizations exist in the first place. Organizations are groups of people engaged in a common enterprise. Individuals join together in the hope of receiving rewards for their participation. When the organization has a clear sense of its purpose, direction, and desired future state, and when this image is widely shared, individuals are able to find appropriate roles for themselves. Under these conditions, the human energies of an organization are aligned toward a common end, and a major pre-condition for success is satisfied.

3. A BASIS FOR FLEXIBILITY

Many tasks within organizations require responses to unforeseen problems. Prescribed solutions to problems are not always optimal. A vision provides a basis by which individuals within the organization can determine the best way of solving problems. A shared vision, therefore, allows organizations to effectively capitalize on individual problem-solving skills and makes delegation more effective.

4. VISIONS MUST HAVE FOUR KEY QUALITIES

Some visions work, others don't. To be successful, visions require certain qualities, such as:

(a) **Credibility** - Visions link the future to the present. If a vision is to work or people within an organization, they must believe in it. It may require some stretching to be worthwhile, but it must be seen as attainable.

(b) **Worthiness** - It must be a vision that people are proud to be associated with. A worthy vision will gain widespread support.

(c) **Consistency** - The vision must be able to withstand a number of changes in the short run. People find it difficult to support a vision that changes every few months. The vision must, therefore, be durable and consistent.

(d) **Clarity** - When Scully became President of Apple computers, he had his "50:50:50 Vision". Fifty percent growth, fifty percent margins, and a \$50 stock price. It was a vision that could be understood in seconds. Visions must be clear and memorable.

This usually requires the use of symbols. There is an unfortunate tendency to think that visions are mystical and that you either have them or you don't. The reality is that visions require hard work. A great deal of data must be synthesized, opinions solicited, prototypes developed, and then tested. Henry Ford's first successful car was a model "T"; models "A" through "S" were failures. However, he kept working at his vision until he got it right.

Visions are important to planners, both as managers and as professionals. This is especially so at the present time, when there is an urgent need for these visions. The 1981 recession seems to have left a vacuum, in which planning horizons are mostly short term and where we are skeptical about achieving anything but the mediocre. In fact, we have the human and economic resources to solve problems better than ever before. If we create visions of the future for our communities and for the implementing organizations, we will mobilize these resources effectively and achieve amazing results.

John Farrow is a partner with Coopers & Lybrand Consulting Group.

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WHAT'S DRIVING YOUR PLANS? HOW TO PUT THEORY INTO PRACTICE.

by David Kriger

You can't avoid it. Transportation and the way we use our land are inextricably linked. Toronto's economic good times also mean tougher times getting home from work. Ottawa's innovative bus-only Transitway will

eventually redefine the shape of the city. A town's strategy to attract business development won't go far if its links to markets don't go far either. Recent travel surveys throughout Ontario show that changing lifestyles and demographic patterns are creat-

ing uneven loadings on our roads and transit services. (When does rush hour really end these days, anyway?) Rapid industrial, commercial and residential growth in towns and villages at the fringe of the metropolitan area often creates new pressures on the local road networks.

That land use planning and transportation planning go hand-in-hand and are different angles on the same questions about how we use our land is a basic axiom from planning school. The literature is full of joint-development success stories of how public investment in transit facilities has triggered private development. But what are the terms of the land use/transportation relationship today? What do planners really need to know about emerging transit technologies and modal split models?

The short answer, of course, is nothing: leave it to the transportation specialists. But ambitious site densities are cut back so as not to overload adjacent streets. Official plans use transportation policies as levers to achieve broad land use and social objectives. It's not enough to understand how things work, transportation-wise. The planner also has to know how transportation fits into the scheme of things. After all, an integral part of the profession is the ability to make things work in a multi-faceted context. The difference shows up in disjointed plans that loosely string together competing land use and transportation issues, compared to the more cohesive, robust plans that can result only when the two are seen as complementary.

That's the theory, at least, and we've been taught to follow the latter approach. But it's a bit more difficult to put the theory into practice. I hope that an ongoing series on trans-



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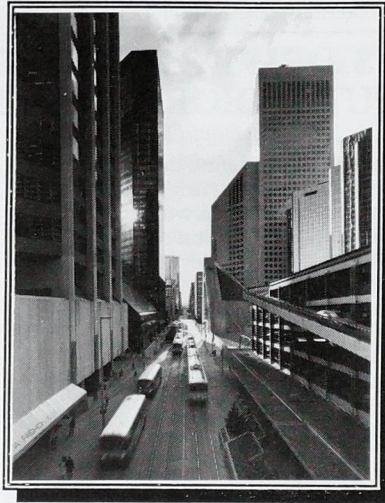
portation topics in planning of which this article is the first can make a contribution.

This series is not intended to be a short course on traffic engineering. The focus will be on practical situations in land use/transportation planning that may be encountered in the course of a planner's work. The scope of the series will range from design concerns to policy issues, from site planning to strategic planning, from a review of transportation references for planners to technological innovations in transportation. The series probably will raise as many questions as answers (for instance, whether planners of transportation policies guide, or are guided by, land use policies).

Let's begin here with a few issues:

1. The past decade has seen a balancing in how we meet our transportation needs, by way of a shift from expanding roads and transit services, to making the best use of what we already have.

More competition for scarce resources (financial and others) is the often-cited force behind this shift. But other factors are at work here, too. For instance, the shift also reflects the need to rehabilitate deteriorating roads and expressways. Such rehabilitations can be thought of merely as big public construction projects or they can provide opportunities for innovation. A temporary transit service, put in place to relieve some of the traffic tie-ups in a freeway corridor under renovation, might attract enough riders to make it a viable permanent fixture. Others see the growing duration and scope of rehabilitations as further evidence of the need to allow local taxation which would be dedicated to local transportation improvements. One does not have to look too far to find paral-



John Dean

lel situations in other areas of planning for instance, the increasing emphasis on replenishing our housing stock. Are there strategies for dealing with these 'rehab' problems that might be common to the various planning disciplines, or which ought to be drawn together for greater effect?

2. As last issue's editorial warned, we are facing a capacity shortfall. Can we afford all of the transportation infrastructure proposed in Toronto's Network 2011 plan, or in Ottawa-Carleton's Official Plan Review? Can we afford **not** to do it? The effects of staging and prioritizing, as municipal officials know too well, can be a major determinant of development potential. Will the new upper tier municipal councils be able to deliver the goods? Could new vehicle and transit passenger monitoring technologies be used to ensure equitable user pay policies?

3. The concept of sustainable

growth is gaining acceptance among private and public sector leaders. The idea of economic and environmental concerns as complements, rather than competitors, is inherent in the fundamentals of planning.

But how will the sustainable growth concept be put into practice? How will urgent nation-wide needs to rehabilitate a deteriorating road and highway network be accommodated within this context? The economic impact of congestion on goods movement has been studied recently in Toronto; how can these issues be addressed?

4. Experts warn of a coming crunch in energy supplies, despite relatively abundant reserves today. During the energy crisis of a decade ago, public transit was touted as a fuel-efficient answer to moving people. Much thought was given to massing high density mixed use developments along high capacity transit corridors. Have these ideas achieved their energy-related objectives? Are we prepared, in a transportation sense, to handle future energy crunches?

5. Some planners expect social needs to be the issues of the 1990's. How well suited are our road and transit systems to meeting the needs of an increasingly elderly society? How can transit systems be retrofitted to be made more accessible to the elderly and disabled, in ways that avoid the costly, operationally problematic mistakes of the past?

Future articles will examine these and other issues in-greater depth.

The transportation community is well established, and is supported by a large body of literature, several professional standards and organizations, and widespread high-quality research efforts. But, at least in Canada, the perspective tends to be more that of the transportation specialist, and less that of the planner who commonly is looking at transportation as one of many aspects of a particular planning process. I hope this series can help to fill that gap. Who knows? The American Planning Association has a transportation planning division maybe it's time we did the same.

David Kriger recently joined the Toronto office of B-A Consulting Group Ltd., consultants in transportation planning and engineering, as an Associate. Previously, he worked with the Regional Municipality of Ottawa-Carleton. He holds graduate degrees in city planning and in transportation engineering.



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OVERVIEW OF THE METRO HOUSING SCENE

by Martin A. Herzog

Despite government initiatives, the complexity and degree of housing problems in the greater Metropolitan Toronto area have reached crisis proportions. The most evident problem is the inadequacy of incomes in relation to high rents: the cost of renting out-paced incomes by 20 per cent from 1976 to 1986, and the average price of a house in Metro has more than doubled since 1985.

Housing developers have responded primarily to middle- to upper-income consumer preferences for housing. In the resale market, preferences have been for deconverted/gentrified homes; in the construction of new housing, preferences have dictated luxury condominiums and "executive" homes. The latter have been almost an exclusive focus of some municipalities in regions adjoining Metro; in these municipalities there has been great reluctance to permit any affordable housing, let alone to consider a "fair share" policy.

At the same time there has been a reduction in the supply of starter homes, rental accommodation and smaller dwellings in general. Average annual housing production in Metro has fallen from 13,900 units during

parent families of 16% from 1981 to 1986, to 84,890.

Much of Metro's urban land has already been committed, and the capital stock is slow to change. When homeowners take the initiative to add a second occupancy to their home, they are often frustrated by zoning restrictions and local opposition.

Community resistance to housing intensification (as well as to hostels and assisted housing projects) is typified by the Not-In-My-Back-Yard syndrome.

The myriad of zoning by-laws has become a stumbling block.

Many local by-laws are so restrictive that they exclude and prohibit many innovative options such as accessory apartments and minor conversions and additions. These housing forms alone have the potential of supplying an additional 37,000 dwelling units.

This could be an important contribution to creating the 209,000 new units estimated as being needed in Metro over the next 25 years.

Vacant land for new sub-divisions and apartment buildings is a rapidly disappearing resource, a situation which contributes to the increasing cost of land in Metro. It is becoming more difficult to find affordable residential land to provide assisted housing. In November 1988, the maximum unit prices for one- and two-bedroom assisted apartments were revised upwards 15%, to \$110,400 and \$126,500 respectively. Some potential sites have been given up because they could not be developed within this price. The funding and hence the number of units allocated by the senior levels of government for the production of assisted housing by municipal and private non-profit housing providers have been insufficient to meet the demand to date. This approach will only become increasingly costly in the future.

Together these social and economic factors interact to contribute to a growing number of homeless people. The homeless are more numerous than and quite different from the stereotypical "bag lady/skid row bum." Over 25,000

different individuals used the hostel/shelter system over a recent 12-month period; approximately one-quarter of these people were under the age of 25. The fastest growing segment of users is women, particularly women with children. From another perspective, over 18,000 applicants are on waiting lists for assisted housing.

-HOUSING INITIATIVES TO DATE

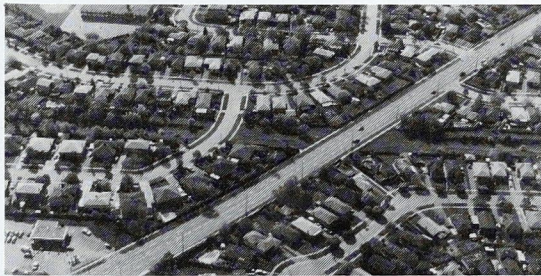
Housing is primarily under the jurisdiction of the provincial government, although the federal government is involved to a major extent through its funding capacity. Municipalities have a minor role in funding.

Metro has participated as a municipal non-profit housing producer since 1954 to assist in implementing the senior government housing programs. Despite being restricted to a residual role in the housing area through its limited revenue base and policy jurisdiction, Metro has responded to the housing crisis with several initiatives.

Affordable housing has been officially defined as accommodation that does not require more than 30% of gross household income. Procedures and policies regarding the disposal of surplus Metro-owned lands are being reviewed with a view to establishing a priority for housing uses. In the area of community awareness, educational videos have been produced which challenge prevailing misconceptions surrounding who the homeless really are and which promote the opportunities for and benefits of housing intensification, including the need to develop more reasonable and flexible zoning regulations.

The hostel system contained 2,328 beds in 1987 (including both purchased and directly operated). It is planned that over the five years to 1992 an additional 500 beds will be added to the system a 22% increase.


Home sharing registry projects are being funded, and projects are now operating in all area municipalities. The home sharing services include



New subdivisions are only one component of housing stock

1976-1980 to 8,400 for the 1981-1986 period. Apartment vacancy rates have sunk to 0.2 per cent (2 per 1000 units).

Yet those requiring smaller, more affordable housing, such as consumers with fewer resources and members of non-family households, are a growing sector of the population. Non-family households grew from one-fifth of all households in 1971 to one-third in 1981. The number of persons per household has declined from 3.7 in 1966 to 2.6 in 1986 (a 27% decrease). A rising divorce rate has contributed to an increase in the number of single-



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A VIEW FROM THE TRENCHES

Charles McRobert

counselling and referrals, encouraging homeowners to share or rent for the first time, and matching providers and seekers in affordable home sharing arrangements.

The Metropolitan Toronto Housing Company Ltd. maintains a portfolio of 17,691 units (as of September 1988) at eighty project sites. While it has traditionally served seniors, six projects are designed for mixed client groups, nine projects for families and the first project for singles has been added. Ten new projects are in the planning or construction stages-representing a further 638 units by the end of 1989.

The Metropolitan Toronto Housing Development Corporation was given a new name and an expanded mandate in 1987 to operate a \$10 million revolving fund to facilitate the development of affordable housing. Funds are lent to non-profit housing groups as bridge financing until senior levels of government approve funding for these housing initiatives, at which time the Metro funds are repaid. By the fall of 1988, eight non-profit housing proposals creating 339 units had been supported with \$5.7 million.

Future Directions The primary role of municipalities in housing, however, remains their legislated authority for land use planning. In Metropolitan Toronto, as in other regions, the main instrument is the Metro Official Plan which incorporates housing policy statements. The potential to affect the housing crisis through this mechanism needs to be explored more fully in terms of the scope and progressiveness of housing policy statements during the current Plan Review Process.

Certainly, similar commitments need to be taken by Metro's area municipalities and by regional and area municipalities adjoining Metro which are in the process of reviewing their respective official plans and housing statements, if this has not already been initiated. The proposed housing policy statement of the Government of Ontario, despite its conspicuous vagueness and what might be described as insufficient teeth, provides a timely framework within which planners can establish a pro-active stance in responding to the housing needs of their communities, however effectively the range of these needs are or are not articulated by residents. It would not be a difficult orthodontic feat to equip the provincial policy with appropriate teeth in the event that local willingness to undertake reasonable action is not soon forthcoming. It is a question of being part of the problem, or part of the solution.

Martin Herzog is a Policy Development Officer with Metro Community Services Department

THE TRENCHES

I have titled this piece "A View From the Trenches" in honour of the great mass of "line planners" who serve to administer the nuts and bolts of planning. For the most part, they serve as administrators in municipalities, regions and counties, and the great repository of administration, the Provincial and Federal Governments. Some of them aspire to join the cavalry: directorial and/or advisory positions, some appreciate the fundamental contribution that they make to planning as facilitators of change as it occurs.

THE TRENCHES ARE WHERE THE ACTION IS.

The past few years have been exciting times for those in the trenches: Ontario has been a "happening place". Land development at an unprecedented scale has been taking place throughout the province, and in the advent of what seems like inevitable free trade, we can expect more of the same, particularly in and around the greater Toronto area, as more and more hinterland Canadians discover the comparative disadvantage of not living in a large market area.

From the perspective of the student in the process of developing the skill set of the planner, this suggests a need for more education in synthesis and context planning. In an arena of rapid change and mounting development pressure, the front line planner must be able to make considered and defensible decisions rapidly, and should have a grasp of the context within which the decision is made. Only then will the decision have the weight to stand up to the test of the developer with maximum profits in mind, or the landowner with feelings of sovereignty.

Synthesis courses anyone?

NEWS FROM THE EXECUTIVE

For those of you who are students, please pay particular attention to the following information.

During April of last year, a group of students, OPPI Executive members, and then president Steven Sajatovic met to discuss the establishment of a new member of the Executive to be elected by OPPI student

members from their representation. As 1988 was to be the first year of the position, and since holding an election was not possible, it was decided that the first person to hold this position would be chosen from the student representatives, all of whom were present at the meeting. Each student representative was given the opportunity to volunteer. Some weeks later, I accepted the responsibility to serve as the first student member to sit on the Executive.

Starting in the upcoming 1989-90 session, the position will be filled by a representative chosen from the ranks of the OPPI student body. So far as I know, any student member can serve as the representative.

In February, we students will receive a special ballot which will provide us with the opportunity to select the new student representative to sit on the Executive during the period of April, 1989 to April, 1990. Hopefully we will be familiar with some of the names on the ballot, because of course one should be in a good position to make a choice before doing so.

Likely those interested in serving as the representative will be most interested in getting to know us students!

Perhaps there will be a name that you think should be on the ballot ... if it is not on, write it in! Democracy in action!

The ballot is a formal document. While it does not have the sanctity of a governmental election, it is your opportunity as students to participate in this organization, and make a contribution to a decision that will serve your interests in the following school year. I strongly encourage all of you to vote.

Note: If you are interested in serving as the OPPI Executive student representative, and would like to know more, speak to your OPPI/CIP



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student representative, or contact me through OPPI.

HAPPENINGS

All of you know about the CAPS "Ski Week" conference in February. The theme is "Planning Innovations in the 1990's". Registration fees are waived for those presenting papers. The conference is being held at UBC, February 16-19, 1989.

CAPS (Canadian Association of

Planning Students) is a student run organization that serves to further the interests of the planning student, both professionally and academically. The Association holds an annual conference that focusses on an issue relevant to planning. The 1988 conference was held in Montreal, and was well attended by students from all parts of Canada.

Some of the students who attended the Montreal conference

brought along their skis, and spent a few extra days enjoying Mont Tremblant. I am certain a few visitors to the Vancouver conference will enjoy Whistler ... This student will!

For further information contact: Laurie Boucher, UBC CAPS Representative, U.B.C. School of Community and Regional Planning, 6333 Memorial Road, Vancouver, B.C., V6T 1W5.

OPINION

GROWTH CAN BE MANAGED IF COMMITMENT THERE

by Garry Stamm

The changes taking place in the Toronto Region are putting extreme pressures on our decision-makers and their bureaucracies. Rapid economic, demographic, technological and cultural changes are making it tough to figure out where we are going. But one thing is certain: wherever we are going, we are getting there awfully fast!

The key to whether or not we will suffer or prosper from the current pressures is to understand the forces and scale of growth. Do we have the ability to maintain control? What options are there? How should control be exercised, and who should do the controlling?

Difficult as it may seem, we must stop worrying about the immediate future, and learn to think long-term. I know this can be done, because we've done it before. Metro Toronto is no stranger to phenomenal growth rates. In just 20 years, from 1951 to 1971, the Toronto Region increased from 1.4 million to nearly three million people - a rate of 21.2 percent, or 3.8 percent per year compounded. In that same time period, employment grew from 24,000 to 1.2 million. Disposable income shot up from 10.1 billion to 32.7 billion.

The number of vehicles running around on the Region's roads multiplied by tenfold from 140,000 to 1.4 million. The ratio of car ownership grew from 1 in 10 to 1 in 2.

If the groundwork for all this growth had not been laid, we could have been swamped. Our physical environment, our water resources, transit, electrical and even our education systems, would have floundered. From this period of mega-growth relatively unscathed. The fact is that the Toronto Region emerged from this period of mega-growth relatively unscathed. How was this achieved?

The first part of the answer lies in the Province's inspired decision to create Metro in 1953. This was the basis for the spread of the basic infrastructure that accommodated all of the growth. Then, when it became clear that the frontier of growth would spread beyond Metro's boundaries, the Robarts administration initiated "Design for Development" in 1966. This set in motion the discussions which would lead to the Toronto Central Region Concept.

The residual benefit to the Region is not the actual policies per se. It is that for a few, crucial years the Province acted with foresight and determination to confront the massive task of managing growth according to an explicit set of objectives. And most important, committed the vast sums of infrastructure investment to make it happen. This was a remarkable period of partnership. Provincial engineers built the expressways, the transit and water and sewer systems. Ontario Hydro built the electrical capacity, and Metro Toronto (TTC) built the subway system. Meanwhile, the private sector performed equally well. This was the age of learning and maturity for O & Y, Cadillac, Bramalea and scores of other firms that are now known around the world.

Not bad.

In this partnership model, the public sector gave guidance to the market forces. This was true planning.

Taking its commitment to ensure a high quality of life for its citizens as a base, the Province adopted the TCR concept in 1970. A system for staged growth was

put in place, and is still serving us well. Between 1971 and 1986 the Region expanded much less rapidly in proportional terms, but still added 800,000 people and 650,000 new jobs. As the web of infrastructure continued to expand, small towns became big cities.

The key question is "what happens now?" Already there is talk of crises in housing, education, transportation and waste management. Even the most optimistic among us should be prepared for the possibility of some major failures in our future. For the past 15 years we have been steadily using up the commitments put in place in the Robarts era.



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The future is not as rosy as it might have been.

Numerous infrastructure programs were abandoned or put on hold. The Province failed miserably to put in place an adequate municipal infrastructure that works at the regional scale. The Province then abdicated the role it had played so well, and sloughed off power to a municipal system that was not equipped to do the job. The Province made a colossal blunder in abandoning the market system in housing. Expressway construction in Metro itself was cut off: short-term gain, but we will surely suffer in years to come.

The available capacity in the York Region was cut back from 30-40 years, to 10-15 years. Major highways such as 407 are still

only in the planning stages. Plans for relieving Pearson International Airport were put on hold, but no steps to compensate were ever taken.

In my view, one of the major failures has been the regional structure of municipal government. There has been no centralized planning. Instead, the Province has concentrated on tinkering with the process itself. No matter how many times you amend the Planning Act, this is no substitute for vision.

Gary Stamm is a principal of Stamm Economic Research Ltd. This article was adapted from a recent speech to the Society of Office and Industrial Realtors



It's Now At ZERO

The October survey of rental apartment vacancies in Metro Toronto by Canada Mortgage and Housing Corporation, when rounded off, indicates that this area has a zero vacancy rate in privately owned buildings over 6 units.

The highest vacancy rate among the six metro municipalities has 0.003% in the City of Toronto. Overall the survey found 303 units vacant and available out of a total of 234,568 units, with most of these units in expensive new or renovated buildings. These are, of course, units available which do not become vacant and are not measured in this survey. As well, the survey does not include basement apartments or triplexes for example.

Within the Metro Toronto census area - Oakville to Ajax and north to Lake Simcoe - the apartment vacancy rate was 0.2%. Elsewhere in Ontario, vacancy rates ranged from 0.4% in Hamilton, 0.3% in Sudbury, and 0.4% in Oshawa, to 1.6% in Ottawa, and 2% in London, according to the CMHC survey. Across Canada vacancy rates were much higher in urban areas such as Vancouver (0.5%), Edmonton (4.4%), Saskatoon (8.8%), Winnipeg (4.3%), Montreal (4.3%) and Halifax (4.4%).

The Ontario and especially Toronto area economy has remained vibrant, and the Province's population grew by 100,000 through migration in 1987. A number of factors including rent control, high land cost and local zoning regulations, among others, have apparently worked against the provision of new rental accommodation. A co-ordinated effort by the province, municipalities, developers, builders and neighbourhoods, will be necessary to address the housing affordability and rental housing supply problems.

DIRECT ELECTIONS A FIRST

The November 1988 municipal elections were "firsts" in Central Region municipalities, in that direct election to second tier government has occurred. In Hamilton-Wentworth the Regional Chairman was directly elected by the constituents of that municipality. In Metro Toronto, the electorate cast ballots for a local councillor and a Metro councillor.

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The Metro Chairman will however, still be elected through a vote of Metro Councillors. Dennis Flynn, the incumbent Chairman elected in Eto-bicoke, will square off against Allan Tonks, former Mayor of the City of York.

It appears that Metro Council will be taking a more active role in planning matters, and there are rumours that a Metro planning committee will be established. Metro Council in its last term, became increasingly concerned about major development matters, especially with regard to developments in the City of Toronto downtown core and their impact on the metropolitan transportation system. Many Metro councillors also indicated in the election campaign, that affordable housing is a major concern for them, and this matter could receive considerable discussion at Metro meetings.

ON THE MOVE IN METRO MUNICIPALITIES

As reported in a front page news flash in the last issue of the Journal, Ken Whitwell has left his post of Commissioner of Planning in Scarborough after 8 years. Mr. Whitwell has recently begun work in his new position of Assistant Deputy Minister at the Ministry of Municipal Affairs. He has always had a keen interest in affairs beyond Scarborough such as the Greater Toronto Area and Metro's waterfront, and we wish him well in his new post.

In East York, Rick Tomaszewicz join the municipality a Director of Planning in Commissioner Montin Rendl's Planning and Building Department. Rick was previously with R.E. Winters Associates in Mississauga, and prior to that with the Town of Oakville Planning Department.

Mr. John Bower is retiring in early 1989 as Commissioner of Planning at Metropolitan Toronto, following a long career at that municipality. Bower's retirement coincides with the retirement of Sam Cass as Metro's long time Commissioner of the Roads and Traffic Department.

MAKING AFFORDABLE HOUSING ACCEPTABLE

Planners can play an important role in facilitating community acceptance of affordable housing, without getting caught in the crossfire between local residents and housing agencies, according to a panel of experts who spoke at an OPPI program meeting on November 17th. An

audience of 60 people at Ryerson's Oakham House heard three planners who are extensively involved in non-profit and affordable housing, give their suggestions for successful community participation when a project is proposed in their neighbourhood.

Pearl Grundland, Senior Planner at the Ministry of Municipal Affairs, called for a comprehensive attack on the NIMBY syndrome, using a key planning principle called the "Five P's": Perception - deal with the old image of public housing by changing it to mixed income housing for seniors, families and singles. Political Commitment - get the politicians involved in the debate. Policy - affordable housing policy should be in the Official Plan and Secondary Plans before the re-zoning. Process - balance the public involvement by building coalitions of support. Program - take advantage of provincial programs.

Peter Smith, Peel Housing Commissioner, described how his Region had turned NIMBY into YIMBY (yes in my back yard), by developing the political will to provide their "fair share" of assisted housing to meet Peel's needs. In a conservative environment, Peel treats non-profit housing as a business, and involves community leaders and neighbours in their advisory board. While planners must expect to spend long hours in public meetings, Smith has also found that taking angry ratepayers on bus tours of successful projects can help overcome negative images and stereotypes.

Dan Burns, Commissioner of Housing in Toronto, drew on his past experience as a neighbourhood planner, to advise the audience on the role of local planners in the first meeting in the process: You should come with good professional knowledge of the context, zoning and

precedents. Clearly identify your role - you, not the group, are reporting to Council. Don't be a partisan advocate of anything but Council's policy. Deal with parking, municipal services and social support services issues early. Work with the proponent to ensure quality architecture, site planning and landscape design.

In order for these strategies to work, all of the panelists agreed that a written policy commitment to affordable housing by the local Council, improves the chances of success at the neighbourhood, municipal and OMB levels.

David Gordon

Central Ontario Chapter Sub-Region Program Delivery

The Program Committee of the Central Ontario Chapter would like to broaden program delivery services by conducting a series of program events in locations outside of the greater Metropolitan Toronto area.

Three areas identified for program delivery are: Niagara (Regions of Niagara, Halton, Hamilton-Wentworth and Haldimand-Norfolk); Muskoka (District of Muskoka, Simcoe County); and Victoria (Counties of Victoria, Northumberland and Peterborough).

While these program events would address issues of particular interest to planners within the three sub-regions, they would be open to all OPPI members.

Anyone within the three sub-regions wishing to assist in the initiative by acting as a sub-region contact and/or providing assistance in organizing program events, is encouraged to contact either of the following persons: Tim Murphy - M.M. Dillon Limited (416-229-4646); or Gord Buckingham - Ministry of Municipal Affairs (416-224-7635).

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BIRTH ANNOUNCEMENT

On September 1, 1988, the Township of Westminster became the TOWN of Westminster, complete with civic celebration, fireworks, town crier, and free hamburgers. After the City of London withdrew their objection to the Town Status change, the OMB gave approval to the by-law. The result will be an increase in Council size from 5 to 9 members, the need for provision of "Town Police Force", and numerous changes in signage.

Several studies are currently underway and scheduled in this very busy Town. Major residential growth is anticipated and a strategy study will set the policy for evaluating future redesignation requests. A Recreational Audit Study has been completed and an Industrial Land Use Need Study will start in 1989; any previous experience in 'new zoning criteria' for business parks, commercial and retail uses would be appreciated by the staff planners. A Lot Levy Study will look at hard and soft service elements, the establishment of industrial, commercial and residential unit costs, and a development fund.

In addition to all of the studies, the Town is also adding a new Committee structure, new staff, new logo, new brochures and a new coat of arms.

There has been no recent action on annexation discussions, either within or outside of the formal process. Background studies are required and are being prepared. If you wish to have further details on the above, please contact Doug Stanlake at the municipal office.

'MAKING NOISE IN THE SOUND'

The Southwestern District of the OPPI met in Owen Sound on September 23-25, 1988. The Inn on the Bay was the setting for this balmy event and the theme was "Planners and the

Media". The event commenced with the usual much wine and cheese reception, followed by the private viewings of the Ben Johnston run in various rooms. The Saturday morning seminar featured the following media types - Philip McLeod, Editor of the London Free Press; Sandy Baird, Publisher of the K.W. Record; and Jim Algie, Reporter for the Owen Sound Times. The planner types were represented by Victor Cote (London) and Bill Thompson (Kitchener). The session provided an opportunity for both professions to take a walk in a different pair of shoes.

After lunch, we could enjoy a heritage tour, a tour of the City, a 'tramp'(Kiwi for 'hike') on the Bruce Trail or a general 'kick-around - town'. The evening banquet was a grand event - good food, great entertainment by The By-law Brothers (a.k.a. Deyman & Slomke) and the annual fun awards. The take-home awards were called 'The Owen Sound-Off Awards' and will soon be seen in fine art galleries all over Ontario.

The weekend wrapped up with the A.G.M. on Sunday morning, the emptying of pockets for the Scholarship Fund, and the feeding of souls at the brunch. The Program Committee, under the capable direction of Bruce Curtis, is to be congratulated for a well-organized AGM.

WASTE MANAGEMENT

In June 1988, work began on a Waste Management Master Plan for Huron County. The project, undertaken by the Toronto based consulting firm of Gore and Storrie Ltd., will provide a comprehensive, long term strategy for dealing with solid waste in the County. It is scheduled for completion in August, 1990. Among the issues being investigated are the consideration of ways to reduce waste (through recycling, waste reduction, recovery and reuse - the 4R's) as well as alternatives for dealing with waste and the identification of a location or locations for the development of a new landfill site.

Adopting an innovative approach for addressing the public participation component of the study, Huron County has hired a Waste Management Project Co-ordinator. The Co-ordinator works out of the Huron County Department of Planning and Development and has the responsibility for developing and implementing the public participation program. Many advantages are being realized in having a Co-ordinator working

within the County, with a primary one being the ability to provide residents of Huron County with continual and ready access to the Master Plan study.

For further information please contact: Jo-Anne Richter, Waste Management Project Co-ordinator, Huron County Department of Planning and Development, Courthouse, Goderich, Ont., N7A 1M2, (519) 524-2188.

BRENT'S BABY - EDUCATION FOR THE MASSES

SWOD's Education Foundation continues to grow and is nearly self sustaining according to Chairman Brent Clarkson. At the recent AGM in Owen Sound additional donations totaling nearly \$2600 were confirmed. Special thanks to the following people for their donations: Bill Armstrong; McNaughton, Hermsen and Associates; Jean Monteith and Associates; John Cox; Laverne Kirkness; Paul Puopolo; Cummings and Cockburn; Gary Davidson; SWOD; Greg Romanik and Cindy Fisher. An additional request for contributions will be mailed out in the near future and cheques may be mailed to the attention of Brent Clarkson with McNaughton and Hermsen in Kitchener. The foundation provides a \$500 scholarship to a deserving student at one of the CIP accredited Universities. You see - we can be serious up here.

CPAB STUFF

The southwest office of CPAB is conducting a strategic planning exercise to evaluate existing mandates and address the need for change. The traditional roles of the Branch - advisory, educational, and financial - may take on new forms in the future pending the results of the study.

Speaking of change, a staff shift in June, 1988 brought Roger Moyer to the CPAB from Bruce County where he had practiced out of the Walkerton office for about 4 years. Roger covers Huron, Lambton, and Essex within the southwest region.

CPAB's annual conference was held in London in October for municipal politicians and officials. The well attended conference focussed on municipal leadership and planning decisions with an emphasis on proactive and anticipatory leadership and planning.

As with all of us, the draft policy statement on housing continues to consume the Branch's attention with the province's priority on developing means of providing affordable hous-

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ing. As for affordable housing, Huron has lots to bring yourself and all your friends (this is the advantage of being the SW editor!).

Enough is enough - till next issue! Keep those cards and letters come in, please, anyone!!



Eastern

Eastern District-OPPI Annual General Meeting Report

The 1988 edition of the Eastern District of the Ontario Professional Planner's Institute Annual General Meeting was held in September in conjunction with the Ministry of Municipal Affairs' Eastern Ontario Planner's Conference. The venue for this year's AGM was the Mortello Room in Kingston's waterfront Holiday Inn, thanks to Shane Kennedy. The turnout at this year's AGM, despite the prime location and excellent timing, was disappointing. Part of the responsibility (blame) rests with the Eastern District's Executive, owing to their late arrival (apologies extended). It is hoped that future Annual General Meetings can enjoy greater representation from across the District (and maybe from other Districts across the Province).

Notwithstanding the numbers involved (or lack thereof) at the AGM, the business of the Eastern District was conducted with appropriate dispatch. Chairman George Vadeboncouer presided over the meeting, and also gave a "state of the union" address wherein he assured those brave and hardy souls in attendance that the 1987-88 Eastern District Executive had handled the affairs of the District and directly District-related OPPI affairs responsibly. In terms of future direction for the Eastern District, George indicated the Executive's desire to extend their program events beyond the immediate vicinity of Ottawa-Carleton, and continue to build stronger ties with the Eastern District's accredited planning institution - Queen's University School of Urban and Regional Planning. Eastern District's Treasurer Pierre Mercier reviewed the District's financial status, and indicated that all was well and financially stable.

In the wake of the Chairman's and the Treasurer's reports, the slate of candidates for the Eastern District's

1988-89 Executive Committee was then presented. All seats on the Executive Committee were won by acclamation. This year's Eastern District Executive Committee will feature many of the same faces as last year's, with the exception of the Treasurer's, as Pierre Mercier is stepping out of that role. At this time the Eastern District's Executive would like to thank Pierre for his service as Treasurer for the 1987-88 year. The Executive Committee consists of Chairman George Vadeboncouer; Vice-Chairman Joseph Phelan; Treasurer Derek Waltho; Secretary Andrew Hope; Director-at-Large Anne Tremblay; Chairman of the Membership Committee Nigel Brereton; Administrator, Director of Publications and Editor of Vibrations, Bob Pekarchuk.

Following the presentation of the Eastern District's Executive Committee, the floor was opened for discussion. Glenn Tunnock asked what the Eastern District and the OPPI as a whole were doing or planning to do on the Province's Environmental Assessment Review, and if the Eastern District and OPPI are considering writing a position paper as input to that subject's review. In addition, Glenn moved that the Eastern District's representative to OPPI bring this issue to the fore at the next OPPI General Council meeting. The Executive agreed to discuss these items at the next earliest occasion. Vern Weiler urged the Eastern District's Executive to re-visit Eastern Ontario's Heritage Resources by focussing a program event on this issue coupled with rural economic development. The Executive felt this proposal held some merit, and agreed to discuss the possibilities at future meetings. Finally, Mark Boileau suggested Eastern District's Executive should hold a future program event on waterfront planning, in order to capture the essence of waterfront rehabilitation in places such as Cornwall and Prescott. The Executive agreed.

Notwithstanding the meager turnout at the Eastern District's 1988 AGM, there was sufficiently stimulating discussion to look forward to another exciting year of enlightened discourse within Eastern District's planning community. The Executive Committee would like to remind its membership that two program events are being planned, and they should check their schedules to include time for them. The two program events include a seminar on "Personal Financial Planning", and the Annual Wine and Cheese (Christmas) Get-Together.

MEMBERS AND MILESTONES

There have been a few changes in career paths for some of the planners in the Eastern District since the last issue of the OPPI Journal. Nick Tunnacliffe, the former Director of the Policy and Program Division at the Regional Municipality of Ottawa-Carleton, has recently been appointed as the Region's new Planning Commissioner. His appointment was confirmed on October 12, 1988 by Regional Council. He replaces John M. Wright, who retired on April 30, 1988, after almost 19 years as Commissioner of Planning. Congratulations go out to Nick on this promotion.

Mike Brown, formerly the vice-president of Haigis, MacNabb and Deleuw, has recently joined MacDonald Developments. We would also like to welcome to our area Beth Hemens, formerly of Mark Dorfman's office in Waterloo. She has accepted a position with Haigis, MacNabb and Deleuw.

STORIES WE HAVE BEEN FOLLOWING

About a year ago "Vibrations" ran an article on a controversial plan to build a 650 unit high-rise between the historic Notre Dame and Beechwood Cemeteries in east-end Ottawa/Vanier. Timberlay Developments had received OMB approval to build the massive complex, which would have included two or three 15-story towers. Earlier this year spokesmen for Timberlay had stated they were considering scaling down the development, even though they had the OMB's approval to proceed - but now they have decided to abandon the original scheme altogether.

Instead, Timberlay has now received approval from the city's planning committee for a subdivision application for 144 luxury townhouses on the vacant 14 acre site. The reason the change was made was to meet the changing market conditions in that area. Construction is slated to begin in January or February of 1989.

Timbertown (the long-awaited and much touted theme park dedicated to the memory of the Ottawa Valley's 1890's logging pioneers on the Ottawa River outside of Renfrew), has been sold to pay off the debts. The entire 705 acre site was sold to a Carp development company for \$365,000, which was still \$5,000 shy of the total debt of \$370,000 owed to the secured creditors. The most unfortunate part of this deal is that the 2,700 Ottawa Valley shareholders will not receive back one penny of the \$270,000 they had invested in 1981.

On a brighter note, the new owners of Timbertown tentatively plan to develop the core area of the theme park consisting of some 75 acres, along the lines of the original Timbertown proposal. This area contains nearly 40 km. of roads, hydro, sewage and water services, a log homestead, circa 1900 schoolhouse, blacksmith shop, functional sawmill, and shake mill. In addition, other development plans call for a combination recreational and residential development, possibly including retirement homes, condominiums, estate lots, and a golf course. An additional side benefit for Horton Township will be access to the Ottawa River for a public swimming area and a boat launch area.

For such a tiny strip of pavement - barely 5 km. from end to end - the Vanier Parkway has had people fighting about it for almost 20 years. Once again (the fourth time in nine months), the future of this little strip has come under the scrutiny of Regional Council. Under attack this time is the final section which would link the Queensway to the MacDonal Cartier Bridge. This time around, the protagonists are Vanier politicians and regional planners against strident community activists and some regional politicians.

The proponents say the completed route will bring prosperity to Vanier and ease congestion on Vanier streets. The opponents say there will be no economic benefit and no significant easing of traffic, and in addition, the road will rob the city of green space and invite heavy truck traffic from Quebec to the Queensway. Their solution is a new inter-provincial bridge. The immediate solution is another study due in 1989.

Now if you are a regular commuter in the Ottawa-Carleton area, here is an update on a story that is sure to give you many, many sleepless nights. Five years after work first began on the Queensway (you know - that parking lot that snakes its way through the heart of Ottawa-Carleton, and kind of runs from east to west), increasing volume and a new phase of construction west of Maitland Avenue will now maintain this as a motorist's nightmare until at least 1993. The widening to six lanes will begin in the spring of 1989 at Maitland Avenue, and in 1990 at Woodroffe Avenue, but the kicker will be the new interchange to be built near Acres Road to link the Queensway to the new Highway 416 - that phase will begin in 1991. At the

same time, the expansion to six lanes from Richmond Road to Moodie Drive will also begin in that same year. So if you live west of the Nation's Capital, be forewarned.



Northern

Developer breathes life into Tri-Towns

*Abridged from articles by G. Struthers and J. Hunt of the North Bay Nugget, Nov. 21 & 22, 1988
Abridged by Jeff Celaniano*

Haileybury's latest apartment development, the Tri-Town Towers, officially opened recently. The exterior of the building is recognizable as the former Misericordia Hospital, but the interior is completely changed to form 67 apartments, a variety store and a coffee shop.

Haileybury had been striving for several years to save its former hospital, but two projects that were expected to make use of the building fell flat.

Chance played a role in the conversion of the building. Peterborough lawyer and developer, Scott Cameron, spoke to local officials while visiting relative in the area. Cameron and his partners in the development firm of Canmac Realty Group acquired the building and went on to undertake a \$2.2 million conversion of the structure, assisted in part by the Ministry of Housing's convert-to-rent program.

According to Mr. Cameron, the work on this project (which had a 70% rental *before* conversion) isn't complete. A smaller building to the immediate West of the main hospital building will be converted to additional apartment units and commercial space next spring he said.

In fact, Cameron and his partners have been so pleased with this project and others in the Tri-Town area that he has formed a new company, Point North Equities, which will specialize in developments in Northern Ontario.

Cameron believes that the Tri-Town region (Haileybury, Cobalt and New Liskeard) will experience solid growth in the years to come, particularly as population pressures in Southern Ontario encourage more people to settle in the area.

Mulmur gravel Pit Next to a School Provokes Objections

Official plan, zoning and license application for a sand and gravel operation in the township of Mulmur became the subject of a lengthy OMB hearing resulting in a 24 page decision. The subject property, known as the Looby pit, is located next to a public elementary school. Much of the opposition came from parents of children at the school, as well as from the Board of Education.

The OMB found that the council had been consistent in its planning for mineral extraction and the designation of the Looby pit for that use. Various items referred by the Minister were approved, including a revised policy on wayside pits and quarries. The Township asked the Board to approve a policy requiring the operator of a proposed pit or quarry and the land owner to enter into a development agreement with the Township. A slightly different version of this proposed policy had been deleted by the Minister in approving the subject official plan amendment. The Board expressed reservation about the policy and passed on, noting that the subsection had not been referred to it by the Minister. Cox Construction, owners of the subject sand and gravel operation, had appealed the municipality's refusal to amend the site-specific zoning by-law to include asphalt and concrete batching plants as accessory permitted uses. The Extractive Industrial zone in Mulmur permits a sand and gravel or rock processing operation but there was disagreement on whether that included batching plants. The Board supported the Township, finding that the requested change was in conflict with the official plan.

The Board then turned to the opposition to the proposed pit, centered on the scale of the operation and the intensity of use of the property. Objections referred to dust and emissions, noise, safety, traffic and the effects on the environment. Several pages of the decision describe the expert evidence presented on these aspects. The Board expressed satisfaction that, based on this evidence, there would not be sufficient impact to justify overruling the council's decision to permit the sand and gravel operation to continue. The Board noted that the pit operations existed prior to the construction of the school and that there was a scarcity of readily available aggregate in the township. The decision, dated July 11, 1988, imposes a number of conditions, including a maximum annual tonnage, no asphalt or concrete batching plant, dust controls on the roads and the crusher, access limitations, fencing, tree buffering and a maximum slope for the excavation adjoining the school. These conditions are in addition to the requirements of the site plan.

Source: Decision of the Ontario Municipal Board By-law 13-1977 official plan amendment no. 7 Files Z87044, O870047 and M870060 88-55.

Pierre Beeckmans

Dave Gordon, P.Eng., MCIP, joined Forum/Michael Kirkland Architects as Managing Director in August, to run their planning and development practice. Major commissions at the moment include two urban mixed-use projects, the Scarborough International Trade Centre, and the St. Clair/Bathurst site on the Toronto/York boundary, and several commercial projects in Don Mills, Mississauga and Toronto are keeping the office busy. Dave continues as Harbourfront's consultant on transportation and planning issues, and is enjoying teaching his planning implementation course at Ryerson.

The Halton Landfill Hearing - Enough Evidence to Fill a...

The Halton landfill hearing finally ended on November 18th, a year and a half after it first began, and a total of six years after Halton first set out on its landfill site selection process. The Region of Halton is responsible for waste management within its borders, and has proposed an "Under-taking" under the Environmental Assessment Act comprising two alternative sanitary landfill sites - one in Milton, and one in Burlington. This was the first major landfill Environmental Assessment to go before the Joint Board, and all the parties involved were breaking new ground in the application of this legislation to waste management matters.

At the hearing, the Milton site was opposed by the own of Milton, by local residents and landowners, and by the current owner of most of the Burlington site. The Burlington site was opposed by the City of Burlington, and by a local residents' group.

Seven planners were among the numerous expert witnesses appearing before the Joint Board, including Peter Walker of Walker, Wright, Young Associates Limited, who coordinated Halton's landfill EA process. Approximately half the Board's time was spent hearing hydrogeological evidence

Board members H.H. Lancaster Q.C. and Dr. J. Kingham have taken away a mountain of evidence, which they will consider in arriving at their decision. The Region of Halton will continue to truck most of its garbage to disposal facilities in Niagara, New York, until such time as new landfill capacity becomes available.

Steven Rowe

Proctor & Redfern Wins Canadian Consulting Engineering Award Of Excellence

Proctor & Redfern Limited was winner of an Award of Excellence in the soft engineering category, for the development of automated breakline technology software for use in computerized digital terrain modelling. The Association of Consulting Engineers of Canada and Canadian Consulting Engineer Magazine announced winners of this year's Canadian Consulting Engineering Awards at a black tie dinner in Ottawa, on October 20th.

The award concluded two years of research and development by Proctor & Redfern engineers to develop an automated breakline technology (ABT) software package that increases the reliability and accessibility of computerized digital terrain modelling used to automate site design. Prior to the development of ABT software, the shortcomings of digital terrain models using accepted methods to incorporate edges such as road crowns and ditch bottoms, were considered unavoidable. Mappers have had to add data manually to catch more obvious errors, hoping that the net result would be acceptable.

A new era of mapping has been entered with Proctor & Redfern's ABT software and its capacity for accurate, automated volume calcula-

tions, surface renderings for public debate, presentations, and slope detail for hydrologic modelling. It provides rapid data feedback, enabling surveyors to receive guidance from computers to determine where more information points are needed, or where fewer points are required.

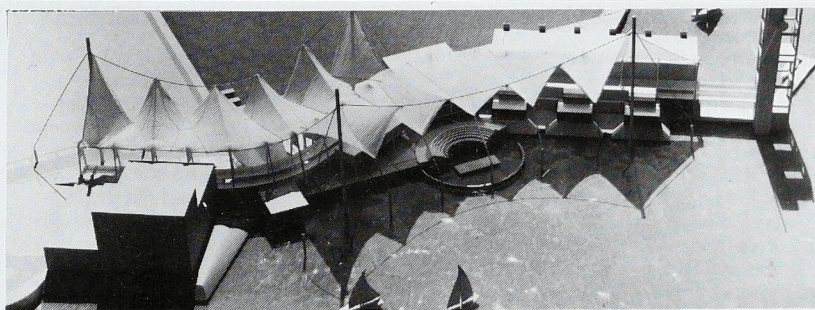
The software adds a new dimension to the accuracy and effectiveness of surveyors, engineers and contractors working on rugged construction sites far removed from the benefits of mainframe computers.

ALLAN BRASS RELOCATION

You often hear about people having trouble with large bureaucracies; getting addresses changed or billings corrected sometimes seems an impossible task. Occasionally that kind of frustration occurs embarrassingly close to home. For a year now, Allan Brass has been at new offices at 8 Burnside Drive, Toronto, but for some reason, the message didn't get through to us. As a result, the Allan Brass advertisement has been incorrect all this time. We apologize for the inconvenience.

ECOLOGISTICS - NEW ADDRESS

Ecologistics has also moved shop. Their new address with a corrected postal code is now featured in their advertisement.



Sarnia/Lambton Petrochemical Interpretive Center - Performing Arts Center

The green light has been given to proceed with plans for the proposed \$24 million Sarnia/Lambton Petrochemical Interpretive Center - Performing Arts Center. The Policy Committee has commissioned the Toronto firm A.J. Diamond and Partner, Architects and Planners, who were responsible for the feasibility study and schematic design, to proceed with design development.

The project involves two separate facilities -- an Interpretive Center intended to introduce the public to the petrochemical industry with 15,000 square feet of exhibition space and workshops, and a Performing Arts Center with an 800 seat auditorium. Visual unity will be achieved by a tensile, teflon structure -- providing a dramatic sail like profile against the spectacular backdrop of the Sarnia River. Fund-raising is now underway, with \$14.5 million to come from local industry, municipal governments, and the public, and the balance through provincial and federal funding programs. The project should be completed by the end of 1991.

Seaton, 16 Years Later

by Lorelei Jones and Wendy Nott

In March, 1972 the Provincial Government announced that it would be acquiring over 10,000 hectares (25,000 acres) of land for a "new community". This new community would contain both an agricultural and an urban component, and the urban component would be located in North Pickering. Acquisition of the land by the Province was a long and often acrimonious process, continuing throughout the 1970's. Based on extensive research and study, the major land uses and transportation network for the area were finally approved by Durham Region in 1981, and the urban area of "Seaton" came "into being" from a planning perspective.

In 1984, work was started on the Pickering Community Plan for Seaton, but again the process has been delayed a number of times in order to prepare Hamlet Plans for existing hamlets within the Seaton area, and to consider the possible alignment for Highway 407, which will likely pass through Seaton. In May and June of this year, the Seaton Community Plan and Neighborhood 1 Plan finally reached the public for input, and were presented to the Pickering Planning Committee.

The Seaton Community Plan has been designed to take into consideration certain features in the area including: major river valleys and tributaries, significant woodlots and areas of natural vegetation, sites and buildings of significant historical and archaeological significance, a major open space area which currently contains the Brock Landfill Site and which will act as a separator between Seaton and the South Pickering Urban area as well as providing recreational opportunities, the existing hamlets of Whitevale, Brougham and Green River, and accessibility to the Region of Durham and the Metropolitan Toronto area.

The largest land use within Seaton is Major Open space, which includes the open space corridor and the river valleys. This extensive amount of open space will preserve some of the natural environment, provide recreational opportunities, and help to create an

attractive setting for this new community. A large sub-Central Area has been identified within the community which will allow for office, 500,000 square feet of retail space, multi-family and institutional uses.

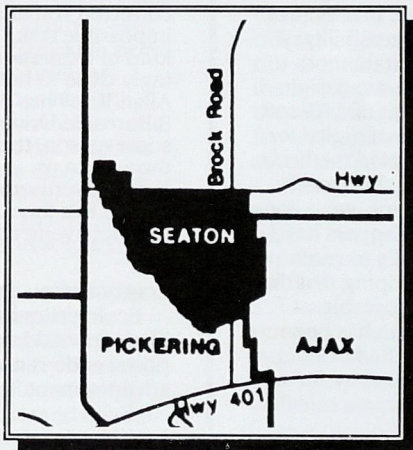
The Community Plan also breaks the land down into four phases which will be likely be developed over an extended period of probably 25 to 30 years. The Phase 1 Plan creates the framework for phase 1, and identifies a relatively "human scale" of development by establishing small residential blocks each of which is defined by an arterial road and focusses on an elementary school and adjacent neighbourhood park. The residential land uses have been broken down into categories which identify density and built form parameters. The densities have been arranged in relatively small pockets to encourage socio-economic and age mixes.

A relatively new planning approach in the Pickering Context has been established - Environmental Policy Areas, which are intended to overlay the land use designations. An environmental report will be required for all development applications, with special consideration

being to lands covered by Environmental Policy Areas.

There is still one more level of planning to be carried out. In Pickering, Development Plans or tertiary level plans are prepared. The development plan for Seaton is still in the draft stages and will be likely be presented to the Planning Committee early in the 1989. Once the Community and Neighbourhood Plan have been adopted by Pickering council, they must be adopted by Durham Regional Council and then approved by the Minister. Following that, the zoning and subdivision plans must be approved. As a result, actual development within Seaton will not likely occur until the early 1990's.

Lorelei Jones is a Senior Planner and Wendy Nott is a Principal with Walker, Wright Young Associates Limited, which prepared the Seaton Community Plan on behalf of the Town of Pickering.



PROVINCIAL ISSUE

New Provincial Policy Allows More Flexibility In Flood Susceptible Areas

Ontario has strengthened policies for flood plain management and allowed local governments flexibility when drafting land use plans for flood susceptible areas. The new policy strengthens existing provincial policy regarding flood plain management in two ways.

"For the first time, policies on flood plain management formally recognize that flooding is a public health and safety matter and, therefore, a matter of provincial interest," said Natural Resources Minister Vincent Kerrio. "That is why the policy statement will be issued under Section 3 of the Planning Act."

By issuing the policy statement under the Planning Act, the policy is strengthened in a second way. All ministries, boards, commissions, municipalities and planning agencies must now "have regard for" flood susceptible lands, and incorporate policies to address new development in flood plains in land use planning documents such as official plans and zoning by-laws.

The policy statement on Flood Plain Planning has been developed jointly by the Ministries of Natural Resources and Municipal Affairs, with full public consultation and input from Provincial Ministries, Conservation Authorities, professional associations and interest groups.

Copies of the policy statement will be available to the public at Conservation Authority offices, Offices of the Ministries of Natural Resources and Municipal Affairs, and MNR's Public Information Center in the Whitney Block, 99 Wellesley Street West, and the Ontario Government Bookstore at 880 Bay Street in the Queen's Park area of Toronto.

For more information contact: Maurice Lewis, Conservation Authorities and Water Management Branch, Toronto, (416) 965-6286; or Gerry Fitzpatrick, Office of Local Planning, Ministry of Municipal Affairs, Toronto, (416) 585-6225.

No Easy Recipes for Quality Development. Regulation and Control Giving Way to Negotiation and Cooperation

For any consultants or developers looking for an instant recipe to appease the development control types in suburban municipalities, "Urban Design in the Suburbs" will have left them short. What was clear was verbal and written proof that there is some depth and consistency underlying the emerging discipline.

According to Carl Knipfel (Scarborough Planning Department) and Frank Lewinberg (consultant), there is a new direction in suburban development emerging across North America. Urban Design has an increasingly important role to play in suburban development.

While still in its relative infancy, both planners stressed that Urban Design is a field which is fast finding acceptance as an approach to suburban development and as an instrument for endowing suburban areas with "form", and that sense of form is frequently an attempt to institutionalize the most successful aspects of older cities. The older cities have evolved over many generations, even centuries, sometimes accidentally, and at other times as a result of strict regulation and control, or an imposed design concept.

What has worked in the past cannot be blindly copied as a methodology for the future, they said. The suburban context in North America, where the automobile is king and the highway is the royal hunting ground, is quite different from older cities. The first round of suburban development was pursued on the assumption of convenient access for the automobile in the most direct way possible from every point to every point, no matter what the costs in money, in safety, in air-pollution, in noise pollution, and in aesthetic pollution.

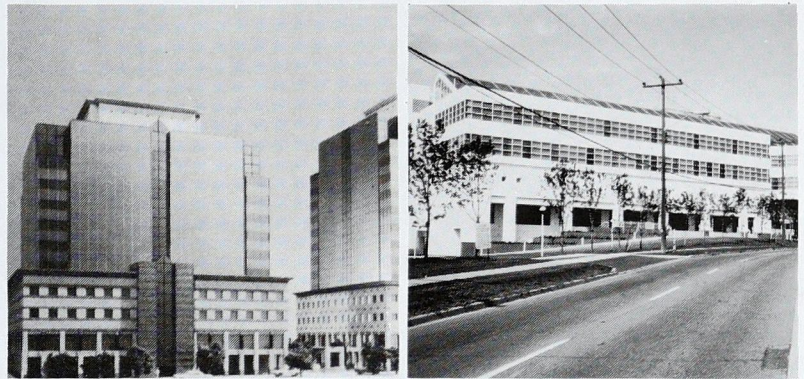
To this point in our history, suburban development has been cheap, but now we understand that we cannot sprawl endlessly, indicated Lewinberg. The process of taming the automobile is underway, he suggested. This, combined with a program to bring to the suburbs a new sense of "place" reminiscent of older cities by applying urban design principles, forms a new point of departure.

Carl Knipfel, always ready to play the role of iconoclast, stressed the need to avoid "end state planning",

the pointless cutting off of future opportunities. Examples of this are seen in Scarborough City Centre where the shopping centre is wrapped up in an inaccessible ring road. The city (or municipality) should take a larger responsibility, and show more commitment to paying for public space amenities. Scarborough is currently experimenting with Section 36 to extract such improvements from developers. The most dominant public spaces are on the street, claimed Knipfel. By claim-

ing to focus more attention on assisting its continued development, was Knipfel implying that urban designers will in future be content to leave the architects alone?

The Design Awards are a perfect example of public/private co-operation, he suggested. The Awards recognize the coming together of both forces. To help this process, Scarborough publishes design guidelines, moving steadily away from formal regulations.



Proposed Park Place earned citation for architect Franco Scolozzi at recent Mississauga design awards. Computer Centre for TD Bank was a design award winner at Scarborough.



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FIRST CLASS

OPPI WELCOMES NEW MEMBERS

At its meetings of October and November, the Council elected the following new members:

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James DYMENT
John R. HENRICKS
Charles W. LANKTREE
Stuart LAZEAR
Lori MARTIN
Christopher MATSON
Richard McCREADY
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Alan YOUNG

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Paul KING
Eva D. KLIWER
Michael KONEFAL
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Harvey LOW
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Shayne A. RAMSAY

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Maria RITACCA
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Robert STOVEL
Laura E. TAYLOR
John W. THOMAS
Darryl J. TIGHE
Cynthia VANDINTEN
Heather J. VOVALIDIS
Dorothy J. WHITING

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Mary C. BECK
Paul L. BEZAIRE
Mark BODRUG
Joseph BOROWIEC
Mary BRACKEN
Shawn G. CALLON
Terence T-S CHAO
Joseph D'ABRAMO
Kathleen DALE
Katherine A. DESJARDINS
Gabriel DIMARTINO
Gordon A. DRIEDGER
Mark EARLY
Emad M. ELIAS
Christian E. FISHER
Kim HARTLEY
Daphne A. HOPE
Joan JYLANNE
Joan KEATING

OALA CONFERENCE 1989 CONTINUES DEBATE ON HEALTHY COMMUNITIES

The Ontario Association of Landscape Architects is holding their 1989 annual conference at Novotel Hotel in Mississauga on March 2nd, 3rd and 4th, 1989, writes Helen Powers. The conference theme, "The Challenge for 2010 - Invent The Future", is a follow-up to last year's conference.

For further information on the conference, please contact the OALA office at (416) 443-1785, or by writing to OALA, 170 The Donway West, Suite 120, Don Mills, Ontario, M3C 2G3.

ONTARIO PLANNING JOURNAL

THE MAGAZINE OF THE ONTARIO
PROFESSIONAL PLANNERS INSTITUTE

3206 Yonge Street

Toronto, Ontario M4N 2L3

(416) 483-1873

Publisher:

Diana Jardine

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Northern Editor:

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Mike Manett (416) 886-1067

Marketing Manager:

Scott Davis (519) 885-1211

Subscription Rates: \$35 per annum

For advertising rates, contact
Scott Davis at the above number.

The Journal is published six times a year
by the OPPI.

Position paper coordinators

Housing—Steve Sajatovic (705) 474-0400