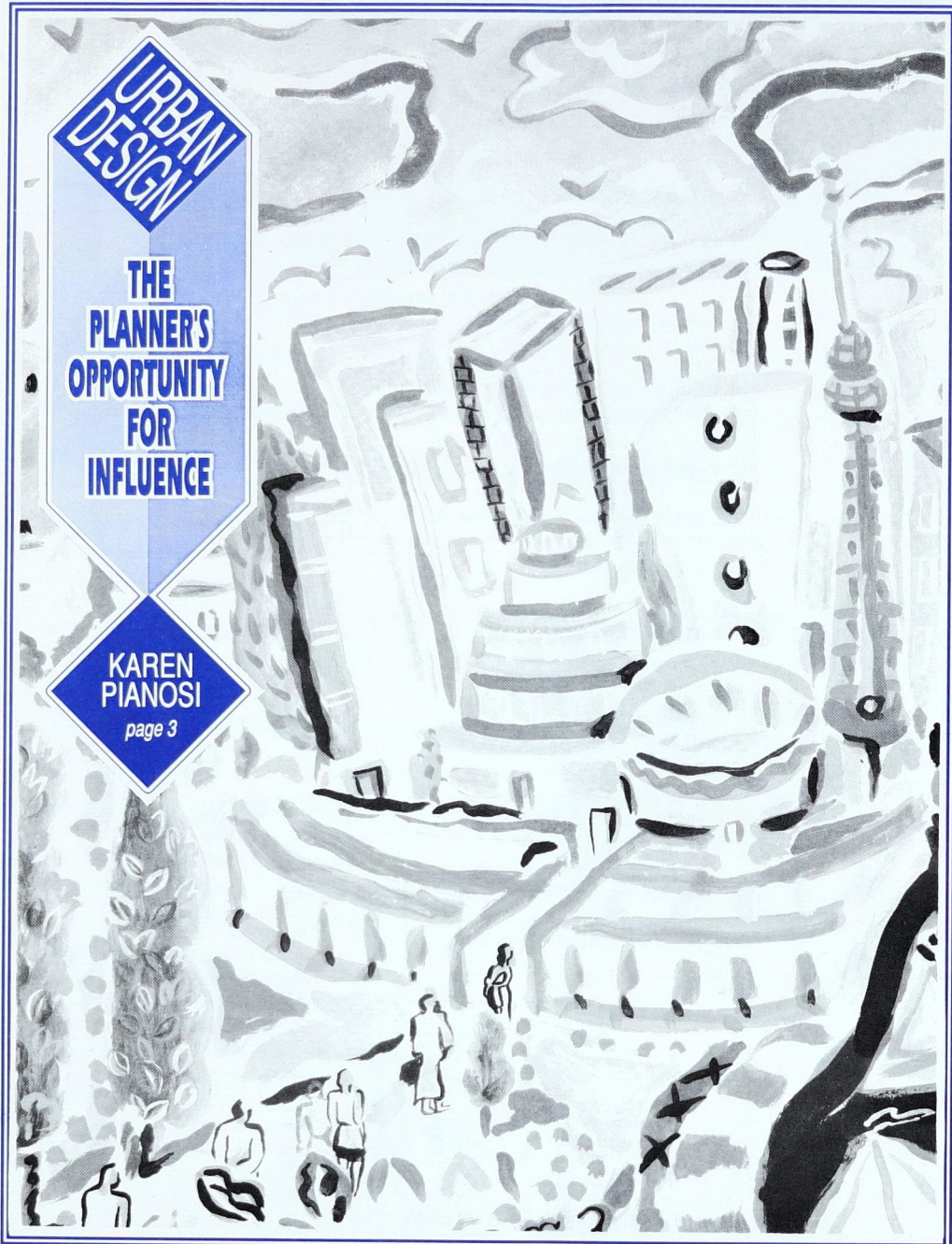


ONTARIO PLANNING JOURNAL

MAY / JUNE 1991 VOLUME 6 NUMBER 2



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Courtesy of OALA

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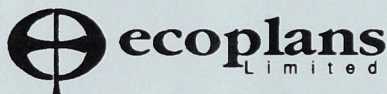
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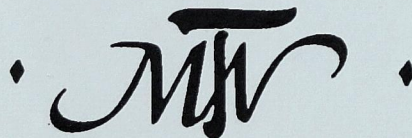
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While it is recognized that our life experience is powerfully

influenced by our surroundings, limited means are available to ensure that these surroundings are supportive of the development of the human condition. Individually, collectively and institutionally, the planning profession has tried, with varying success, to ensure that the design of physical environments achieves satisfaction of basic human needs, and has strived to achieve ideals of beauty, humour, and delight. This is not an easy task.

Several recent discussions addressing opportunities where the planning profession can contribute to urban design have been encouraging and stimulating. The Toronto School of Architecture, with the support of various sponsors, has hosted a series of lectures by architects. An especially provoking address was given by Richard Henriquez. On April 25th, the Ontario Association of Architects held an open debate, entitled Contrast in Scale. On April 29th the City of Toronto Planning Department and Toronto Society of Architects sponsored a public lecture by Tony Hiss, author of *The Experience of Place*.

AND WHAT IS MADAM'S SHOE SIZE?

Richard Henriquez presented a history and commentary on his work. In a quiet, often wry way, he wove a tale illustrating wonderful contributions to the built environment. A boat residence in a Banff forest setting and enormous feet proposed for the bottom of a high rise building, capped by a classical statue of a woman's visage challenged assumptions about "appropriateness." Viewing slides of another high rise project elicited dismay at vestiges of once glorious trees, which turned to amusement with the realization that these are man-made stumps—public art. While this project was not responsible for the destruction, at one time the site had been decimated of its tree cover. The points made by Henriquez are profound. We should be more sensitive to the qualities of existing

COVER STORY

URBAN DESIGN: A PLANNER'S OPPORTUNITY FOR INFLUENCE

by Karen Pianosi

sites—intense urban development can still provide references to the natural environment. Henriquez humourously levelled criticism at planners, who had blocked progress on some projects. We are not adventurous, too tied to regulations and unable to make recommendations when confronted with the absence of precedents. The originality of some of his work did bring to mind the notion that there may be a fine line between genius and lunacy.

PUBLIC INTEREST: KNITTING AND NEEDLEPOINT BEAT OUT URBAN DESIGN

At Toronto's Convocation Hall, Colin Vaughan prodded, poked and challenged Shirley Blumberg, Frank Lewinberg, Carlos Ott and Ted Cullinan to defend their views of appropriate urban design. The debate on scale evolved into a

discussion of the merits of architectural self-expression, grand scale redevelopment projects, such as the Olympia and York Canary Wharf in London, England, hysterical competition for the most beautiful office building in downtown Toronto and the need to provide people places and a healthy city.

Carlos Ott emphasized the need for architects to shock and for contemporary buildings to be accepted. Speaking as a

former architect and now as a planner, Frank Lewinberg made the point that planners must take a stronger role in accepting responsibility for urban design. Generally architects are too interested in individual buildings and the demands of their clients. Responding to a question from the audience, Shirley Blumberg suggested that planners should not accept the idealized market presentations of aerial or fictitious views of proposed projects. She indicated the public would be better informed if representations were required which illustrated an individual's view walking around or through a proposal. Ted Cullinan reiterated the need for architects to publicly defend and explain their work, not to assume that planners, architects and designers know what is best without checking assumptions against public reaction.

It was interesting that the notice of the event indicated an attempt was being made for the architecture profession to reach the public. The audience, respectable in terms of size, consisted mainly of professionals. In contrast, a few weeks earlier Kaffe Fassett, a fellow who designs and markets intricate and colourful knitting and needlepoint received a packed and varied audience for his Convocation Hall lecture. The questions which followed were lively and numerous. Despite Colin Vaughan's exhortations, the audience response to Contrasts in Scale was polite but subdued.

EXPERIENCE OF PLACE

Tony Hiss, author and writer for *The New Yorker*, has made an extensive study of our environment, noting what works, what is desirable



and what is not. His lecture drew examples from the work of others and presented clear advice to planners. Hiss noted that people require regular and frequent access to three main types of environment: Wilderness to retain kinship with nature, Towns to benefit from the concentration of thoughts and ideas and Farmland to maintain a clear sense of partnership between the environment and humanity. The underlying landforms on which urban areas are developed should receive more consideration in the design of our existing and future communities. Hiss is a supporter of urban areas but worries that the landscape is disappearing. He provided examples where this is being corrected, as revegetation of creeks and watercourses is instituted with native species. He illustrated how a gas pipeline was provided while maintaining the existing vegetation and landscape. You

would never know that it is there.

The Experience of Place, Tony Hiss' recent book is recommended as required reading. Hiss' expertise is humbling, because while neither planner nor architect, he is clearly perceptive and tuned in to human needs within the built environment. In response to a question, Hiss replied that planners are part of the problem, with limited foresight and long-term vision. He stated however that everyone must bear a share of the burden and that citizens must increase their involvement in urban design deliberations.

EVERY BIT HELPS

As a planner "in the trenches," it sometimes appears to me that working to provide an appropriate, functional and desirable environment is a battle. Spending an hour explaining why just one tree is so needed to soften the

impact of a convenience store, to little avail, is frustrating. Equally frustrating is seeing the stick that is eventually planted. It cannot possibly amount to much, and yet, seven years later the full canopy of golden autumn leaves renew the impetus to persevere. It is a lesson worth relearning. The benefits of our labour are not immediately apparent. It takes time. As the role of the planner was brought up in each of these recent discussions, it is clear that as a profession we must get more involved in public education and debates. Connections to the architecture profession should be increased to improve communication on urban design issues. Sponsorship of lectures targeted to planners and the public on urban design should be undertaken by OPPI. Notices need to be broadly based and events should be free to encourage attendance.

Karen Pianosi is a planner for the City of Burlington.

ENVIRONMENT

THE THREE-MINUTE GUIDE TO SUSTAINABLE DEVELOPMENT

by Dave Hardy

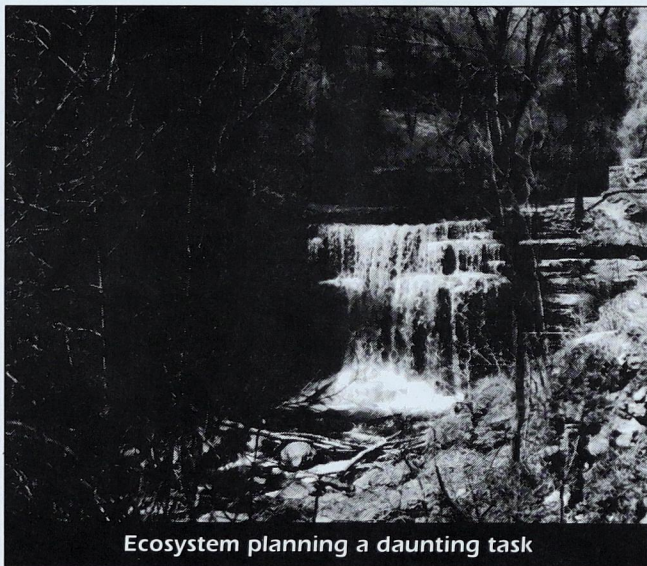
The Clerk is giving me angry looks because my report to Council is overdue. I've got a developer waiting at the counter. A week old wad of unanswered telephone messages is sitting by my phone. And, you want me to wrap my head around what it means to do sustainable land-use planning!

Sound familiar?

In small municipalities, it's often all you can do to keep up with day-to-day activities. Changing your routines and operations to implement an 'eco-system based approach to land-use planning' is a daunting task on top of an already busy schedule.

According to Town of Milton planner, John Fior, the problems faced by smaller municipalities are often much greater than those in large towns.

"Smaller municipalities usually have fewer opportunities to hire staff, no place



Ecosystem planning a daunting task

to put summer students and fewer tools, such as air photos or up-to-date maps. Yet", according to Fior, "there may be the same number of development applications as in larger municipalities. A single issue, like a landfill capacity, must usually be dealt with separately and not in an eco-system context."

However, in some municipalities, planners are finding new and innovative ways to make environmental concerns an integral part of the planning process. Here are several key recommendations:

1. ESTABLISH YOUR OWN VISION

If you had all the time, opportunity and authority to implement an eco-system based land-use plan in your municipality, what would it look like? From your point of view, what would have to change? Are there a few first steps that could be undertaken without a lot of effort? What long term approaches would require approval?

2. COMMUNICATE WITH PLANNERS IN NEIGHBOURING MUNICIPALITIES

Eco-systems seldom follow municipal boundaries. And, the cumulative impact of developments has a significant

environmental effect across municipal lines. Make a phone call to let the planner in the next town or municipality know that a new development might have cross-boundary environmental effects.

Rasheda Nawaz of the City of Ottawa provides sound advice when she suggests, "a lot can be accomplished by networking." She recommends that planners "invite planners in neighbouring municipalities to lunch to find out what development applications are on the horizon, and to compare notes about environmental approaches that work versus those that don't."

A driving force behind the environmentally innovative City of Ottawa Official Plan, Nawaz states, "a lot can also be accomplished by sharing your environmental interests with supervisors and councillors, by letting them know of your concern for local environmental features, by circulating articles among your peers and by sharing information between the policy side of the Department and the Development Control site." (Note: City of Ottawa OP has currently been approved by the City of Ottawa Planning Advisory Committee.)

3. READ

You've got to work at good planning. It means keeping up with the environmental planning literature by finding out what other professionals in the field are doing. The CIP Conference in Quebec City should provide an excellent opportunity to find out about sustainable land-use planning. The Intergovernmental Committee on Urban and Regional Research (ICURR) and the Association of Municipal Clerks and Treasurers (AMCTO) are keenly interested in sustainable development at the municipal level, and are good sources of information.

4. MAKE A LIST OF LOCALLY IMPORTANT NATURAL AREAS

If your OP has been updated recently, chances are that you've included a list of references to environmentally sensitive areas. Great. But, if the OP is getting a little yellow around the edges, keeping a list under the counter of ESAs and other important areas is probably not a bad idea.

In 1990, the Regional Municipality of Sudbury won the Lieutenant-Governor's Award for Conservation for its Greening of Sudbury efforts. Bill Lautenbach, Director of Long-Range Planning of the region suggests that by listing natural assets in the municipality, planners are recognizing their value, creating a greater awareness of their importance and creating an opportunity to have those inherent values protected.

"...a lot can also be accomplished by sharing your environmental interests with supervisors and councillors, by letting them know of your concern for local environmental features and by circulating articles among your peers..."

"The practice of listing areas," according to Lautenbach, "has already helped local groups to support the preservation of a previously unrecognized oak forest."

5. SHOW BY EXAMPLE

Lautenbach also suggests that pragmatic examples of environmental improvements can go a long way in showing what can be accomplished through municipal or community improvement plans or initiatives. Municipalities can often take a lead role, as conservation authorities and provincial agencies may not have as broad a scope and mandate as a local planning department.

6. PUSH URBAN DENSITY

Concentrated density can help create a compact urban form and reduce impact on natural areas.

7. NEGOTIATE

In the Town of Aurora, planners and councillors were successful in negotiating with one developer seeking approval for a housing development on sensitive lands on the Oak Ridges Moraine to dedicate considerably more parkland than provided for under Section 41 of the Planning Act.

8. EXPLORE THE LIMITS OF THE PLANNING ACT AND ENVIRONMENTAL ASSESSMENT ACT

Studies commissioned for the Greenlands Strategy indicate that the Planning Act has more scope for environmental protection than is commonly believed, if only the political will was there to use the Act for the purpose for which it was established.

Rasheda Nawaz notes that, "the real problem is failing to take the initiative to promote eco-system based planning. Planners are often in a position to either recommend environmental initiatives to council or provide support to citizen initiatives." According to Nawaz, "having regard to, under the Planning Act, gives you all the leeway you need to ensure that developments are environmentally sound. The current Planning Act gives you enough legal basis to adopt a range of environmental policies in the Official Plan." Nawaz adds, "However, the Planning Act is still overdue for changes to make it more stringent."

9. FOSTER COMMUNITY PARTICIPATION

Bill Lautenbach points to the successes rising from fostering and developing community partnerships. In doing so, it is important to involve diverse groups as a means of sharing different perspectives on what constitutes wise and right solutions to today's inherent environmental problems. Bill states, "planners can play a key role in providing leadership in this area."

Overall, local planning departments can accomplish a lot towards the achievement of sustainable development. The difference between success and failure may come down to taking the time to position yourself and your department.

Dave Hardy is a principal with Hardy Stevenson Associates, based in Toronto.

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INTERIM CONTROL ON ISOLATED PARCEL IN VAUGHAN

(ZONED INDUSTRIAL IN 1960)

by Pierre Beeckmans

In 1960 the Township of Vaughan recognized an existing small scale industrial use in a rural area near a settlement named Carrville. Recognition took the form of industrial zoning on the property, located on the west side of Bathurst Street, north of Rutherford Road.

The property was divided into three parcels by consents and in 1988 Patricia DeLuca applied for approval of a site development plan on the largest of these parcels, comprising 2.74 hectares. The proposal was for an industrial condominium complex to be serviced by a private well and septic tank. Various neighbouring land-owners, including a group of companies owning about 1000 acres, asked the council to delay approval in order to consider environmental concerns. The application was deferred and the municipal planning staff was directed to undertake a study of the area surrounding the Don River near the

DeLuca property.

In June of 1989 the Town instructed its staff to prepare an interim control bylaw covering an area between Bathurst Street, Rutherford Road and the Don River and to undertake a planning study of the same area. An interim control bylaw was duly enacted a month later. It was appealed by three affected parties, including Patricia DeLuca. She interrupted work on studies and reports required in support of her site plan, blaming the uncertainty caused by the bylaw and the study.

The Carrville/Rutherford Road Land Use Study was completed in the early summer of 1990 and was scheduled for a public meeting in July. In June, the council adopted a one year extension of the effective period of the interim control, till July 23, 1991. This extension was not appealed.

At the municipal board hearing, the Board quoted from *Cole's Florists Ltd. and the Town of Grimsby*, 19 OMBR 61:

"...once an appellant has demonstrated the potential or actual adverse impact of an interim control by-law upon him, the onus then shifts to the municipality to justify its course of conduct. To do so, the municipality must not only substantiate the rationale behind the directing resolution but also show that the study which it authorized is being carried out expeditiously. It must also show that proper planning principles underlie the by-law."

The Board was satisfied that the appellant had made a valid attempt to develop her land prior to the adoption of the interim control bylaw. It found that adverse impact had been demonstrated as her application for approval of site development plans was being interrupted by the passing of the bylaw. The onus was on the Town to justify its actions.

The appellants argued that the council was simply reacting to pressure from a small group of residents, the Carrville Ratepayers' Association. A planning report dated October 24, 1988 had raised no serious concerns pertaining to the impact of the application on adjacent lands. The municipality had many opportunities to review the

appropriateness of the industrial designation and zoning of their lands since 1960. A planner argued on their behalf that the 8 hectares of industrial land could be developed and adequately buffered no matter what form of development occurs later on the adjacent lands.

The major adjoining land owner, Nine-Ten Developments Limited, argued that the DeLuca proposal was premature. Municipal services would be available in five to ten years. All the lands in the vicinity should be planned and developed in concert. The ratepayers also expressed a concern for "a little more orderly development".

The Carrville/Rutherford Road Land Use Study was before the Board at the hearing. The study found the policies, designation and zoning applicable to the industrial lands to be *inappropriate* and it found that even the rural designation on some of the area could be inappropriate. It recommended that this conclusion be adopted as an interim report and that appropriate policies be adopted as part of the Vaughan Policy Review, a major study in process covering most of the undeveloped area of the Town.

The Board was satisfied that the interim control bylaw was in the public interest as the development of the DeLuca lands could adversely impact future land use policy; the bylaw represented good planning pending completion of the Vaughan Policy Review; and the municipality had a supportable rationale for its actions and had acted expeditiously.

The appeal and the appellants' request for costs were dismissed.

The decision and order are dated September 7, 1990


Source : Decision of the Ontario Municipal Board Interim Control Bylaw 278-89 File : R 890608

Pierre Beeckmans is a senior planner with the Ministry of Municipal Affairs in Toronto.

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MIRROR, MIRROR ON THE WALL....

"All of our planners must become than just land use planners. I want them to be able to work together with social planners, health planners and economic planners among others. I want them all to be able to adopt holistic approaches that make practical sense in regions, local councils, board rooms and work places."

Mrs. Ruth Grier, Minister Responsible For the Greater Toronto Area, in a speech to the Halton Chairman's Workshop, April, 1991

One of the things that characterizes the planning profession is that when we gather in large groups or write about "the profession" in editorials such as this one we tend to get a bit morbid and introspective. We bring out the sackcloth, sprinkle the ashes and generally castigate ourselves as being professionally unworthy. It reminds me of a former president of the United States whose press officer specialized in the pre-emptive self-attack. Whenever the administration did something silly, this gentleman's philosophy was that if anyone was going to dish out the criticism, he was going to get the first look in. Far better that someone knowledgeable tick off the shortcomings...

Once in a while, however, perhaps something more positive is warranted. Next time we look in the mirror and ask "which professional group is doing the most to improve itself?" we should give ourselves a break and bask in some positive feedback.

When reading a quote like the one above, it would be all too easy to nod our heads and say, yes, we must improve. So we must,

but let's not forget that positive change has been occurring for some time.

Back in 1987, the OPPI successfully hosted the national CIP conference, challenging planners from all backgrounds to think constructively about how to contribute to each other's area of expertise. That philosophy seemed to strike a chord. Since then, in keeping with rapidly changing values and an increasingly sympathetic attitude to environmental and social issues, planners throughout Ontario have broadened the base of their Official Plans and written consulting briefs that tend to diminish the gap between the board room and the council chamber.

To recognize this change, the Journal attempts to give credit where it's due. The focus could be on environment, social change, or economic development or whatever, but the context is usually broad and the subject matter varied. If you know about an initiative that deserves some exposure or discussion, please let us know. As far as getting in touch, for the first time in a number of months, I am very pleased to tell you that we have a full complement of regional editors. Please contact them or anyone listed on the masthead. This is your magazine. Your literary "mirror". Let's make sure it reflects some of the good work being done out there.

Glenn Miller,
Editor

LETTERS

We want to hear from you—write us with you comments on the Journal, about articles or matters on your mind.

Send a letter to the OPPI office, or fax it to (416) 483-7830.

PLANNING PROCESS LESS THAN REGULAR

Journal readers may be interested in an information package on environmental assessments produced by MOE

concerning the possible designation of private projects (i.e., subdivisions) under the Environmental Assessment Act for such assessments. Planners not familiar with this backdoor technique to having private projects designated for full Environmental Assessments may find this material enlightening. Also, such planners may find the case decisions of the Environmental Assessment Advisory

Committee to be equally interesting reading.

The literature stresses matters of a non site-specific nature. For instance, the private petitioner can request an investigation into "the adequacy of the planning process" as well as an investigation of "the adequacy of other approvals under legislation such as the Planning Act."

The designation technique does not operate without the sanction of Cabinet. Therefore, one must conclude that planning at the municipal level in Ontario is willingly or otherwise undergoing a slow but definite power struggle at the Provincial level. The answer as to which Ministry of the Provincial Government is going to be in charge of Municipal planning in the next five years is open to debate. At this time it is quite clear that at least two Ministries (Environment and Municipal Affairs) are key players. Of course, under Sections 2 and 3 of the Planning Act, 1983, as interpreted over the last several years, virtually all Ministries with a land use interest may become involved. By

following the process the Ministries of Natural Resources and Housing have become so involved. By default, the Ministry of Agriculture and Food is also thrusting at involvement.

The beauty of the current situation is that development still occurs in Ontario. The reality of it is that the process is becoming constipated.

Wm. S. Addison, MCIP, OPPI

Editor's Note: The MOE package is filed with the OPPI office.

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REDUCING HOUSING COSTS BY OPTIMIZING INFRASTRUCTURE

CAN WE WORK TOGETHER TO REMOVE OBSTACLES TO AFFORDABLE HOUSING?

by Henry Borgdorff, P.Eng.

Consultants may approach the matter of reducing Infrastructure Costs with mixed feelings, particularly in cases when the design fee is a percentage of the total cost. Readers might view this article, then, somewhat like the fox guarding the chicken coop. Even so, I'll do my best to keep the foxes out.

There is probably little about reducing the costs of providing roads, storm drainage, sanitary drainage and water for residential development that has not already been said or written. Also, notwithstanding the opening comments, cost-effectiveness in design and construction is commonly the objective.

It is not my function to analyze to what degree a *One Dollar* reduction in the cost of infrastructure translates into a reduction in the selling price of serviced land. Obviously, many factors influence the translation. For the purposes of this article, then I will concentrate on the cost-effectiveness of designing and building the infrastructure.

In 1976 the then Ontario Ministry of Housing and Municipal Affairs undertook a study of Urban Development Standards. A second edition was published in 1983. In 1982, a Review was undertaken to attempt to establish the impact attributed to the suggestions made in the 1976 study. These studies addressed the altering of Design Standards to achieve enhanced Cost-Effectiveness, and for all infrastructure, in my opinion addressed exactly *the* most important factor influencing the Infrastructure costs.

Different players view the matter of Design Standards from different perspectives. In my experience, two main groups exist. They are identified without criticism, simply as an observation. One group includes the general public and the housing developers. The second group

consists of municipal staff and officials, and approving agencies such as MOE and MNR. House buyers and developers would generally support measures that reduce costs. Similarly, municipal staff and officials, and the people in the approving agencies would support such measures, but they are often influenced by additional items on their agenda, such as the cost of operating and maintaining the systems, and the protection of the environment. Do not misunderstand me.

local streets that are narrower than the municipal Design Standard. The municipality is aware that the motivation is to increase the density, and thus reduce the housing cost. The Public Works Superintendent for the municipality argues that snow storage during the winter will be a problem on these narrower streets, and that in time the residents will demand snow be removed, probably by front-end loader and trucks. He further argues, correctly I think, that

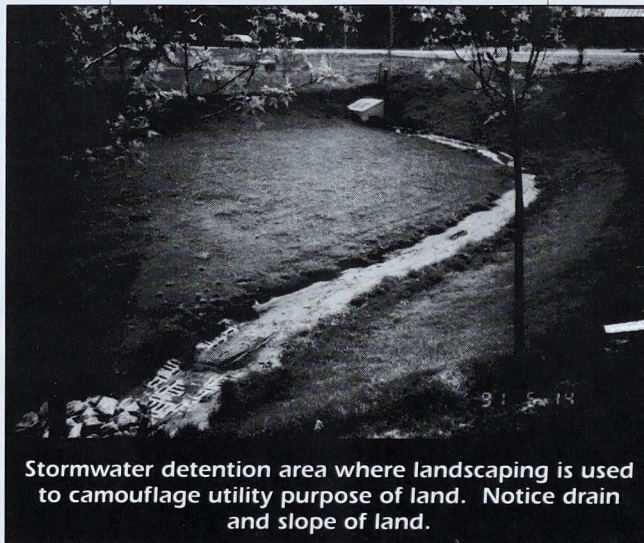
the reduced housing cost in the development will result in an increase in the Public Works snow clearing budget. I think his prediction regarding the demands of the residents is also accurate. The result of these deliberations is likely to be that the reduced roadway width is not approved. Is the rejection good judgment? It depends on your perspective.

2. A second example is noise attenuation. Have you ever tried to estimate the cost of some of the noise barriers along Highway 401? It is not that the attenuation measures are not necessary, but they do *not* reduce the cost of the houses they shield. The fact is that the agency responsible for issuing approval for that

particular feature of a development has its Design Standards, and would, with good reason, argue that decreased housing costs should not be accomplished at the expense of the physical well-being of the residents that who will eventually occupy the houses.

Our increasing environmental consciousness is probably not helping to reduce the cost of housing. Finding the right balance is not a simple matter.

With respect to perceived increased operating costs for Municipalities and revenues from developments built to reduced Design Standard, some work has been done to attempt to quantify the financial impact. There is an indication that there is no net long term difference. The work is insufficient to permit the



Stormwater detention area where landscaping is used to camouflage utility purpose of land. Notice drain and slope of land.

The public is concerned about environmental issues, as are the people in the approving agencies, and, at the municipal level, desire Cost-Effective infrastructure, but their day-to-day responsibilities influence their acceptance of what may be seen as reduced Design Standards.

Then there are the demands of the rate payers who use the systems. If, in an existing system, it is discovered that a problem or inconvenience can be overcome by upgrading a Design Standard, it is very tempting to do exactly that. Let me cite some examples to illustrate the point:

1. The technical staff of a municipality are reviewing a proposed subdivision with pavement widths on some of the minor

conclusion that this is always the case.

The Infrastructure Items which are obviously targets for examination with respect to Design Standards are as follows:

STORM DRAINAGE

Of all the complaints received at municipal offices related to infrastructure, matters relating to Storm Drainage likely top the list. I make this statement to emphasize that the Design Standards adopted cannot be adopted without an awareness of what the community's population considers to be an acceptable performance. For example, how much surface ponding is acceptable and for how long is it acceptable?

The Storm Drainage infrastructure changes that have been suggested as early as 1976 include:

- Reduce storm sewer pipe sizes to accommodate small storms only, and permit larger storm events to flow over the surface;
- Eliminate house service connections from the storm sewer system, use sump pumps as required to drain basements, and let roof downspouts discharge to the surface. Where topographic or ground water conditions demand positive drainage for footing weepers, use the "third pipe" system;
- Design catch-basin spacing in relation

to the capacity for inlets that is required, and perhaps eliminate catch-basin sumps;

- Rather than insisting on a service chamber being built at every change in sewer alignment, use curvilinear (radius) pipe.

As it turns out, the suggested Design Standards in the Urban Development

the permitted increase of overland flows. Offsetting these reductions in costs is the now frequent need to design and construct the Stormwater Management facility.

In the fairly recent past the concept of "Zero Increase in Runoff" has gained general acceptance. The intent of the management of the storm water under the "Zero Increase" concept is

to prevent the storm flow conditions downstream from a new development from being changed due to the development. The engineering solutions to accomplish this "Zero Increase" are varied, their configuration depending on the conditions encountered. Some Stormwater Management facilities occupy a significant area of land, while others involve sizeable underground structures.

In my opinion we are not using the full potential for making surface Stormwater Management facilities fulfill a dual purpose; e.g. Stormwater Management and Parkland.

Since Stormwater Management, however desirable, is not a feature that contributes to the reduction of the cost of housing, all possibilities for reducing its net cost should be explored. Dual purpose use of the land on which the facility is located (often in the form of a shallow pond that has water in it during a rain storm and for a short period after the storm) might well be one way of reducing the net cost.



Notice elaborate gateway complete with landscaping and stone walls for visual and sound buffering.

Standards study of 1976 and 1983 are being implemented, mostly for reasons other than to reduce costs. The elimination of footing drains and roof downspouts connections to storm sewers is taking place in connection with the need to exercise Stormwater Management. Similarly, a general reduction in the sizes of storm sewer pipes is taking place for the same reason, as is



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No storm sewer service connections means that an alternate method of footing drains for houses is necessary. Sump pumps or a service connection to a "third pipe" seem to be the alternatives. To opt for sump pumps is always a little

scary when the Standards are determined, but I believe they are historically, reasonably reliable. The "third pipe" option involves a small diameter sewer paralleling the sanitary sewer, provides positive weeper drainage

without the risk of sewage back-ups and basement flooding, and is reasonably economical. Also, after its installation, the "third pipe" has no energy demands. Site conditions will determine which option is the best.

There is a major cost item on our immediate horizon related to Storm Drainage, viz; Stormwater Treatment. There is in society an increasing awareness that the control of the quality of storm flows discharged into the receiving bodies of water with respect to the pollutants they carry (i.e. metals, oils, silt, etc.) needs to be addressed with the same intensity of scrutiny as is the case with respect to the volumes and rates of discharge.

Whereas, cost savings are possible when using the Design Standards that have been suggested in earlier studies, I have some doubts that the Per Unit Cost is effectively less than before the revised Design Standards began to be used.

SANITARY DRAINAGE

It seems that the only cost saving suggestion related to Sanitary Drainage is that of using "Dualed" service connections. Mostly, in my experience, public works personnel resist "Dualed" service connections, and there is no doubt that "dualled" service connections have the potential for some problems that "Single" service connections do not have. It seems to be a matter of some conjecture as to how extensive such problems really are. Certainly, the number of service trenches crossing the roadway is reduced by "Dualing" the service connections. This alone gives both immediate and long term advantages as those who have been involved with compaction of backfill in service trenches know.

WATER SUPPLY SYSTEMS

The comments in the previous section with respect to "Dualed" service connections apply equally to the water service connections.

Next to Storm Drainage problems, the residents are probably least tolerant of interruptions in their supply of water. This has a bearing on, mostly, valve spacing, since the spacing has a direct bearing on the number of residences affected by any one outage.

A significant feature in the capital cost of a water system is the Design



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From the Ministry's Bookshelves Recent Publications

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Information Bulletin: 1990 Affordable Income and House Price Data

A Planner's Reference to legislation, provincial policies and guidelines 1989 \$5.00

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Bulletin 56 - By-Law Indexing 1986 \$1.00

Cash Management in Municipalities 1986 \$1.00

Understanding Your Financial Statements 1987 \$15.00

Local Government Finance in Ontario 1988 N/A

The Pay Equity Act, 1988: A Guide for Municipalities \$2.50

Municipal Councillor's Manual 1988 \$10.00

Questions about the Freedom of Information Legislation?

The Municipal Freedom of Information and Protection of Privacy Act, 1989 comes into effect on January 1, 1991. Preparing for the Legislation: A Guide for Municipal and Local Boards and A Summary of Bill 49 for Municipalities and Local Boards are two publications available from the Freedom of Information and Privacy Branch, Management Board Secretariat, 18th Floor, 56 Wellesley Street West, Toronto, Ontario M7A 1Z6

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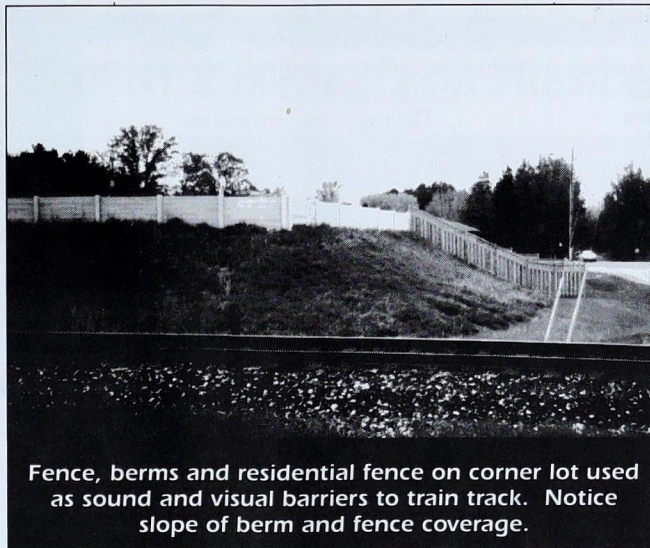
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Standard with respect to the requirements for the system in Culs-de-Sac. There are municipal standards that prohibit dead ends in the system, and this could prove a fairly costly requirement when the number of Culs-de-Sac is significant. Where dead ends are permitted, blow-off requirements are a must, whether by the placement of a hydrant at the very end of the main, or by the placement of a blow-off valve.

The latter may be more economical if the Design Standards permit a significant reduction in the diameter of the water main in the turn-around portion of the Cul-de-Sac.

ROADS

It has been suggested in the studies mentioned above that reduced roadway widths will add to reduce costs. Pavement widths are suggested that vary with road classifications, numbers of fronting residential units and traffic volumes. The pavement width suggested, in increasingly archaic language, vary from 24' for minor local roads to 28' for local roads. Boulevard and sidewalk widths are also suggested, as well as careful analysis of the need for sidewalks for example, in a Cul-De-Sac. Taking a pavement width of 28' and one sidewalk 4' wide would permit about 12' wide boulevards in a right-of-way width of 56'. In locations of heavy snow accumulations, the reduced (from 66') right-of-way width may prove a serious disadvantage, but it seems to me



Fence, berms and residential fence on corner lot used as sound and visual barriers to train track. Notice slope of berm and fence coverage.

that in the majority of municipalities in Ontario, such widths should work fine. The minimum right-of-way width that proves to be workable may not be determined by snow storage requirements, but rather by topography. This is mentioned here to highlight that the Design Standards decided upon are the MINIMUM requirements, and are not necessarily applicable to all developments or even throughout any one particular development. The desirable feature of reduced right-of-way widths, is of course, the relative increase of land area for development, with the associated possibility for increased densities and overall cost reductions.

With respect to sidewalk widths, it is my experience that sidewalk snow clearing equipment in use by municipalities needs at least a width of

five feet (5') to operate without cutting up the sod on boulevards and lawns.

The foregoing does not provide estimates of costs, or estimates of cost reductions that may be achieved. Studies have been done to those ends and are available for the reader's examination and are referenced below. In summary, in order to achieve housing costs that are as low as possible, careful design and attention to detail is essential. It is not really appropriate to continue to insist, for example, on 66' right-of-way widths only because a surveyor's chain used to be 66' long. Also, there is no single major cost reducing item that could be changed

and cause major cost reductions in housing.

I think we need to carefully analyze what can be done throughout the decision-making process. Once this is done society has to have the courage to implement the findings. To design and build all the physical features of developments as cost-effectively as possible is obviously important in the effort to reduce housing costs, but, of ever greater importance is "the set of our collective mind" to achieving the goals.

The title conference was sponsored by the Affordable Housing Committee of York Region and was attended by approximately 100 persons with interest in affordable housing. The purpose of the presentation was to discuss alternative ways by which engineering measures can be undertaken to reduce the development cost of housing. Further information

about other speakers at the conference can be obtained by contacting the Affordable Housing Committee of York Region, 68 Nesbitt Drive, Aurora, Ontario, L4G 2K7, phone number 416-727-5411.

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Henry Borgdorff, P. Eng., is President of Reid and Associates Limited, Consulting Engineers, Planners and Administrative Consultants, Barrie, Ontario.

This paper was presented on October 31st, 1990 in Neumarket, Ontario, as part of a conference on affordable housing entitled "Overcoming the Obstacles".

TALK ABOUT OTTAWALK

The Winter/Spring 1990 issue of *City Magazine* contains an article entitled "Making Ottawa More Walkable." Ottawalk, as it is called, is probably the first association of pedestrians and walkers to be formed in North America, if not the world. Their goal is to turn transportation planning on its head, by putting the pedestrian/walker and the attendant walkway system at the top of the traffic/transit hierarchy, rather than at the bottom as residual, as it usually is.

The group has enlarged its mandate to address other aspects of city living, including safety and crime, community life, democratization of access, pollution and fitness as well.

It is clear from all this that safe, quiet, democratic and enjoyable communities are ones that promote and foster walking. This is a right of all citizens that should be a fundamental aspect of all urban and transportation planning.

PIBC News (October 1990)



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OPPI'S FIRST PRESIDENT RUNNING FOR PRESIDENT-ELECT OF CIP

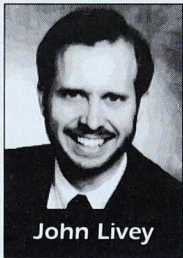
O PPI's first president, John Livey, has thrown his hat into the ring to run for president-elect of CIP. Currently Director of the Metropolitan Toronto Plan Review, John was formerly a planner with the Province of Ontario. He is a graduate of the University of Toronto Planning Program, a member of the Ontario Society for Environmental Management, and President of the Society for Conflict Resolution in Ontario.

As a CIP member since 1976, Livey served on the Central Ontario Chapter (COC) membership committee and as COC Chairman. "Through hard work," he recalls, "we succeeded into amalgamating the four Ontario CIP chapters into the Ontario Professional Planners Institute. As the first OPPI President, I helped initiate an expanded program, the OPPI Journal, public policy statements and a wide range of member services. Having experience on National Council for two years gives me a good perspective on many of the Institute's current initiatives."

Livey says, in his view, CIP has to build on efforts aimed at broadening its influence on public policy and to concentrate on creating high professional standards through all of its activities. This means that CIP has to have effective communications, undertake initiatives such as the Healthy Communities project and provide high quality membership services that encourage members to participate.

"I believe that as the world changes, CIP has to ensure that new ideas and different perspectives are welcomed and integrated into its culture, and efforts are made to broaden participation by seeking out conference and program ideas in related fields."

John Livey is looking for support to help put these ideas into practice and represent the interests of Ontario planners in the national context. Don't forget to vote!



John Livey

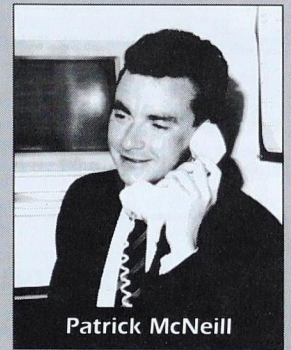
NEW EXECUTIVE OFFICER FOR OPPI

OPPI Council is pleased to announce the appointment of Patrick McNeill as the new Executive Officer effective May 13, 1991. Mr. McNeill brings with him an interesting combination of experience and expertise to this challenging position.

Prior to joining the Institute, Patrick was a Municipal Advisor with the Ministry of Municipal Affairs working out of the Kingston Field Management Office. He was recently involved with an exchange program with the Plans Administration Branch in Toronto. Mr. McNeill also has seven years experience working at the local government level. He was the CAO for the Township of Sidney located in Eastern Ontario.

Patrick has been actively involved in local government and planning issues over the years. He has held a Director's position on the Association of Municipal Clerks and Treasurers and is very much involved in community work.

Mr. McNeill holds a degree in Political Science, a Diploma in Municipal Administration and is currently working towards a Master's Degree in Public Administration at Queen's University. Patrick welcomes your comments and inquiries and he looks forward to working on behalf of the membership of OPPI. A regular article will appear in future editions of the Journal to keep the membership of OPPI apprised of Institute activities and initiatives.



Patrick McNeill

CALL FOR SUBMISSIONS FOR OPPI COMMUNICATION AWARDS

OPPI recognizes planning achievement through a variety of programs. One such program is the annual presentation of OPPI's Communication Awards, which recognize excellence of communication of a planning concept. This year's awards will be presented at the OPPI Annual General Meeting, to be held October 6 to 9, 1991 at the Deerhurst Resort in Muskoka.



WHO MAY ENTER

Any member, corporation or consortium may submit an application providing that at least one member of the team is a member or a provisional member of OPPI.

GEOGRAPHICAL LIMITS

The project must be located within the province of Ontario.

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Nominations for a special journalism award will be accepted.

Eligible entries include a story or series of stories presenting a planning problem, concept or controversy. Nominations may be made by the editor, journalist or OPPI member. Three (3) copies of the story

should accompany the nomination.

APPLICATIONS

A letter of application should accompany all submissions with the following:

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- Abstract of the report, presentation or Workshop/Open House;

- Name and signature of the sponsoring OPPI member or members;
- Name or names to be used on the award;
- The required materials as set out in the Submission Requirements;

NOTE: Material(s) may not be returned.

IMPLEMENTING ONTARIO'S GREENING PROCESS

by Stanley B. Stein



There has been much written and said in the past year about "the greening of the planning process", implementing "greenland strategies" and "sustainable

development". This new mix of planning and environmental jargon reflects the increasing integration of environmental considerations in the planning process.

The events of the last year have seen a significant shift in philosophy and

approach to environmental issues. Until recently, there was consideration of environmental problems in planning, but only at the local or municipal level where attention was generally focused on site or area specific projects. The tensions that arose were generally between proponents of a development and a localized interest group, which sometimes succeeded in marshalling political and therefore municipal support. However, there was no mandate for environmental planning as a cornerstone of provincial and local policy.

The change is manifesting itself in at least two different ways. One of these is a greater focus on natural features such as ravines and wetlands as constraints from which other planning decisions flow. At the organizational level we are also witnessing a change in focus away from political boundaries to consideration of natural environmental units such as drainage areas, and broader resource management areas for planning policies that impact the environment, such as transportation service and waste disposal. In terms of both planning considerations and the organization of decision-making, these changes represent implementation of new policies directed to enhancing and preserving the natural environment or, at the least, minimizing impacts.

There are some very high profile examples. The brief of the federal Royal Commission on the Future of the Toronto Waterfront has been expanded across the entire Greater Toronto Area, from Newcastle to Burlington. It has also changed from a waterfront study to a watershed study. The indications are that Mr. Crombie's interim reports are being greeted with enthusiasm and respect by

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provincial and local governments. The objectives that relate to preservation of natural drainage systems and river valleys, public access to Lake Ontario and provision of recreational opportunities are being applied and steps are being taken to implement the principles and recommendations.

Specifically, sections of the Toronto waterfront are now subject to a zoning order as an area of provincial interest.

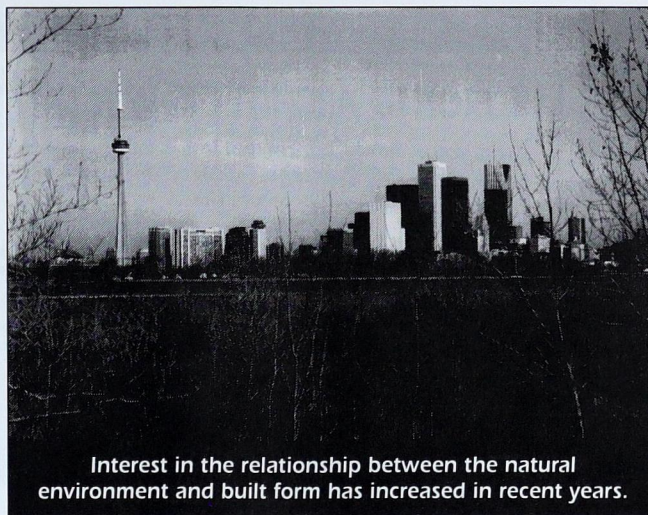
In Scarborough, a recent staff report focuses on Scarborough's waterfront as "an invaluable natural and recreational resource inviting greater use" and proposes new Official Plan policies, to complement those of the new Metropolitan Waterfront Plan currently being drafted, to protect the waterfront and make it more available as a public resource. At the implementation level, it mirrors the Crombie recommendations and calls for a waterfront trail system and points of access to the waterfront. A new innovation is the introduction of design guidelines to control views and manmade structures to ensure that they are in keeping with the waterfront character.

The Ministry of the Environment is asserting a stronger role. In a speech delivered on January 22, 1991, the Honourable Ruth Grier, Minister of the Environment, stated that her Ministry has major new policy directions, the first of which is:

"This is a green government in which environmental concerns will be taken into account in virtually every policy and program."

The Minister went on to say that "the environment, in the broadest possible terms, must become a leading consideration in land use decisions." She applauded the "ecosystem approach" being emphasized by Mr. Crombie and the "Greenlands Strategy" for the Greater Toronto Area prepared by Ron Kanter under the former government.

One of Mr. Kanter's recommendations was that the province declare a general expression of provincial interest in the Oak Ridges Moraine area under Section (2) of the Planning Act. The province has moved in that direction and has issued statements indicating its interest



Interest in the relationship between the natural environment and built form has increased in recent years.

in relation to Official Plan Amendments, rezoning applications outside urban communities and plans of subdivision that have not yet received draft approval.

The Region of York has now issued a "special note regarding the Oak Ridges Moraine" to planning consultants and agents. They advise that the Ministries of Natural Resources and Environment and the Conservation Authorities are already working with a preliminary set of guidelines which impose special review criteria, require additional studies and a demonstration of compliance with the provincial interest statement. It is clear from these guidelines that natural features such as wetlands, deer yards, wildlife nesting and staging areas, and other environmentally sensitive areas will be given greater attention

and that the potential impacts of new development will be assessed more carefully.

Similarly, though not yet proclaimed as provincial policy, the June 1989 draft policy statement on wetlands has become very relevant. The Constance Creek Wetland case in Ottawa provides a good example of intervention by the Ontario Municipal Board, a provincial agency, into local policy that would have authorized development within the wetland. The Board stated that "concern for environmental impact is an integral part of land use planning and this Board must recognize and accept that

concept in the exercise of its jurisdiction." Significant weight was given to the draft wetlands policy even though it has no formal status.

One significant result of this shift in thinking is to change the planning perspective from individual site development to longer term views of future consequences. To achieve this, we

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can anticipate greater provincial involvement in policy formulation, a movement away from counties and local governments to broader regional control and a strengthening of planning at the Regional and super-regional levels. At the same time, the requirements of the environmental assessment process will be reflected in greater participation at local levels by special interest groups and the public at large. Local policies will also evolve. The City of Toronto is already introducing new controls to encourage increased use of solar energy for heating and light, water conservation, waste reduction, and minimization of private transportation.

Planning techniques will also change. More attention will be given to baseline data so that there can be improved measurement of impacts. Indicators of social values and perceptions will become increasingly important. New legislative tools may also be needed to more closely reflect the merger of procedures and considerations under the Planning Act and the Environmental Assessment Act.

There will inevitably be tensions with other government objectives. The costs associated with environmental preservation and high quality infrastructure will undoubtedly affect objectives such as the production of affordable housing. Over time, there will be a sorting out of provincial priorities, but it is clear that change is occurring rapidly and that the role of environmental considerations in the planning process is clearly ascending.

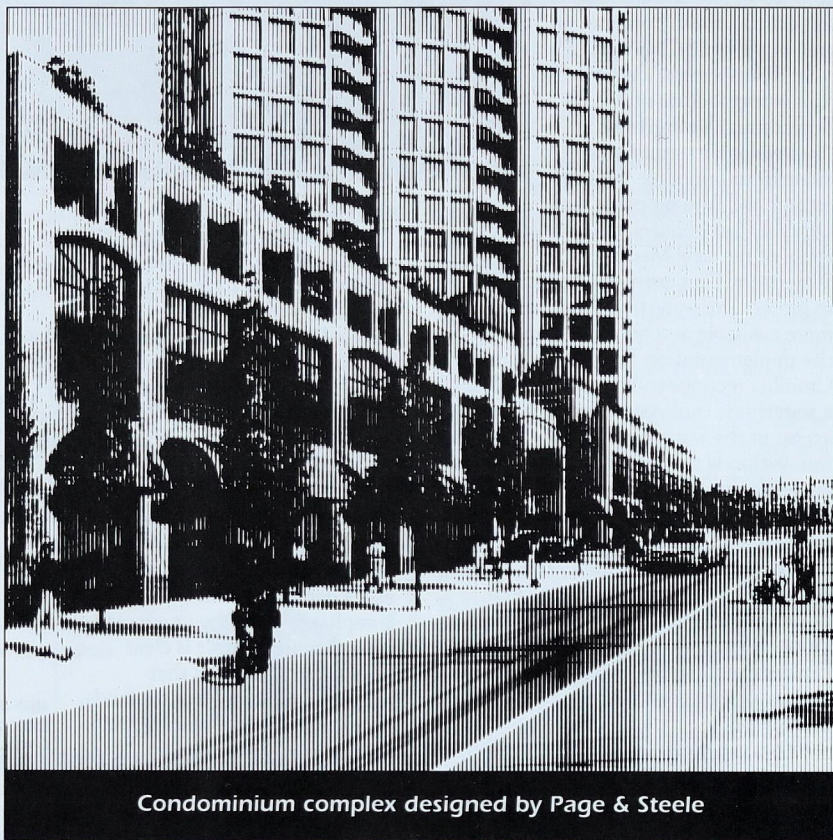
Stanley B. Stein is a partner with the law firm of Osler, Hoskin & Harcourt. This is his second article for the Journal.

TORONTO ARCHITECTS WIN SAN DIEGO'S APPROVAL

A

mixed use condominium and retail complex designed by Page & Steele Architects, of Toronto, for San Diego's waterfront received official approval in record time.

The U.S. \$110 million Harbour Court just passed through the final level of approval by San Diego City Council in record time—less than three weeks after receiving the unanimous approval of the Centre City Development Council (CCDC), the agency orchestrating San Diego's downtown redevelopment.



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THE LOST CONTINENT TRAVELS IN SMALL TOWN AMERICA

BILL BRYSON, ABACUS (SPHERE BOOKS), 1990, 293 PP.

by Jim Helik

It has sometimes been said that some of the wisest observations can come from people who are speaking as novices in their field. It has

also been said that the easiest way to write a book review is to quote liberally from the book being reviewed. Both of these comments are applicable in this instance.

Bill Bryson sets out to see America in *The Lost Continent; Travels In Small Town America*. While initially retracing the route from family vacations of his youth, he comes across a question, namely where is that mythical small town America that is written about, filmed, and quoted so fondly:

"It was inconceivable that a nation so firmly attached to small-town ideals, so dedicated in its fantasies to small-town notions, could not have somewhere built one perfect place — a place of harmony and industry, a place without shopping malls and oceanic parking lots, without factories and drive-in churches."

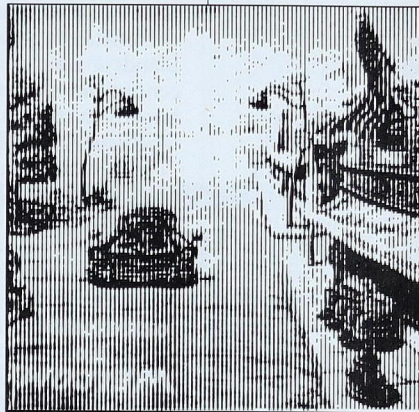
He decides to find it. It is no easy task

for he is confronted by an urban form that had changed from the way he remembered it:

"I got a room in the Heritage Motor Inn, then went out for a walk to try once more to find Carbondale. But there was nothing there. I was perplexed and disillusioned.

Before I had left on the trip I had lain awake at night in my bed in England and pictured myself stopping each evening at a motel in a little city, strolling into town along sidewalks, dining on the blue plate special at Betty's Family Restaurant on the town square, then plugging a scented toothpick in my mouth and going for a stroll around the town, very

probably stopping off at Vern's Midnite Tavern for a couple of draws and a game of eight-ball with the boys or taking in a movie at the Regal or looking in at the Val-Hi Bowling Alley to kibitz the Mid-Week Hairdressers' League matches before rounding off the night with a couple of games of pinball and a grilled cheese sandwich. But here there was no square to stroll to, no Betty's, no blue

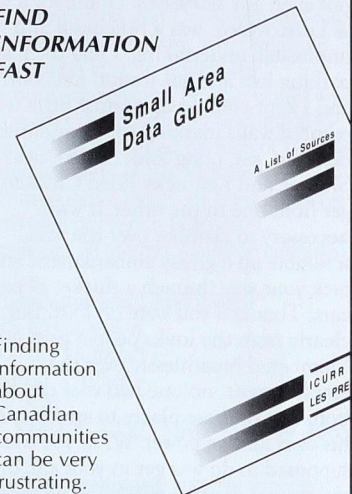


THE LOST CONTINENT
Travels in small town America



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plate specials, no Vern's Midnite Tavern, no movie theatre, no bowling alley. There was no town, just six-lane highways and shopping malls. There were not even any sidewalks. Going for a walk, as I discovered, was a ridiculous and impossible undertaking. I had to cross parking lots and gas station forecourts, and I kept coming up against little white-painted walls marking the boundaries between, say, Long John Silver's Seafood Shoppe and Kentucky Fried Chicken. To get from one to the other, it was necessary to clamber over the wall, scramble up a grassy embankment and pick your way through a thicket of parked cars. That is if you were on foot. But clearly from the looks people gave me as I lumbered breathlessly over the embankment, no one had ever tried to go from one of these places to another under his own motive power. What you were supposed to do was get in your car, drive twelve feet down the street to another parking lot, park the car and get out. Glumly I clambered my way to a Pizza Hut and went inside, where a waitress seated me at a table with a view of the parking lot."

He does find some places of note, such as Savannah:

"I stood agog in Lafayette Square in Savannah, amid brick paths, trickling fountains and dark trees hung with Spanish moss. Before me rose up a cathedral of exquisite linen-fresh whiteness with twin Gothic spires, and around it stood 200-year-old houses of weathered brick, with hurricane shutters that were still clearly used. I did not know that such perfection existed in America...The old cotton warehouses overlooking the river on the Savannah side were splendid. They had been restored without being over-gentrified. They contained boutiques and oyster bars on the ground floor, but the upper floors were left a tad shabby, giving them that requisite raffish air I had been looking for since Hannibal. Some of the shops were just a bit twee, I must admit. One of them was called The Cutest Little Shop in Town, which made me want to have the Quickest Little Puke in the County. A sign on the door said 'Absotively, posilutely no food or drink in shop.' I sank to my knees and thanked God that I had never had to meet the proprietor."

And later Charleston:

"The promontory ended in a level park, where children wheeled and bounced on BMXs and young couples

strolled hand in hand and Frisbees sailed through the long strips of dark and light caused by the lowering sun filtering through the magnolia trees. Every person was youthful, good-looking and well-scrubbed. It was like wandering into a Pepsi commercial."

And even Colonial Williamsburg
"...You would think the millions of people who come to Williamsburg every year would say to each other, 'Gosh, Bobbi, this place is beautiful. Let's go home to Smellville and plant lots of trees and preserve all the fine old buildings.' But in fact that never occurs to them. They just go back and build more parking lots and Pizza Huts."

And he realizes that there are a (limited) number of advantages to the urban form that he finds:

"By the time I reached Tupelo it was dark. Tupelo was a bigger place than I had expected, but by now I was coming to expect things to be not like I expected them to be, if you see what I mean. It had a long, bright strip of shopping malls, motels and gas stations. Hungry and weary, laid out for you — a glittering array of establishments offering every possible human convenience, clean, comfortable, reliable, reasonably-priced places where you could rest, eat, relax and re-equip with the minimum of physical and mental exertion. On top of all this they give you glasses of iced water and free second cups of coffee, not to mention free matchbooks and scented toothpicks wrapped in paper to cheer you on your way."

While Bryson writes with the air of a practiced observer, he is at his wittiest with random comments, such as location

names, "They were all named after mountain passes that sounded like condominium developments for yuppies — Pigeon Gap, Cherry Cove, Wolf Mountain, Bear Trap Gap"; the Washington monument, "Slender and white, shaped like a pencil, it rises 555 feet above the park. It is one of the simplest and yet handsomest structures I know, and all the more impressive when you consider that its massive stones had to be brought from the Nile delta on wooden rollers by Sumerian slaves. I'm sorry, I'm thinking of the Great Pyramids at Giza"; ribbon commercial development, "One of those placeless places that sprout up along the junctions of interstate highways — purplish lit islands of motels, gas stations, shopping centres and fast food places — so brightly lit they must be visible from outer space"; and more on place names, "Through dull rain I drove through the outer suburbs of Cleveland, past signs for places that were all called Something Heights: Richmond Heights, Maple Heights, Garfield Heights, Shaker Heights, University Heights...Curiously the one outstanding characteristic of the surrounding landscape was its singular lack of eminences".

Unlike other cases where humour is used to mask a lack of comprehension, this book is sprinkled with perceptive comments on urban form, historic preservation and urban design. It is well worth the time spent both in locating (published in paperback by Abacus) and reading.

Jim Helik is a consultant with Hemson Consulting Ltd. in Toronto. He is the Journal's book reviewer.

EDUCATION

MONTREAL INTERUNIVERSITY GROUP



A n interuniversity group devoted to the study of Third World cities, and which has adopted the name "Urbanization and Development," has been formed in Montreal. Bringing together scholars from various disciplines, the Montreal Interuniversity Group was recently designated a Centre of Excellence in International Development by the Canadian Agency for International Development (CIDA). "Urbanization and Development" was awarded a major grant by CIDA, enabling it to undertake

a five-year program of research and teaching activities in collaboration with related institutions in developing nations.

"Urbanization and Development" brings together four Montreal-based institutions: INRS-Urbanisation, an interdisciplinary centre of urban and regional studies; l'Institut d'Urbanisme of the University of Montreal; le Département d'études urbaines et tourist of the University of Québec at Montreal (UQAM); and the highly-respected School of Urban Planning at McGill University. "Urbanization and Development" undoubtedly constitutes

- the largest single pool of urban scholars in Canada.

Its five-year research program stresses four major themes:

- **Land and Housing:** research is projected in the areas of comparative land tenure analysis, property rights, housing policy, neighbourhood self-help, heritage conservation and environmental awareness.
- **Urban Management:** projects are planned in the areas of comparative urban administrative structures, urban politics, and the management of urban infrastructure and services.
- **Urban Economic Development:** work is planned in the areas of industrial and office location, urban markets, housing and economic growth, urban transport, and the urban impact of tourism.
- **Population and Social Change:**

research will concentrate on the integration of recent urban migrants, changes in family structures resulting from urbanization, and predictive models of urbanization.

Ultimately, the aim of "Urbanization and Development" is to make the Montreal Interuniversity Group the focus of a truly international network dedicated to urban studies applied to developing countries. Work is currently underway in collaboration with scholars in North Africa, West Africa, the West Indies and East Africa.

Enquires are welcome from graduate students interested in pursuing their studies in the area of urbanization and development. Both the University of Montréal and the University of Québec (INRS/UQAM) offer Ph.D. programs in City Planning and Urban Studies (French is the language of instruction)

and all participating institutions offer masters level degree programs (instruction at McGill is in English). (Many McGill graduates are active members of OPPI.)

"Urbanization and Development" also welcomes enquires from scholars in all nations who wish to undertake collaborative research or who would wish to consider the possibility of coming to Montreal for extended periods of time as invited scholars of the Montreal Interuniversity Group. At least a passive knowledge of French is an asset.

Enquires on all matters should be addressed to:

"Urbanization and Development"

INRS-Urbanisation

3465, rue Durocher

Montréal, Québec

H2X 2C6

Tel.: 514 499-4000 Fax.: 514-499-4065

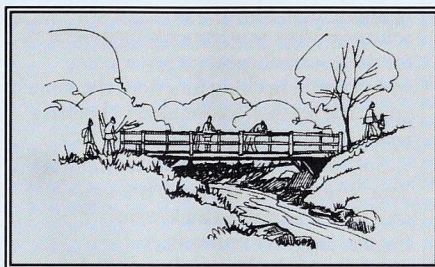
PROVINCIAL NEWS

THE GREATER TORONTO WATERFRONT TRAIL



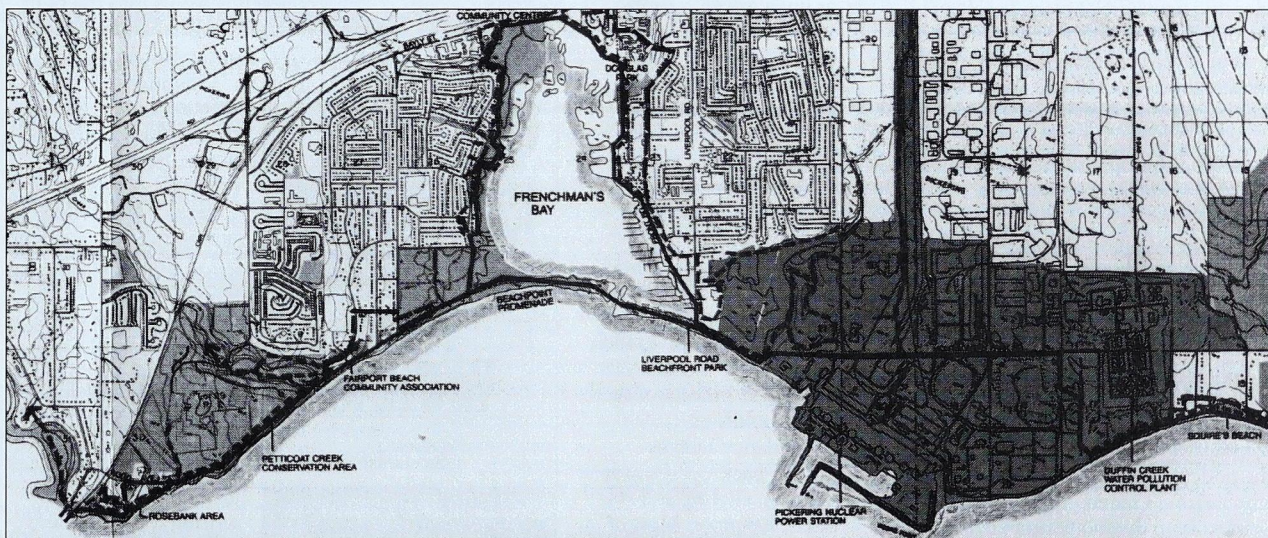
On April 19, 1991, the Honourable Ruth Grier, Minister of the Environment, announced the Province's intentions

to establish a Greater Toronto Waterfront Trail. Following directly from the trendsetting work of the Royal Commission on the Future of the Toronto Waterfront, the trail is to



become the continuous, publicly accessible greenway that ties the GTA together from Burlington to Port Hope while simultaneously enhancing the protection of sensitive natural habitats and creating linkages to the numerous river valley systems feeding into Lake Ontario.

Proposing public/private partnerships to achieve an optimum route which will



THE TRAIL IS TO BECOME THE CONTINUOUS, PUBLICLY ACCESSIBLE TRAIL TYING THE GTA TOGETHER FROM BURLINGTON TO PORT HOPE.

IMPROVE YOUR WRITING WITH GRAMMATIK IV

by Rob Amos

stimulate recreational opportunities by emphasizing the strongest possible connections to the water's edge, implementation of a continuous interim route is anticipated within 2-3 years. For more information, including ultimate and interim trail alignments, contact Duncan Allan, Special Advisor to the Premier, Toronto Waterfront Development, at (416) 365-3076.

The provincial initiative focuses on the section of the trail on either side of Metro Toronto. Work on a trail within Metro has been underway for more than 20 years and continues to be coordinated by Metro, in cooperation with the MTRCA and area municipalities.

AUGUST 1 DEADLINE FOR LAND USE PLANNING POLICY STATEMENT

The Ontario government's Land Use Planning for Housing Policy Statement is fast approaching an important deadline.

August 1, 1991 is the date that 104 "priority" areas were given to adopt official plan amendments and zoning by-laws to reflect policy requirements.

Officials say progress is being made in many areas. Indeed, some municipalities are ahead of schedule in adopting new official plans to reflect the objectives of the policy statement.

"The level of commitment in most areas is good," Ministry of Municipal Affairs Housing Implementation Coordinator, Pat Vanini says. "Planners are seizing this opportunity to lead the way in good planning practices."

Staff from the Ministries of Municipal Affairs and Housing are working closely with municipalities to ensure work plans are proceeding, public meetings are held and zoning laws enacted.

All areas are being monitored and evaluated.

"We know that the government is committed to full implementation of the policy statement, so we are emphasizing to municipalities that we need to keep the momentum going as the deadline approaches," Ms. Vanini said.

Here's a scene in the movie "Dead Poet's Society" where Robin Williams tells

his class of students to tear out the introduction to their English textbooks. The offending pages described a method of poetry appreciation based on purely scientific principles. Poetry, it was argued, is not about rules.

Poetry may have few rules to guide it, but unfortunately for the report writer, prose has many. It's no easy task to remember the difference between "effect" and "affect" or to spot split infinitives in every case. The best answer will always be careful proofreading with a good reference, but technology, as always, has an easier solution. Most word processing programs for the personal computer now come with a spell checking function; the same approach is taken for grammar checking by a program called Grammatik IV.

Sold as "The Easiest Way to Improve Your Writing," Grammatik is a serious tool that attempts to make sense of the English language. At one level the program checks for simple mistakes such as unbalanced quotation marks and incorrect capitalization. The most useful aspect, however, is its ability to flag a wide range of grammatical errors and misused or overused words and phrases. The general philosophy follows Strunk and White's advice to "omit needless words." Examples of common errors noted are misuse of possessives such as using "its" instead of "it's"; split infinitives such as "to boldly go"; redundancy such as "revert back"; and wordy phrases, cliches, and sexist language. Most of the rules that Grammatik IV applies can be

changed to suit individual or corporate needs.

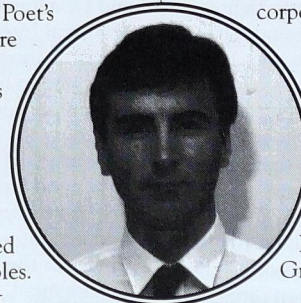
Any document written on a word processor can be checked, but the program works most easily with WordPerfect 5.0 or 5.1, Microsoft Word 5.0, PFS Professional Write 2.0, WordStar 5.0 or later, and XyWrite III. Once

Grammatik is installed, which should be done by someone knowledgeable about these things, any document can

be checked within the above programs by pressing two keys. Other word processors require you to save the document in ASCII text, exit the program and then call up Grammatik IV. The check process works similar to spell checkers insofar as the program highlights likely mistakes, explains the issue, and allows words to be changed, flagged for later change, or left alone. A help screen is available at all times to explain what's going on.

After the review process the readability and clarity of the document is summarized. The authors wisely allow the program to be adapted to suit different styles. Planners are as guilty as any of using jargon. By entering common offending words into the built in dictionary any jargon can be pointed out to the user.

Grammatik is no substitute for careful proofreading and it will not help with major problems or awkward constructions. It does however do an excellent job of fine tuning a document and comes close to making grammar fun to learn. Writing is a key skill for the planner and any tool that can help, as this does, is worth considering. I challenge anyone to put their writing to the test and not come away with a better report.



Robert Amos

Grammatik/Mac

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YOUR
WRITING**

VERSION 2.0
USER'S GUIDE

**Grammatik is written
by Reference Software
and costs around \$75.**

MANAGEMENT ACCOUNTABILITY FOR THE ENVIRONMENT

by John Farrow

I feel I should be doing more about environmental matters, but I am not sure what." This cry from the heart, of a seriously concerned executive from a major corporation who wanted to act, stimulated me to ask others with senior management responsibility how they were dealing with environmental issues from an organizational perspective. Surprise, surprise, this conscience-stricken president was not alone. However, what was unexpected was that many senior managers in the public sector were in the same boat as those in the private sector.

Municipalities and other agencies with regulatory authority have devoted a significant amount of effort to environmental planning as it affects others and have taken initiatives on specific issues, for example, preserving natural areas or treating storm water but few have a comprehensive environmental strategy for the municipal corporation as a whole.

Given that a few leading companies are articulating environmental objectives which they use to guide decision making it cannot be long before public organizations are asked to explain their comprehensive strategy. Public opinion is moving quickly on this matter and organizations need to respond quickly. Planners are one of the key groups that have acted as stewards of the public interest on environmental issues for many years, therefore my solution to the emerging problem is that they now step forward within their organizations, and volunteer to solve this problem.

Having laid this challenge before you, it seems only fair that I outline at least one approach to addressing it. The key issue is that of accountability and I will illustrate the approach by using a municipal example. However, I believe the approach is useful for any board, agency or department. It is widely accepted that everyone and every organization should

take some measure of responsibility for minimizing the negative impacts that human activity has on environment. It is argued that private corporations have a contract with society that involves more than keeping their shareholders and customers happy. Accordingly, boards and management are now being held accountable for the environmental impact of corporate activities. It would seem equitable to extend the same principles to public agencies as accountability on environmental issues usually extend beyond the sometimes narrow interests of one constituency or interest group.

To be accountable, organizations must declare themselves by, establishing for public scrutiny, their environmental goals and outlining a strategy for realizing them. Preparing such a corporate environmental program involves 5 steps:

1. UNDERSTANDING WHERE YOU ARE

This potentially wide ranging analysis can be usefully focused through the identification of issues for the municipality. This can be done through the application of a standard set of questions to counsellors, outside stakeholders (including special interest groups) and staff. The objective is to identify areas where it is perceived that action by the municipal corporation is required and where for some reason no action is being

taken. This could involve activities ranging from, increasing the use of recycled paper, to improving the quality of emissions from municipal vehicles. The objective of this step is to have a preliminary catalogue of issues the municipality might take action on. This assessment phase is used as the basis for the next step.

2. VISIONING

Positioning of the municipality on environment matters is an important step, not only because it will become an

objective that is included in the list with other organizational objectives, but because it will influence spending priorities, operating budgets and regulatory initiatives.

The problem with any vision concerning the environment is that public expectations appear to be moving faster than the willingness to pay increased taxes to address the issue, or so a recent public opinion poll would seem to indicate. Willingness to allocate increased resources to the public treasury to address public policy initiatives is highly dependent on public confidence in the economy. In this situation, the concept of strategic intent is useful; that is to state a clear environmental intent but acknowledge that progress toward the goal will depend upon opportunities for action and resource availability, that will vary from year to year. Articulating an environmental vision is an important first step that should be taken seriously and involve appropriate public consultation.

3. DIRECTION SETTING

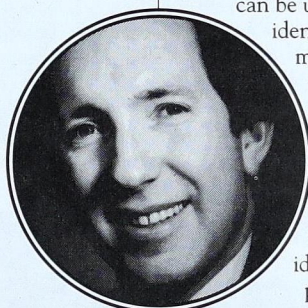
In order to link the long-term vision with the budget, an intermediate step is required. This step provides broad guidelines to departments when setting their budgets and involves council and senior management working together to establish broad spending priorities for a two or three year period, often coincident with the term of the council.

Environmental issues tend to cut across traditional departmental lines and involve initiatives that must be sustained over many years. Therefore, it is important that environmental priorities get firmly established and recognized in the budget.

4. IMPLEMENTATION

This is the most important of all the steps. In municipalities it starts with work on the budget to ensure the appropriate allocation of resources. Closely aligned with this is the allocation of responsibility for action to departments and the development of plans of action to achieve specific results.

continued on page 24



John Farrow



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headquartered in a brand
new \$9.0 million, 67,000
square foot, three-storey
structure located on the
Main Campus at 1460
Oxford Street East, in the
City of London. The
architectural firm of
Adamson & Associates of
Toronto, designed and led

construction together
with Ellis Don, all of
whom constructed an
attractive and functional
design school building in
a period of 15 months.
Laboratories, classrooms,
workshops, studios and
offices with lots of storage
are some of the many new
facilities much needed
and enjoyed by students
and faculty. The
landscape design of a
central court yard with
water fountain, sculptures,
sitting areas, and outdoor
cafeteria area interfacing
with excellent day care
play area (part of the new
early childhood education
program) for the adjacent
building enhances the
exterior building form and
site function. Patrick Li, a
chief landscape architect
for EDA Collaboratives
Inc., was responsible for
landscape design. The
new premises
accommodate the
programs of Urban
Design, Landscape
Design, Industrial Design,

Fashion Design and
Interior Design together
with Advertising Art.

**WHAT IS URBAN
DESIGN AT
FANSHAWE?**

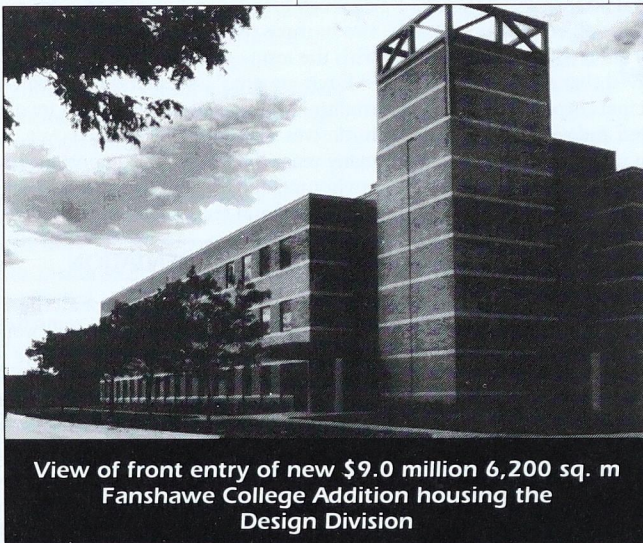
After 17 years,
graduates now are
working in all parts of
Canada, although most
are in Ontario. Many
have continued their
education at university.
The Urban Design
graduate is usually
employed in a planning
agency of public or private
nature and with
engineering and
architectural firms.
Graduates are employed
as planning technicians,
planning technologists,
designers or junior
planners.

The curriculum
comprises 35 percent
URBAN AND RURAL
PLANNING COURSES,
35 percent
ARCHITECTURAL
COURSES and 30

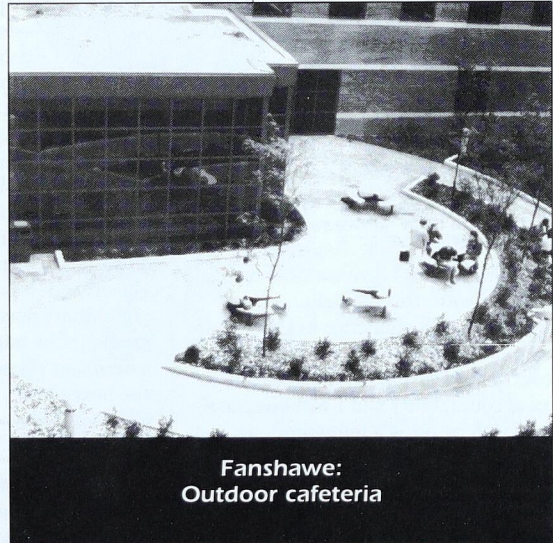
percent other courses
ranging from municipal
engineering to
environmental psychology
and real property law.
With the planning and
architecture courses, there
is an applied component
to each course which is in
the form of a "Studio"
where students do "real-
world" projects such as:
draft plans of a
subdivision, project site
planning, community
improvement plans,
streetscape improvement
plans, model building,
etc.

"Computer-aided
design" and graphics is
now an area of major
concentration. Starting in
September 1991 students
will be instructed from
one half day to one full
day per week in a
Macintosh and/or IBM
laboratory, learning
computer-aided design
and other general
software.

The "chief skills" of
graduates are the ability



**View of front entry of new \$9.0 million 6,200 sq. m
Fanshawe College Addition housing the
Design Division**



**Fanshawe:
Outdoor cafeteria**

to operate the design-based computers, understand the three-dimensional design content of communities, subdivision and site specific projects, and to professionally and graphically illustrate same through their drafting and graphics skills.

Instructors of the program are Laverne Kirkness, who leads the planning component of the program, and Young Min and Ilbert Walker who lead the architectural and computer aided design component.

The School takes pride in hiring practitioners on a part-time basis to offer contemporary practical and applied urban and regional planning. The co-op placement officer is Janice Craik and thanks to her, a very high percentage of our students become employed throughout their co-op terms.

Enrollments are up

with 25 students in first year, 18 students in second year and 15 students in third and graduating year.



NEW DEPUTY COMMISSIONER OF PLANNING FOR METRO TORONTO

On January 30th, 1991, Metro Toronto Council approved the appointment of David Gurin as Deputy Planning Commissioner.

David Gurin was most recently Deputy Commissioner of the New York City Department of Transportation, responsible for the Bureau of Planning and Research. He has a Masters degree

from Harvard University and Bachelor of Arts from Cornell University. His experience includes teaching city planning, transportation and urban economics at Queens College, City University of New York.

David Gurin has had a long-time affection for and interest in Toronto. His first contact occurred in 1959 while studying at Cornell. For a course in local government, David wrote a paper about the politics of creating Metro Toronto.

Another interesting contact David had with Toronto was in 1973, when he examined how New York lost its streetcars but why we kept ours.

David's first job after graduate school was in John F. Kennedy's pilot anti-poverty project, "Mobilization For Youth." Later, he formed "Transportation Alternatives" in New York. It is dedicated to promoting alternatives to the automobile. A contributor to an array of professional journals and popular publications, David wrote for *The Village Voice*, the first alternative newspaper in North America.

HEATHER NOURSE IS NEW CENTRAL EDITOR

We are very pleased to welcome Heather Nourse as our new Central Editor. Heather is a Senior

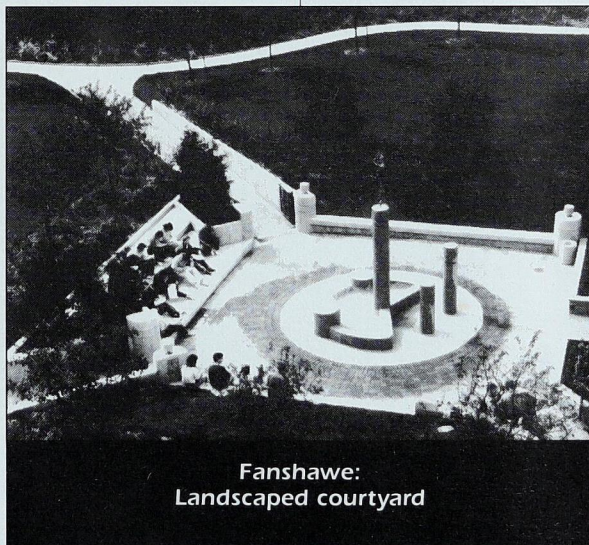
Consultant with Malone Given Parsons Ltd., based in Markham, Ontario.

A graduate of the Urban Planning and Legal Studies programs at the University of Waterloo, Heather has been involved with a diverse range of public and private sector projects, including community planning, comprehensive housing needs analyses in the regions of York and Durham, commercial market and impact assessments, leasing, downtown revitalization strategies and development forecasting.

Heather is currently responsible for assessing the development potential of Oshawa Harbour, determining the economic and market viability of inclusionary zoning in the City of Toronto, and policy formulation for a "transit-friendly" expansion of Orleans in the Ottawa area to accommodate up to 40,000 people. She is also working on development approvals for a large subdivision in Oshawa.

Her professional interests include community, waterfront and transportation planning, as well as housing, environmental management and international development.

As the latest recruit to the Journal's professional team of communicators, Heather would like to hear from planners in the Central district.



Fanshawe:
Landscaped courtyard

**ONTARIO
PROFESSIONAL
PLANNERS
INSTITUTE**

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Toronto, Ontario
M4N 2L2

FIRST CLASS

continued from page 21

From a management perspective, it is important that the action plans have clear objectives and that these objectives are supported by an organization with people who have the appropriate skills. That these people are organized in the appropriate way and that the information and reward systems reinforce the desired behaviour. A final critical issue when addressing the environment is the establishment of a culture that supports environmental responsibility. Such a culture ensures staff are constantly seeking opportunities for environmental improvements.

Most organizations are finding that establishing an environmental strategy requires the addition of some new skills but that more importantly, minor modifications are required to everyone's responsibilities in order to achieve the organization's environmental objectives.

A municipal strategy that incorporates environmental initiatives could address a range of items such as follows:

- a) **programs**-for example the improved collection of household hazardous waste;
- b) **capital works**-for example the purchase of sensitive natural areas;
- c) **purchasing**-for example the upgrading of the vehicle fleet to make it

- more energy efficient;
- d) **operations**-for example the introduction of imaging technology to reduce the use of paper; and
- e) **regulation**-for example to encourage the use of transit.

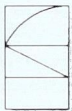
When one takes a management approach to addressing the environmental issues, the scope of actions increases and the responsibility for action becomes clearer.

5. SUSTAINING

Having established a strategy and initiated action the next and biggest challenge is to ensure that attention continues to be paid to these new priorities. In a world of short attention spans and shifting priorities, environmental improvement that requires continuous action over a long period is hard to achieve. Sustaining the commitment requires: firstly, measurable short-term results; secondly, clear responsibility for action; thirdly, an information system that recognizes and reports on environmental achievements and, finally, management and staff that are committed to achieving environmental objectives.

Environmental concerns permeate our society, many people are looking for the opportunity to act on these matters in the work place. Managers in the public sector have a unique opportunity, they have a public that wants action on this topic and the staff within their organizations interested in making it happen. A comprehensive environmental strategy would seem to be essential for most public sector organizations and, in many cases, planners are well positioned to play a leadership role.

John Farrow is partner in charge of the strategic planning practice at Coopers & Lybrand.



**Jonathan Kauffman
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