

ONTARIO PLANNING JOURNAL

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ONTARIO PLANNING JOURNAL

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ONTARIO PROFESSIONAL PLANNERS INSTITUTE

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T H E B I L L B O A R D

NOVEMBER 2

THE AGE OF CYBERSPACE IS UPON US

- An Internet Primer
Speaker: Sam Steinberg, co-founder of Toronto Free Net and author of Business Guide to the Internet. 6.30-8.30 p.m., Metro Reference Library, 789 Yonge Street. Call GTA Program Chair Bohdan Wynnycky at (416) 440-3733.

NOVEMBER 8

DATA HIGHWAY OR LOW-WAY?

Problems of Getting, Using and Distributing Data in the GTA. Ryerson GTA Forum. 9.30 a.m. Jorgenson Hall A344, 350 Victoria Street, Toronto. e-mail Dr Philip Coppack (pcoppack@acs.ryerson.ca)

NOVEMBER 8

GUELPH SERIES ON SUSTAINABILITY IN PRACTICE

(sponsored by Guelph Roundtable on Environment and Economy.)
7.30 p.m. "Health, Wealth and

Sustainability", featuring author Hazel Henderson. Contact OPIRG at (519) 824-2091.

NOVEMBER 29

THE FUTURE OF THE FIRM: TELECOMMUTING

Mrs Steve Shirley/Ms Linda Russell Roundtable Breakfast Seminars sponsored by *Canadian Urban Institute* in Association with OPPI. Call Glenn Miller at (416) 598-1606 ext 284 for information on special rate for OPPI members.

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CREATING A SENSE OF REGION

Hon. David Crombie, P.C. Roundtable Breakfast Seminars sponsored by *Canadian Urban Institute*. Call Glenn Miller at (416) 598-1606 ext 284 for details.

JANUARY 24, 1996

"BUILDING SUSTAINABLE COMMUNITIES."

Several speakers

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CONSERVING LOCAL NATURAL AREAS: WINDSOR'S ENVIRONMENTAL POLICY STUDY

By Bruce Singbush and Neely Law

Like many municipalities, Windsor has recently incorporated policies in its Official Plan to provide for a healthy and sustainable ecosystem. The challenge is to balance the need to conserve local natural areas while accommodating development in a growing urban economy.

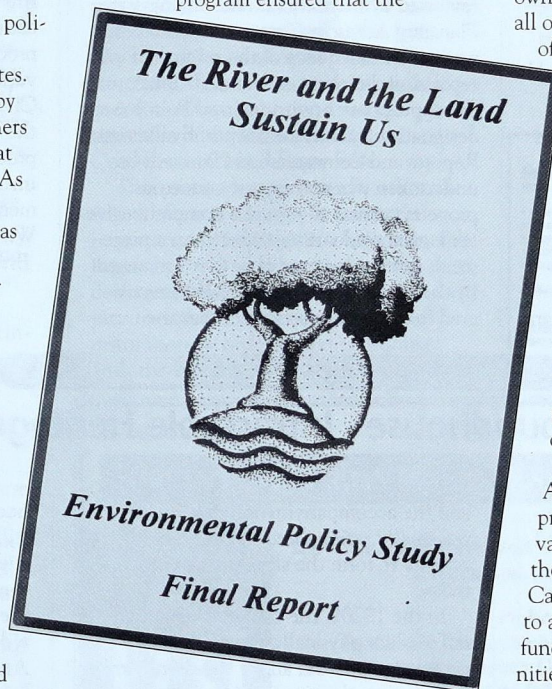
The Environmental Policy Study was authorized by Windsor City Council in June, 1993 based on a strong community desire to conserve the remaining natural areas of the City. This was due, in part, to the fact that a 1992 biological inventory report revealed that only 5% of Windsor's area was left in natural coverage, fragmented among 38 local natural areas, or "Candidate Natural Heritage Sites."

The absence of specific conservation policies and fiscal restraints ruled out the possibility of the City purchasing the sites. Conservation was further complicated by the multiplicity of private property owners (700) who were wary of any policies that impinged on their development rights. As well, any policies or procedures implemented by the City to protect these areas had to take into account provincial reform intended to streamline the planning process.

Faced with these issues, the Environmental Policy Study was designed to identify appropriate environmental policies, strategies, and procedures which were then to be implemented through an amendment to the City's Official Plan, following a six step process. In addition to providing for a framework for the conservation of these remaining natural areas, the study and subsequent amendment included goals, objectives and policies to address: air and water quality; energy conservation; solid waste management; aggregate resource extraction; noise attenuation; stormwater management; floodplain and shoreline areas; utility corridors; sites of contamination; and linkages to and between parkland, waterway corridors and natural areas to foster recreational activities, enhance biodiversity and habitat, and allow the unobstructed move-

ment of wildlife. (More detailed information on these policies areas can be obtained by contacting the City of Windsor Planning Department.)

A broad-based public participation program ensured that the



Environmental Policy Study was accountable to the community. The program also set out to ascertain community values with regard to the natural environment. The study began with a series of community workshops and information sessions designed to identify issues, establish community goals and objec-

tives, and discuss policy options. Through these outreach initiatives, a broad based steering committee, was able to formulate a range of policies and procedures to address both the community's desire for conservation and the other identified issues.

An Environmental Policy Amendment was subsequently adopted by Council in December, 1994 and approved by the Ministry of Municipal Affairs in June, 1995. The amendment provides a complete range of policy options that the City may pursue in order to ensure successful

conservation initiatives in its remaining natural areas, including the outright purchase of all or part of the area; the negotiation of land exchanges with property owners to allow municipal consolidation of all or part of a natural area; the arrangement of leases between private property owners and the City in order allow for appropriate management; development agreements with property owners for the dedication of all or part of the area as a condition of subdivision approval; and, the encouragement of private land stewardship through conservation land tax reductions, stewardship agreements, covenants and the formation of non-profit organizations. The broad range of policy options provides flexibility in the development process while ensuring the conservation of ecologically significant natural areas.

The Environmental Policy Amendment also establishes criteria and processes to help determine the overall value or significance of a natural area to the City. Sites can be redesignated as a Candidate Natural Heritage Site according to a scale based on the area's ecological functions, biodiversity, biological communities, biological species, size, representation, condition, earth science features, and its visual and aesthetic importance to the urban area environment, neighbourhoods and streetscapes. The accompanying figure outlines the redesignation process. Table 1 defines the three possible levels of protection assigned to these natural areas.

Table 1

ENVIRONMENTAL POLICY AREA DESIGNATIONS

ENVIRONMENTAL POLICY AREA 1

An area that is considered to exhibit the highest level of environmental significance and ecological sensitivity within the City and is to be maintained, wherever possible, in its natural state.

ENVIRONMENTAL POLICY AREA 2

An area that can tolerate limited and controlled modifications along the periphery, and where any permitted development must sensitively integrate with the ecological features and function of the area.

ENVIRONMENTAL POLICY AREA 3

An area that exhibits characteristics capable of tolerating development, and where any development would be required to maintain natural landscape features to the greatest extent possible.

In order to assist the City and land owners determine the appropriate Environmental Policy Area designation for a Candidate Natural Heritage Site, the Amendment also introduces two new studies into the existing planning process: Environmental Evaluation Reports and Subwatershed Plans.

Environmental Evaluation Reports are Windsor's version of the provincial Environmental Impact Statement, and are designed to operate in conjunction with a development application for a specific property. Guidelines for the preparation and review of an Environmental Evaluation Report are available to proponents from the Planning Department. Subwatershed plans, on the other hand, are

intended to evaluate larger areas of the City. As such, subwatershed plans are intended to operate in conjunction with broader planning studies, for example secondary plans. Both of these studies are reviewed by the City's Environmental Planning Advisory Committee, which assesses the adequacy of the submitted reports, and makes recommendations on the appropriate Environmental Policy Area designation(s). Environmental Evaluation Reports and Subwatershed Plans will be undertaken where there are numerous property owners to ensure a comprehensive ecological evaluation, rather than a piecemeal, site by site approach. Costs incurred by the City for this service will be recovered from the property owners as the

development progresses within these fragmented areas.

All of the Candidate Natural Heritage Sites and Environmental Policy Areas subject to these new Official Plan policies are identified on the Greenway System Schedule. This schedule allows for quick reference by developers and City staff during the preconsultation stage of the development approval process. As such, this schedule allows municipal staff and developers to know, in advance, all of the applicable environmental policies and studies that may be required by the City in order to process a development application.

The community feedback on the Environmental Policy Amendment is extremely positive. Conservationists view the amendment as a commitment by the City to ensure the conservation of Windsor's remaining natural areas. The property owners of the Candidate Natural Heritage Sites appreciated the opportunities to become involved in the planning process, and as a result, value the range of policy options that the amendment provides.

To date, two of the largest Candidate Natural Heritage Sites within the City (24.8 and 98 hectares in size) have gone through this new process with great success, an indication of the effectiveness of these procedures as a planning tool for the conservation of local natural areas. As a result, the City is confident that these reforms provide the comprehensive series of policies and procedures necessary to ensure the successful integration of conservation and development, where deemed appropriate, within Windsor's remaining natural areas.

Bruce Singbush and Neely Law are planners with the City of Windsor Planning Department.

HERITAGE

The John Street Roundhouse - Intractable Heritage - Good Planning

By Don Loucks



The John Street Roundhouse, the water tower, the coal and sand tower are some of the last remnants of 150 years of Toronto's rail history. These articulate and functional artifacts are muscular reminders of a time when Canada was bound by the steel tracks that criss-crossed the country.

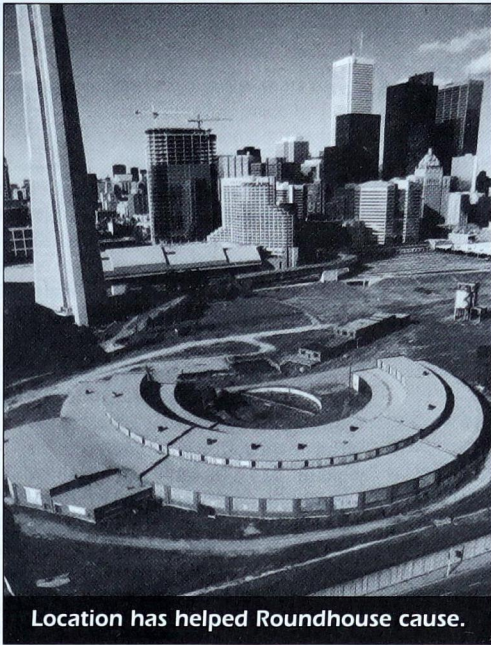
Through the 19th century, competing rail companies struggled to claim space for their stations, depots and marshalling yards between the growing city and the waterfront. Successive waves of prosperity

and the accompanying rail development was finally rationalized by the turn of that century to form the site that we recognize today.

In the 1920's, the construction of the rail viaduct physically elevated this area an average of 5-6m above the then current grade, using almost a million cubic metres of fill. This phenomenal engineering work allowed through traffic - cars, trucks and pedestrians using the north south streets such as Bay and York - to pass under the tracks, eliminating the level crossings and

hours-long lineups. Today, planners are still working on ways to reconnect the city with its waterfront. The Roundhouse and the Railway Lands are potentially one of the most ambitious and extensive urban redevelopment projects in North America, and the future of rail heritage has been the focus of intense debate.

The John Street Roundhouse was completed in 1929 at the higher elevation to replace the previous roundhouse. It is still an extraordinary space. Its massive Douglas fir frame of massive posts and



Location has helped Roundhouse cause.

beams, the 150 m diameter, semi-circular geometry, the repetitive pattern of the 32 locomotive bays and the extraordinary natural light from the glazed rear wall and roof monitor, still evoke the confidence of the railway era. Although it featured the most modern technology of its time, after only two decades of intensive use, diesel had largely replaced steam and by the late 1970s much of this enormous area and its many structures were considered surplus for rail purposes. In 1986 the John Street yard officially ceased operation.

Hotson Bakker Architect's understanding and commitment to the preservation of industrial structures began with Vancouver's Granville Island, and continued with projects such as Forks Market, Winnipeg and the False Creek Roundhouse, for Vancouver's Expo '86, that combine expertise in industrial preservation and effective re-use. Our approach to the Toronto Roundhouse site recognizes that the structures were designed and functioned as places of work, while the layout and use of construction materials reflect economy and the industrial process.

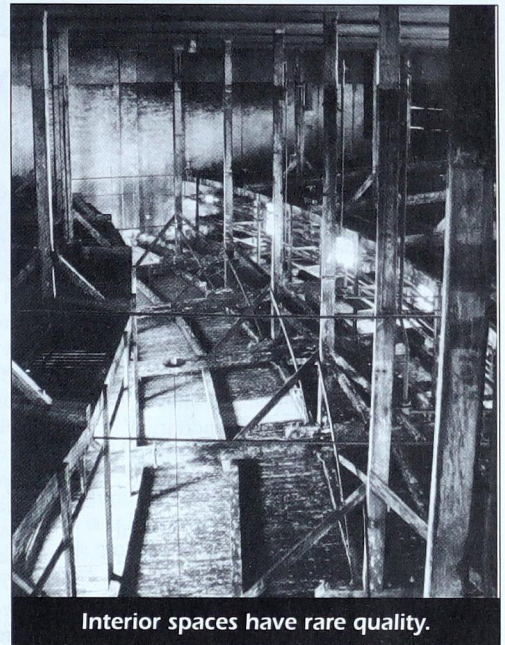
Hotson Bakker has been involved with the John Street Roundhouse since 1988. Only recently, however, has a decade of reports extolling the virtues of railway heritage been turned into action. We have worked closely with a large group of stakeholders, including the present and

future owners, to develop a heritage strategy for the preservation and restoration of the exterior of the Roundhouse in readiness for its eventual reuse. Volunteer members of community rail heritage organizations such as the Canadian Railway Historical Association have also been an articulate voice for heritage and have played an important role in the future for the Roundhouse. At the end of 1994 the Province established the John Street Roundhouse task force which was sponsored by the Waterfront Regeneration Trust.

Their goal was to determine the feasibility and strategy

to create a rail interpretive centre. Last fall, we completed the contract documents for the partial disassembly, reassembly, and restoration of the exterior of the Roundhouse as well as the temporary relocation of assorted other structures. This all has to be carefully coordinated with the construction timetable of the Metro Toronto Convention Centre Expansion.

This process has persistently acknowledged, albeit grudgingly at times, the importance of heritage as a basic principle in good planning. It has been necessary to deal creatively with complex questions of jurisdiction and ownership, as well as restoration techniques and technology, with the tangible results that we can see



Interior spaces have rare quality.

today. This work will help to ensure that the Roundhouse has as an important part to play in Toronto's future as it has had in Toronto's past.

Don Loucks manages the Toronto office of Hotson Bakker Architects. This is his second contribution to the Journal.

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Transportation Paradox

by David Kriger, MCIP

In *Global Paradox*, John Naisbitt argues that as the global economy becomes more integrated, the role for smaller players will expand. I believe that the same will be true for transportation. Taking Ontario as a starting point, consider the following:

- There will be several more rounds of cutbacks in provincial transportation spending. Cuts will not be limited to Ontario, nor to transportation infrastructure.
- Delegation of choice from government to the consumer will continue; this time accompanied by the responsibility for those choices. Full-cost accounting will become the norm for providers of transportation services. This is the real implication of the cutbacks. The move towards user-pay (such as tolls on Highway 407) is gaining momentum around the world. Full-cost accounting of resources will happen also.
- Political jurisdictions will be rationalized, along with the services they provide. Individual school boards in the Ottawa area are already combining school bus services. The GTA commutershed extends halfway to Windsor, and one of the fastest-growing areas in the National Capital Region is Carleton Place, a town just outside the Ottawa-Carleton regional boundaries. Rationalization will happen because many boundaries are now meaningless and because there is not enough money to go around. Equity and accountability demands are already forcing changes to the way resources are allocated. Consumer will benefit by the appearance of seamless, multi-modal transportation services, more in tune with their needs but for which they will pay.
- Transportation tax policies will be rationalized. Gasoline taxes will rise, once consumers fully understand the only choice open to them: build to capacity (for which everyone pays) or let users pay for what they use (a form of congestion pricing). Taxation policies that favour multi-modal integration among

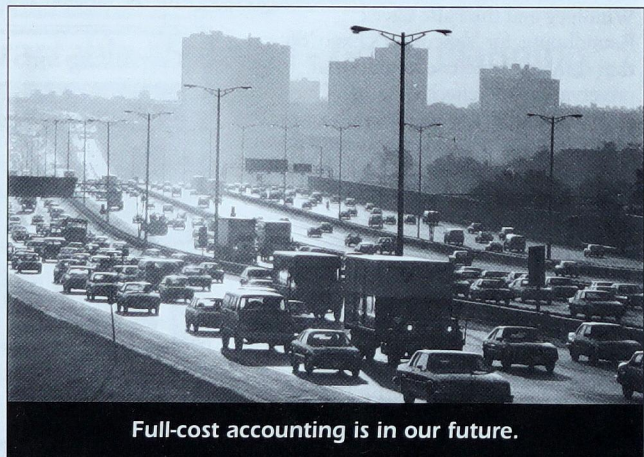
private carriers will be introduced.

- Cooperative competition will spread among Canada's carriers. Since half a customer is better than no customer at all, the exchange of people and goods among different modes will become the norm. One-time competitors will unite to pursue opportunities beyond our borders.
- Information technology will provide a greater reach but will not replace the need to travel. It will shift the way we spend and value our time. The time saved in travelling to work will be used for recreation and touring. Better communications also increase the need to travel.
- Transportation solutions must be bold and innovative. There is no more money to provide services the same old way.
- Transportation plans will be intended to change behaviour, rather than cater to demand. This means that stakeholder consensus will take on a new meaning: not specific to a one-time project, but an ongoing mechanism that brings policies and plans to fruition.
- Public and private partnerships will achieve results that neither sector could achieve alone. Recently I was fascinated to learn of a telecommuting program that was tested by a major high-tech firm. It was motivated by the firm's desire to avoid investment in new office space by making it more convenient for employees to work at home. How many vehicles would be taken off the road if other firms had the same motivations? Government's role here could be to provide

the know-how, leaving implementation to the individual firm. Opportunities abound for similar public/private programs that benefit both partners.

- Transportation planners will follow the transportation industry into the global economy. Proposed investments in infrastructure and development will be evaluated less in terms of local impacts, than in terms of broader issues: who ultimately pays, who ultimately gains, what are the national (provincial, sectorial) economic development impacts. We may see our passports more often than our home office, but the opportunities will be limitless. Made-in-Ontario solutions will be seen as often (or more often) outside the province as within.
 - Technology transfer will become technology exchange. We will spend more time planning for efficiency and optimal use of resources, which is what rapidly developing economies in Asia and South America have been doing for some time. We will be seen as leaders not so much in exporting new ideas, but in being able to apply techniques from overseas at home.
- Paradox? No; just keeping in tune with the times.

David Kriger is the Journal's contributing editor on Transportation. He works with Delcan...usually at home base in Ottawa.



Full-cost accounting is in our future.



Think back a few years to a short opinion piece by Jane Jacobs. Remember the furor that resulted from her casual comment that planners are brain dead? Fast forward to the recent past, when the Globe & Mail's John Barber took a detailed look at the state of our cities (Mending Our Lovely Metros. September 9, 1995). The first item on a prescriptive list of solutions carried in a sidebar was "Abolish modern planning. Of all the many 'modernisms' in the 20th century, planning remains the most resilient and the most shopworn. It is time to retire it."

The response within the profession to this statement (as far as I can tell) has been conspicuously low-key. Like none!

Is this because we don't think the point is worth debating? Certainly not. In fact, when read in context with John Barber's lengthy article, there is ample material in the piece to warrant a lively exchange of views. No. The problem has more to do with what is happening in the rest of the world, particularly as it affects planners in Ontario. The fact is, we all too busy taking care of business.

The work of the last four years on Bill 163 is set to be dismantled. Every government department, agency or institution dependent on government funding is facing massive cuts, and this

Abolish Modern Planning - Okay, But Can I Get Back To You?

is inevitably affecting the pace and availability of consulting work in the province. Funding for transit operations is being slashed, housing projects have been cancelled, and everyone in the GTA is bracing for a round of reorganization that could completely remake the political landscape. While removing duplication in government can only enhance the credibility of planning, the changes are happening with what appears to be an uneven degree of thought. The Environmental Assessment Advisory Committee, which has provided important commentary on the quality of decision-making in the province over the years, has been chopped (just at the time when MNR is embroiled in a messy project to sanction mining sand and gravel from the bed of Lake Ontario). The list could go on.

There is a lot happening, at a more rapid pace than most can remember. The OPPI is at least being kept informed of most events that directly affect the profession, but nobody is pretending that this is business as usual.

Let's hope that during these turbulent times we can collectively find the energy to continue to work to protect the things we believe in.

Glenn Miller,
Editor

LETTERS

SEAMLESS TRANSIT, POLITICAL MANOUVRES

I was intrigued by Glenn Miller's most recent editorial (The Commonsense Revolution - What's In Store For Planners?). A sentence referring to the possibility of a single transit agency and the impact on governance in the GTA caught my attention. I believe the results of the Golden Commission may have a profound impact on development in the GTA. My interest lies in the power struggles yet to erupt. The lines are already being drawn in the sand.

How would a GTA-wide transit authority further upset the apple-cart? Imagine an authority with almost as much power as the MTO, with a budget of similar size. What will be the implications of budget allocation and what sort of alliances will be built to obtain a portion of the pie?

The impact on planning is obvious and significant. Developments are already restricted based on insufficient road space, the only saving grace for developers being the promise of new public transit. A clear example is the new development potential surrounding the Sheppard subway line. If public tran-

sit funds and associated expanded systems were under the custody of a GTA-wide organization, it might become a pivotal agency in the determination of where and when development can take place.

I laud the integration of transit "seamlessly" across the GTA, but will a GTA transit authority assist in resolving transportation issues or simply enlarge the political arena?

Sally Brady, MCIP, RPP
Principal of Streetscapes.

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Think globally, act locally

by John Farrow



The motto of the environmental movement is spreading to the world of business and multinational corporations. In a world dominated by trading blocs like the EU and NAFTA, the influence of nation states has diminished, and cities and regions are assuming more responsibility for creating business opportunities and jobs. In order to compete, communities need to do three things:

- understand the global forces that are shaping the economy;
- stay abreast of how business competes in the global arena; and
- consider whether and how they can be

effective business partners in this competitive environment.

MY GLOBAL ECONOMY INCLUDES ONTARIO

Or, to be more specific, it includes any community that accommodates businesses that sell products or services that compete with those from other centres. The force that drives this ever-intensifying global competition is continual improvements to communications.

Today's consumers shop the world for innovation and value for their money. Suppliers respond by offering more and more for less and less. This involves suppliers in a constant search for new products

and services, new process technologies and cheaper inputs.

As if this were not enough, Canada is experiencing a dramatic change in the structure of its economy as global forces disrupt our traditional reliance on natural resources. There are now new suppliers of natural resources: minerals come from South Africa and South America and grain from the former Soviet Union.

Global forces are also changing how multinational companies and nation states conduct their affairs. Multinationals are delegating more responsibilities to operating divisions while expanding their global reach. Nation-states are joining regional trading blocs like the EU and NAFTA, while local authorities demand the devolu-

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tion of more power.

THE NEW CORPORATE REALITY

Local business (whether locally owned or divisions of multinational companies) provides the foundation for a community's economic success. However, global competition is changing the way organizations compete. Most multidivisional organizations have reduced the scope of their operations to focus on their "core businesses," where they can add the greatest value. This strategy means establishing stable, long term alliances with a network of suppliers, and improving efficiency.

Car companies, for example, recognizing the importance of good-quality components to the success of their products, need to improve the quality of supplier inputs. In return for long term contracts, they ask suppliers to meet higher performance standards. They also support supplier efforts through R&D, advice on design, and financing for equipment.

Car companies are also improving the efficiency of their sales and distribution networks by introducing ordering, billing and inventory management systems that make it easier and cheaper for dealerships to run their businesses.

New supplier relationships and the search for efficiency have led to the widespread use of just-in-time supply techniques. This concept, which helps reduce inventories at all stages in the production cycle, depends on exacting delivery schedules in which roads are an important part of the production line. A delay to a truck's schedule can disrupt production in the plant.

Just-in-time supply has given governments a new role in the production process as they are now responsible for part of the production network. This expanded role is not limited to hard infrastructure. As Peter Drucker states, the future economic success of most North American communities is

closely linked to the effectiveness of their education institutions in attracting and developing the talent. The new economy is based on brains. Universities are the suppliers of this raw material and organizations that want to attract the best graduates frequently locate close to good universities.

Businesses are changing to stay competitive by emphasizing partnerships, which requires a new approach by management. This same management group must bring a new attitude to its relationships with government. Even the local divisions of multinational corporations will be looking for value-added local partnerships with local government agencies. They expect supportive attitudes from partners and from government.

PARTNERING IS A SKILL

The degree to which communities should be concerned about partnering depends on the extent to which they want to provide a home for businesses that compete in the global economy. For these communities, learning to be a good partner is an important competitive advantage. This partnering process has six main steps.

1. Assess community strengths and weaknesses. A good partner knows and shares weaknesses as well as strengths. This requires knowledge of changing business needs and of the competition as well as self-knowledge beyond local boosterism.
2. Determine which key partners are most important to the economic future of the community. This will be those who are or can be players outside the local market.
3. Assess the interest and needs of target partners. Partnerships are built on

trust and this cannot be built overnight. Moreover, partnerships cannot be built if one party is not interested.

4. Draw up a long-term plan that spells out how the community can participate and what the community expects in return.
5. Deliver what you promise. This is not always easy because of the nature of the political process and the large numbers of stakeholders, so don't make promises that cannot be fulfilled. If possible, overdeliver to build credibility.
6. Reassess the relationship regularly. Be realistic and sympathetic: realistic about your own shortcomings and sympathetic about failures on the part of the other party. Remember, some failures are inevitable and the primary objective is to build the relationship, not allocate blame for failure.

Global forces are changing the way we think, behave and live. In such a world how local governments relate to their constituents will also change. Business enterprises are confronted more immediately with standards of performance set in a global marketplace. Planners have a new role to play in helping meet this challenge, which requires a new vision, a long-term perspective and consensus building skills.

John Farrow is President of the Canadian Urban Institute, based in Toronto. He has been a contributing editor to the Journal since its inception in 1986. A looseleaf compendium of his articles, together with a retrospective on a decade of writing on management topics, will be available next spring through the OPPI office as part of the 10th Anniversary of OPPI. Please contact the office to place your order.

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New Directions For Housing: Stay Tuned

by Linda Lapointe

What is the direction of the newly-elected government on housing policy? No one seems to know for sure – except that non-profit housing will probably be replaced by shelter allowances. A review of the Common Sense Revolution handbook and two speeches by Al Leach, the Minister of Municipal Affairs and

Housing, provide some clues about the government's direction.

HOUSING IS NOT A PRIORITY FOR THIS GOVERNMENT

Housing is not considered a priority area for government. Public financing will be directed to essential services (health care, law enforcement and education). Leach stated: "We believe that government doesn't belong in the business of housing. ...construction of housing is best left to the private sector. ... the government's role is to create a climate where the private sector will have the opportunities to play its part."

With this philosophy in mind, the government will be reviewing Rent Control and looking at a variety of options for the

more than 84,000 units owned by the Ontario Housing Corporation (including selling some dwelling units to current tenants).

EMPHASIS ON DEREGULATION AND CUTTING RED TAPE

A major theme of the new government is the need to eliminate "unnecessary red tape and reduce the regulatory burden" facing the development and construction industry. We will have to wait and see what happens in the coming months regarding Bill 163 and the related housing policy statement and implementation guideline.

OPPI'S ROLE IN THE INDUSTRY CALLED HOUSING

The lower level of priority given to housing by the government gives planners an opportunity to work with other groups to provide input on housing matters, e.g., options for meeting affordable housing needs, intensification and public housing. However, planners need to articulate their views before they can be heard. Let me know if you are interested in being involved in this undertaking. Or submit your views for future consideration for the Journal.

Linda Lapointe is President of Lapointe Consulting Ltd. She can be reached at (416) 323-0807, or e-mail 74364.2357@compuserve.com. She is a member of OPPI's policy committee and with this column, begins a series as contributing editor on housing for the Journal.

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Home Remedies: Rethinking Canadian Housing Policy

George Fallis et al., Toronto: C.D. Howe
Institute, 1995

Review by Michael Johnson

In Home Remedies, sixth in a 15-volume series called "The Social Policy Challenge," six different commentators get a chance to wrestle with the issue of housing. "Rethinking Canadian housing policy" was the aim of this book, but its main accomplishment is to demonstrate just how far apart various expert commentators are on the issue.

Two contributions are of special interest to planners in that they view housing problems within the wider context of urban management and growth, but they approach the issue from diametrically opposed views of what constitutes good planning.

Michael Poulton urges what could well be called "Bring back the 1950s" planning: bringing lots of quick and cheap land on the urban fringe into development for single-family houses in areas zoned for this housing form alone. This admittedly results in greater auto dependency, with all its economic and land use implications, but that is all right, because "the car is unassailable" as the preferred means of urban transporta-

tion. "Low income is not a barrier" to car ownership and therefore suburban living, as low-income car owners find ways to lower the annual running costs.

Poulton maintains that "pollution is simply not a day-to-day problem," and that lower densities result in low ambient pollution levels. He notes the advantages of illegal suites in providing modest, low-cost housing without government intervention or expense while helping homeowners bear the costs of ownership. However, he advocates keeping them illegal as a means of strengthening property values.

On the other hand, in "Bringing Housing Back into the Urban Equation," Michael H. and Julie Y. Seelig urge urban, rather than suburban, solutions, citing Jane Jacobs and today's neotraditionalists, reurbanizers and densifiers. They note the growth of the "ageographic" community made possible by telecommuting, and note an encouraging number of people who choose to live in new "urban villages." They fail, however, to acknowledge that

the same force frees people to live in exurbia, penturbia or whatever non-urban and non-suburban living is called.

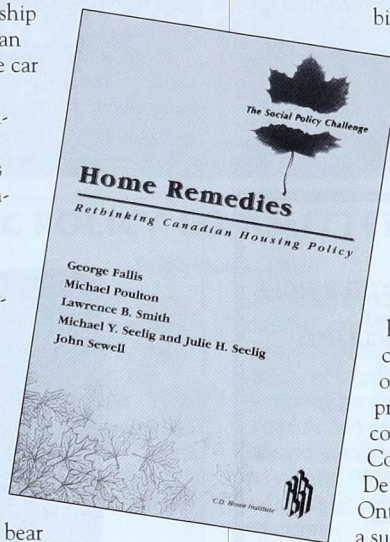
The final essay is by the contributor who had the advantage of reading the others first, John Sewell. Instead of summarizing his 1994 book, *Houses and Homes*, he notes the incoherence of housing policy up until now, citing as evidence the previous articles in the book. He proposes a means of seeking common ground similar to his Commission on Planning and Development Reform in Ontario. He considers its results a success in that it quickly resulted in new legislation and

has been widely accepted (although it is now under attack from the new government.)

Sewell's essay could easily serve as a job description for himself, but one must admit that his suggestion could pull housing policy out of its current impasse.

Nothing else has, as this volume clearly demonstrates.

Michael Johnson is a frequent contributor to the Journal who has recently become a full member.



PROFESSIONAL PRACTICE

"Les Etats Généraux du Paysage Québécois": A model for Ontario?

Alicia I. Bulwik, MRAIC, MCIP, RPP

Between June 15 and 18, 1995, members of thirteen professional associations from the province of Quebec, including planners, architects, geographers, biologists, and forest engineers, gathered in Quebec City to examine matters related to the planning of cities, regions and their environment from an interdisciplinary approach.

I must confess that when I first saw the word "paysage" in the conference materials, I saw a postcard of Quebec rural scenery in my mind. As the conference evolved, how-

ever, I learned that "paysage" should not be literally translated as "landscape," but denoted a more comprehensive notion of place in which all sorts of activities take place, both human and non-human, territorial and cultural, virtual and real. From its natural evolution to its continuous degradation, "paysage" has its own dynamic. Planners and other professionals can affect the pace and incidence of this dynamic.

Dominique Baillard of Hydro-Quebec presented a method for assessing the environmental impact of hydro transmission

lines on urban and rural environments, which included a process whereby public input is sought for making decisions on the location and design of the components of the lines. Local residents might be asked how much they would be willing to pay to mitigate visual damage to the surrounding landscape.

Jacques Robert, Adjoint Professor, Economic Science Department, University of Montreal, spoke about the use of market mechanisms for government intervention in planning. An U.S. example was cited in which environmental damage charges

became a source of government revenue.

A highlight of this event was a plenary session called "Vision du Paysage." We watched an audio-visual presentation about beneficial and harmful human actions that affect the built and natural environment and listened to a number of speakers, including Pierre Dansereau, who made an outstanding presentation on the evolution

of the relationship between humans and their environment. Quebec planners tell me that Dansereau is to Quebec planners what Hans Blumenfeld was to Ontario planners.

There are not that many opportunities where professionals come out of their professional "silos" and get together to focus on just one issue: our habitat. Perhaps a

similar multidisciplinary event could be organized in Ontario.

Alicia is a Senior Planner with the City of Scarborough.

She formerly worked for Argentina's National Development and Housing Secretariat, and as a university teacher and private consultant in Argentina.



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OPPI Notebook

A BI-MONTHLY ROUNDUP OF OPPI COUNCIL NEWS AND ACTION

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PUBLIC POLICY COMMITTEE REPORT

by Ron Shishido, Chair

The new Conservative government in Ontario is putting the heat on the planning reform program instituted by the NDP. During the election campaign, the Tories said that they would repeal Bill 163 in its entirety. That action would have wasted the efforts made by our members who participated on numerous provincial advisory committees and working groups related to planning reform.

The new planning system can be improved through selected program changes. We are prepared to work with the new government to develop solutions that will be supported by stakeholders in all sectors.

At this point we understand that the government is leaning towards a "surgical" approach, keeping the "healthy" parts while removing perceived malignancies. Members of OPPI will meet with the Deputy Minister of Municipal Affairs and Housing to convey our views regarding the planning reform program and to reaffirm our commitment to working with the province to improve the planning system. We will report on the results of our meeting with the Deputy Minister in the next issue of the Journal.

One element of the planning reform program that seems to

have made it through the new government's "medical" examination is alternative dispute resolution (ADR). OPPI is working with the Ministry of Municipal Affairs and Housing and the Society for Conflict Resolution in Ontario to design and deliver a two module education and training program on ADR techniques. The course is designed to address real-life situations experienced by the practising planner.

A consultant was retained in August 1995 to prepare and present Module 1 of the ADR course, and an advisory board representing the wider planning community has been established to provide informal comments on course design and delivery. The first offering of Module 1 is scheduled for October 1995.

If you are interested in the ADR course or would like to get involved in the initiatives of the Public Policy Committee, please call me at (416) 229-4646 or fax (416) 229-4692.

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MOVING ON TO FULL MEMBERSHIP

by Kim Warburton
Vice President Membership

Many provisional members are taking the final steps towards full membership. Recently 36 people completed the pilot membership course in Toronto. All the participants successfully completed Exam B, and although not everyone has completed Exam A, the pass rate is currently over 90 percent. Based on the positive feedback and evaluation of the course, OPPI will be offering the course in selected locations (yes, there will be offerings outside the GTA!) this fall.



Steve Sajatovic, Carol Munroe and Mark Dorfman - examiners in action.

Our outreach campaign has succeeded in attracting 334 new members to OPPI. Congratulations and welcome to all! We are well on the way to reaching our target of 506 new members by October 1996. The outreach committee met recently to discuss strategies for

increasing participation and membership in OPPI, particularly in workplaces with large numbers of practising planners. We are also embarking on an ambitious visiting and speaking program aimed at all universities with recognized planning programs.

The membership committee has added a number of new markers for both Exam A and Exam B. There is still room for more, so if you are interested in becoming an examiner, please let us know.

Feedback, questions, and concerns are always welcome.

Contact either Kim Warburton (416) 255-1392 or Kevin Harper (416) 483-1873 or 1-800-668-1448 about membership matters.



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PLANNING FOR OUR FUTURE

Downsizing. Program review. Budget cuts. Virtual corporations. Workfare. The world into which recent planning graduates are being propelled is a more competitive and less forgiving place to begin a career as a planner. Fewer planning jobs and increasing numbers of laid-off planners with years of experience do not add up to promising job prospects. Many aspiring planners leaving the relative safety of university programs are confronted with the possibility that they may be unable to pursue their desired career.

The traditional route to a permanent planning job typically involved gaining basic experience through summer jobs, and then graduating into an entry level position in a pri-

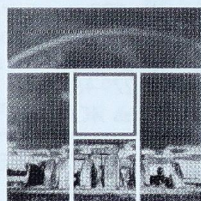
vate or public sector planning department. After 10 or 20 years moving up through the ranks of permanent employment, some planners might become independent consultants.

The changes to the 1990s workplace have turned this career path on its head. Permanent work is becoming a thing of the past; pursuing contracts is the thing to do. The fact is, while a planning education may develop skills that are critical to providing for a better world, the typical university program provides students with few of the skills they need to make money.

Developing a career as a planner presents every graduate with an immense personal challenge. The graduates who find their place in the profession are also confronted with a second, even greater challenge: that of ensuring that the profession itself maintains its vital and meaningful role in a climate of economic insecurity. After all, we will eventually become the next generation of planners.

Michel Frojmovic, member, CORG*
Michel Frojmovic graduated from McGill University's School of Urban Planning three years ago. He is currently living in Ottawa where he is working as a planning consultant, something he hadn't planned on doing for another 10 years.

*OPPI's Career Opportunities for Recent Graduates working group (CORG) provides a forum for individuals interested in promoting the career development of planning graduates and the development of the planning profession as a whole. For further information, contact the OPPI office.



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COUNCIL REPORT: INSTITUTE FOCUSES ON PROGRAMS AND SERVICES FOR MEMBERS

OPPI Council met in Toronto on June 23, 1995. The following are the highlights of the decisions and actions of Council.

SEALED WITH AN "RPP"

With the passage of the OPPI Act and the increasing recognition of the designation "Registered Professional Planner," Council approved a recommendation to make custom seals and stamps available to members.

NEW OUTREACH MEMBER

Don Granger of Mohawk College was appointed to the Membership Outreach

Committee. Don recently completed a term as Mayor of Flamborough and thought this committee could put his volunteer talents and skills to good use (they can!).

OMB LIAISON

Council adopted the recommendations of the OMB Liaison Committee to make a presentation to the full board later this fall, and to participate in the joint preparation of an OMB Practice Direction on witness statements.

MEMBERSHIP COURSE GOES PROVINCIAL

Robert Maddocks, Chair of the Professional Development Committee, reported that the pilot membership course has been declared a success and plans are under way to deliver it in each of the four districts over the next year. Provisional members should watch for further

details in the mail.

AWARDS PROGRAMS REVIEWED

The Public Presence Committee reported that it has reviewed the criteria for both the Communications and Member Service awards and will make several amendments. Council directed the Committee to implement the changes for the 1995 awards presentations at the 1995 AGM in October.

RECENT GRADUATES MAKING THEIR WAY

The proposal of the Career Opportunities for Recent Graduates Working Group (CORG) to develop a skills databank of members seeking employment was approved in principle by Council, with a request to work out the details on the program for final approval later this Fall.

CONGRATULATIONS TO NEW MEMBERS

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A. Scott Amos	SD	City of Waterloo
Janet E. Amos	CD	Region of Halton
Carol E. Birch	CD	M.M. Dillon Limited
M. Anne Bouck	SD	Town of Milton
Barry J. Brooks	CD	City of Toronto
Lisa X. Christie	CD	City of Etobicoke
Dipak R. Dhrona	CD	Mun. Of Metropolitan Toronto
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Thomas G. Gettinby	CD	Township of Brock
Susan L. Girt	CD	Proctor & Redfern Limited
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Jeremy Grant	CD	Seaton Group
S. Robert Hazra	CD	Miller O'Dell Planning Assoc.
Stanley J. Holiday	CD	City of Vaughan
Judith Jeffers	CD	Town of Richmond Hill
Michael F. Johnson	CD	
Peter A. Josephs	CD	Peter A. Josephs & Assoc.
Kevin C. Kennedy	CD	Gartner Lee Limited
Frank A. Kenyeres	CD	Reg. Mun. of Hamilton Wentworth
Joanne M. Magee	CD	Town of Oakville

Ruth M. Marland Bryan	CD	Walker, Nott, Dragicevic Assoc.
Lindsay Mills	OD	Out of Province
Rosalind E. Minaji	CD	City of Burlington
Elisabeth Mueller	CD	Town of Whitby
Mauro Peverini	CD	City of Vaughan
Glen M. Richardson	SD	Reg. Mun. of Haldimand Norfolk
Yvette Rybensky	SD	City of Cambridge
Stefan A. Savelli	CD	Town of Dundas
Timothy J. Simpson	ED	Town of Renfrew
David D. Stewart	CD	John G. Williams Assoc.
Darren M. Stulberg	CD	Town of Whitby
Jennifer A. Voss	SD	Reg. Mun. of Haldimand Norfolk
Susan P. Wheler	CD	Susan Wheler & Associates
Uwe Wittkugel	CD	Fenco MacLaren Inc.
Winston Wong	CD	Ministry of Culture, Tourism & Recreation

ELECTED TO PROVISIONAL MEMBERSHIP:

Stephen Belan	SD	
Stephen R. Brookson	CD	
Nelson A. Edwards	ED	Reg. Mun. of OttawaCarleton
Marc J. Labelle	ED	Carleton Board of Education
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SECURING PAYMENT FOR PLANNING SERVICES

by Susan Smith, Executive Director

In response to requests for information on planners' ability to place liens on property, we sought a legal opinion from Weir & Foulds. The following is a summary of the opinion; a copy of the complete letter is available from the OPPI office. Members seeking further clarification, or wishing to place a lien on property, should seek independent legal advice.

In the opinion of Weir & Foulds, planners have access to security for the payment for services rendered by placing a lien on property, subject to certain eligibility criteria and compli-

ance with relevant legislation. The use of a lien to protect payment constitutes a claim, encumbrance or charge on property in conjunction with a suit for breach of contract.

Entitlement to a lien may arise from providing services or materials for an improvement to property. This includes any work done or services performed relating to an improvement and includes supplying a design, plan, drawing or specification that enhances the value of the owner's interest in the land.

Not all work done by planners may come within the strict definition of the Construction Lien Act. In order for a planner to be eligible to claim a lien under the Act it is expected that:

- Planning services were provided to an owner, contractor or sub-contractor;
- Services were provided that relate to an

improvement of the land;

- The lien lies against the interests of the owner of the premises;
- The amount of the lien is no larger than the price of the services or materials supplied and is subject to any claim or set-off or superior contractual entitlement to which the owner or contractor is entitled.

A lien may be pursued while services are still being provided by registering a claim for lien on the title of the premises with the land registry office in accordance with the Act. In Ontario, the lien must be presented by the claimant within 45 days after the contract is completed or the last material is supplied.

Editor's Note: Let us know if you have first hand experience of the circumstances referred to here.

OPPI WORKS WITH OMB

The Public Policy Committee has established a liaison committee with the Ontario Municipal Board. OPPI members Victor Cote (City of London), Peter Smith (M.M. Dillon), Ruth Coursey (Town of East Gwillimbury) and Wendy Nott (Walker, Nott, Dragicevic Associates; committee chair) have been meeting with OMB chair Helen Cooper and the Vice-Chair's Advisory Committee.

The liaison committee provides a forum for information exchange and discussion on matters of mutual interest to OPPI and the OMB, particularly relating to planners' involvement in the hearing process. Topics have included: the Board's case management practices; hearing length and costs; witness statements; and the role of municipal planners at hearings at which the Council's decision was in contrast to staff's recommendations.

The Board was concerned about the perception of public and pri-

vate sector planners who act as advocates for particular groups and the ethics of such a practice. OPPI representatives also explained to the Board the meaning and intent of the RPP designation, how it relates to the Code of Conduct, and the role and function of the Institute's Disciplinary Committee.

In addition, the scope and content of witness statements were of great concern to both groups and, as a result, the committee and the Board are jointly preparing a Board Practice Direction on "Minimum Content for Witness Statements," with a view to establishing minimum requirements for these statements.

The draft practice direction and information about the "RPP" designation will be presented to a full Board meeting later this fall by a panel of OPPI members.

Members' comments and ideas for future discussions with the Board are most welcome.

Wendy Nott, Chair, OMB Liaison Committee

STUDENT DELEGATE ENCOURAGES PARTICIPATION

As part of the efforts of the Student Liaison Committee to provide better communication among student members, the Journal will reserve this space for articles by and about students.

Student members are invited to contribute articles on planning topics,

issues or debates and short abstracts of significant planning-related findings and research. Please keep items to 175-200 words and include your name, your program year, school, and a brief biography (be sure to make submissions available on disk or on e-mail). As well, watch this space for information about upcoming student events and scholarship deadlines.

As the new student delegate on Council, I would like to thank the outgoing student delegate, David Morton, and the students who have served on the Student Liaison Committee (SLC) for their efforts over the past year and I welcome the new SLC members.

Sheldon Smith, Student Delegate

Sheldon is a student in the Masters program at the University of Waterloo.

His e-mail address is sh2smith@watserv1.uwaterloo.ca.

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**CITY OF CORNWALL COUNCIL
ADOPTS COTTON MILLS COMPLEX
REDEVELOPMENT PLAN**

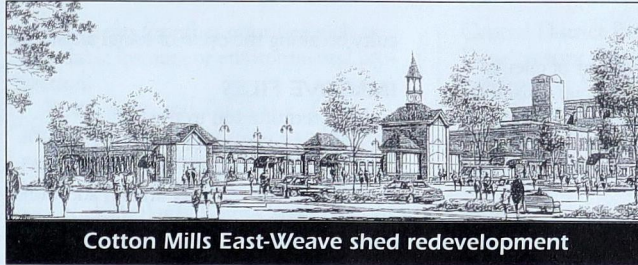
The Cornwall Waterfront Plan adopted by Council in 1989 set out several objectives of the future development of the municipality's waterfront areas. A high priority was to conduct a 'Feasibility Study' for the Harbour area to address redevelopment issues. Over the past year and a half, various staff, including two study co-ordinators on contract, researched and drafted a comprehensive Secondary/Guideline Report known as the Cotton Mills Complex Redevelopment Plan. The plan was adopted by Council earlier this year.

In 1993, the focus of the study shifted from that of a technical planning report dealing with infrastructure to more of a strategic document, defining a development vision and direction for the future. The plan also takes into account many heritage issues and recognizes the importance of making the best use of public spaces and other waterfront resources.

The plan provides a "vision that reflects the area's identity and sense of community." As one of Cornwall's original industrial districts and focal point for various cultural communities, the potential for a revitalized and vibrant mixed land use neighborhood is strong. The physical improvements over the last couple of years is evidence of progress as is the financial commitment by government and the private sector to support a long term strategy for redevelopment, including the redesignation and rezoning of the study area is to allow a mix of residential commercial office space and institutional type uses.

The recent acceptance of the plan by Cornwall Council enables both the administration and the Waterfront Development Committee to make planning and capital project decisions in a defined context to promote orderly long term redevelopment of the Harbour/Cotton Mills district.

Ken Bedford is a senior planner with the City of Cornwall Planning Department



Cotton Mills East-Weave shed redevelopment

**HIGH GENERAL WELFARE RATES
STUDIED IN KINGSTON**

In October of 1994, the School of Urban and Regional Planning was commissioned by the Department of Social Services to investigate the high General Welfare Rates in the City of Kingston. The study involved an analysis of existing data and a sample of 200 client files, both active and inactive in order to determine the dominant characteristics of GWA recipients, as follows.

YOUTH

One of the main reasons for the high GWA rate in the City of Kingston can be attributed to the high number of young (16-30 years) unemployed recipients having difficulty entering the job market for the first time. While the majority of clients have an education of high school or less,

unemployed clients with some post-secondary education are on the rise.

PLACE OF RESIDENCE PRIOR TO APPLICATION

Of files sampled, 62 percent of

clients lived in the City of Kingston during the 12 months prior to application for GWA. The remaining 38 percent moved from a different municipality. A very small percentage of clients (0.5%) are non-permanent residents in Canada; unlike the larger urban centres in Canada, immigration does not play a role in the high GWA rates in the City of Kingston. Interestingly, 3.5 % of clients have lived in three or more municipalities prior to application in Kingston.

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REPEAT CLIENTS

Approximately 65 percent of clients have previously received social assistance through the Family Benefits Act. This suggests that a large number of clients are repeat recipients and may be having diffi-

culty breaking the cycle of social assistance.

INACTIVE FILES

After termination in the City of Kingston, 14 percent of inactive clients were receiving GWA in another municipality and an additional 14 percent were in receipt of Family Development. Some clients may thus have a history of dependency on social assistance. Among the inactive client files sampled, a seasonal increase occurred between the months of May and August 1994 among students in university or college who were exper-

riencing difficulty securing summer employment.

This study provides a snapshot of GWA clients in the City of Kingston. Given possible changes in the delivery of welfare, the identification of the dominant client groups in the City can play a role in the development of policy and programmes, so that the appropriate user groups are targeted.

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CENTRAL

PETERBOROUGH AND AREA PLANNERS' GROUP UPDATE

The Steering Committee of the Peterborough and Area Planners' Group will be hosting a full-day workshop on October 5, 1995, at Sir Sanford Fleming College, Lindsay Campus. There will be a keynote speaker at lunch and workshop sessions that include:

- mediation awareness: a case study with mediation skills and techniques;
- zoning regulations and municipal policies for home-based businesses;
- planners and the Internet: making the Net work for you.

The fee is \$35.00 which includes all materials and lunch. Registration is limited to 80 and will be accepted on a first paid-first served basis. For more information contact Kevin M. Duguay, City of Peterborough at (705) 748-8880 or fax (705) 742-5218.

The Steering Committee is composed of practising planners in the Peterborough and Kawarthas area. Peter Josephs and Kevin M. Duguay are co-chairs, Nancy Rutherford represents OPPI Central District, and the other members are Caroline Kimble, Dan Kennaley, Laurie Mennaman and Andrew McNeely.

The committee is now planning the third annual Christmas Social. The committee acknowledges the ongoing support of OPPI through the Central District Board of Management. An annual grant to help offset costs of hosting professional development workshops and seminars is a welcome contribution to our endeavours.



Districts



GTA SUB-DISTRICT REPORT

A seminar on the provincial government's Making Choices: Alternative Development Standards Guideline was held at the Metro Toronto Reference Library on June 28. About 65 people attended the session.

The guideline promotes the use of alternative standards for the design and construction of communities, such as lot sizes and frontages, street rights-of-way, and off-street parking requirements. Alternative development standards are intended to provide a more efficient way to offer the same level of service to communities or a slightly reduced level of service in return for signifi-

cant benefits for other priorities such as affordable housing or environmental protection.

Ron Gibson and Ted Foster of the Ministry of Municipal Affairs and Housing presented an overview of the guideline. Dan Leeming of Weinstein Leeming Hinde and Nick Poulos of Entra Consultants discussed the new standards from a consultant's perspective and Wayne McEachern of the City of Vaughan's planning department provided the municipal perspective. After the formal presentations, Ken Greenberg of Berridge Lewinberg Greenberg Dark Gabor led an open discussion.

The seminar was presented by the

Central District Program Development Committee, and was organized by Rob Gibson and Cynthia Bird of the Ministry of Municipal Affairs and Housing.

Making Choices was prepared for the Ministry of Housing and Municipal Affairs by the firms of Marshall Macklin Monaghan and Berridge Lewinberg Greenberg Dark Gabor. The guideline has been prepared as a supporting document to Policy C5 of the province's Comprehensive Set of Policy Statements. Copies of the Alternative Development Standards Guideline are available from Publications Ontario.

CONSULTING PRACTICE

Green Scheels Pidgeon Planning Consultants Limited

by Jim Helik



On June 1, 1995, Glenn Scheels and Chris Pidgeon joined with Bill Green of William Green & Associates, to form Green

Scheels Pidgeon, Planning Consultants Limited, one of the largest firms in Southwestern Ontario dedicated exclusively to planning consulting. Green Scheels Pidgeon is based in Waterloo and provides a full range of planning services including community planning, land development, urban design, landscape architecture, project management and OMB expert testimony.

"As a dedicated planning consulting firm," Glenn explains, "we are able to create the best team to meet our clients' needs on a project-by-project basis. This is a key aspect of our operating philosophy and one which we feel enables us to meet the demands of the marketplace. We believe our firm delivers solutions which are sensitive to local issues and mindful of broader trends."

Bill adds, "We enjoy the variety and diversity of our work in different municipalities. It often involves understanding the political environment, identifying stakeholder interests and resolving issues for public and private sectors and within urban and rural settings. These experiences keep us challenged while adding to the range of

solutions we can bring to our projects."

Concludes Chris, "We strive to stay at the forefront of our profession through professional development and as community volunteers in planning and development issues, including university teaching, municipal committees and industry groups. We feel that this approach is essential to being a professional planner in the 1990s."

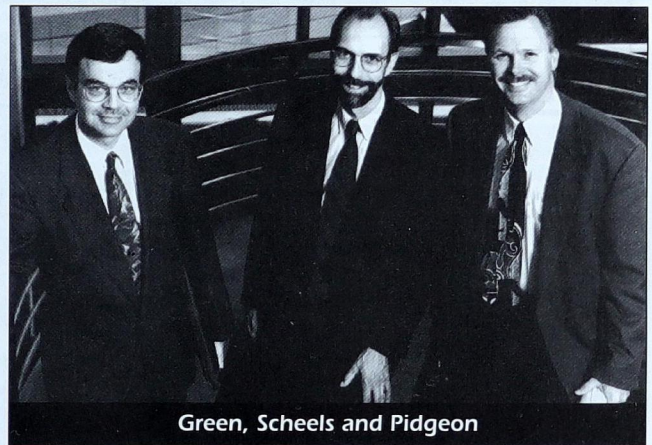
Green Scheels Pidgeon provides services through Waterloo Region to Southwestern Ontario. Recent assignments include major land development projects in the south end of Guelph, numer-

ous projects in Kitchener and Cambridge including a 400 acre residential development by Monarch Construction, urban design guidelines for Kitchener, a community plan in Burlington, industrial redevelopments including the Seagram's distillery in uptown

Waterloo and municipal planning advisory services.

Editor's Note: Glenn Scheels also served as Central District editor before relocating to the Waterloo area. Just another example of how volunteering with the Journal prepares you for greatness.

Jim Helik is a Toronto-based consultant and the Journal's contributing editor for consulting practice. He can be reached at (416) 923-6027.



Green, Scheels and Pidgeon

Ontario Counties Rely on GIS Technology to Aid Planning Functions

by Michael W. Telawski, MCIP, RPP, PLE



Counties throughout Ontario are recognizing the value of GIS in improving their ability to carry out everyday duties

and expand analysis.

Although experiences vary, those who have implemented a GIS are discovering unique applications for the technology.

SIMCOE COUNTY

Simcoe County and its local municipalities, together with industry and the province have undertaken to build a Land Information Network Cooperative (LINC) to manage geographically referenced information. By collecting thematic data referenced to Ontario Basic Maps, LINC will improve the level of service to the public from all levels of government.

Although the system is relatively new and still under development, technical and administrative applications are already in place and have been used to analyze roads projects and landfill site selection.

GIS has also been used to develop the county's first official plan. Recent county restructuring resulted in the amalgamation of local municipalities and a decision to prepare an official plan. LINC gives the county planning department the necessary information base in two areas: cadastral data (property information), and mapping of "thematic" data such as environmental features, land use and agricultural capability.

Thematic data layers allow planners to construct various data combinations, an improvement on the overlay techniques usually used in policy development. The GIS data bank will also provide landowner notification, application statistics and specialized mapping for council reports once the official plan has been adopted.

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system implementation as the central information provider for its local municipalities. The county was able to secure Canada Infrastructure grants to help defray the costs of creating a digital base upon which to link county data.

Foremost in this GIS initiative is the creation of a countywide civic addressing program, linked to the 9-1-1 emergency response system. This program will list county properties on rural roads in a way that allows emergency vehicles to locate them quickly. Civic addressing and 9-1-1 have helped to get the necessary commitments for a GIS, which then contributes to daily planning functions. Although still in the development stage, the county has already updated 360 Ontario Basic Maps and introduced global positioning system technology to record previously unmapped private roads. The county is also providing GIS assistance to the town of Arnprior, which is drawing up an official plan.

OXFORD COUNTY

Oxford County, which has nine years of experience with GIS technology, has created a comprehensive centralized information system which includes POLARIS property information, Ontario Basic Map data, master assessment tapes, environmental data, infrastructure and agricultural practices data, and a building permit system. A tracking system to inventory vacant land, determine sewer and water capacity, provide development application status, and assess implications to land supply and servicing capabilities is currently being integrated into the system.

The GIS is an integral component of the county's planning operation. It is used for everyday property inquiries, research and policy development, mapping and the creation of the county's new official plan.

More specifically, Oxford County's GIS planning applications have included:

- testing the effectiveness of official plan policies relative to their objectives;
- reviewing the consistency of land use decisions;
- testing the effectiveness of draft Official Plan policies;
- developing vacant land inventories and analysing supply in relation to projected growth;
- tracking land cost and housing affordability;
- determining intensification potential;
- establishing zoning criteria that meet existing neighbourhood characteristics;
- generating statistics and analysing

demographic data;

- supporting planning arguments at OMB hearings; and,
- calculating travel times for siting emergency service facilities.

Michael Telawski is the principal of Infiniti Development Management Inc. and works with Keir Consultants' GIS Department.

Thanks are due to Ian Bender,

Vance Bedore and Craig Manley of Simcoe, Renfrew and Oxford Counties respectively, for providing status reports on their GIS operations.

This article marks the second in an ongoing series showcasing the use of geographic information systems (GIS) in planning. Your ideas for future columns are welcome and can be directed to Michael at (416) 766-5854.



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Consents Cannot Be Granted Based on Unapproved Official Plan Policies

by Scott Oliver



In a recent ruling, the Ontario Municipal Board upheld the position that an official plan amendment that has been adopted by Council but has not received provincial approval cannot be

used as a basis for approving an application for a consent to sever. This decision has reaffirmed what is becoming an established position of the Board.

Should the long-established land use planning principle of prohibiting the creation of nonfarm residential lots in prime agricultural areas be set aside in favour of providing financial assistance for tender fruit farmers? The Region of Niagara Council thought so, and adopted Amendment No. 60 to the its official plan to permit severances in cases of economic need.

However, the Ministry of Agriculture, Food and Rural

Affairs and the Ministry of Municipal Affairs have always taken the position that the best way to solve the economic problems of the tender fruit industry is through programs designed to improve the incomes of the growers, not by fragmenting a provincially significant agricultural resource or introducing nonfarm uses into an intensive agricultural area.

The case before the Board involved the proposed creation of a one acre lot from a 16.5acre peach and grape farm in the Town of Niagara-on-the-Lake. The application for severance was based on economic need. This application was granted by the Land Division Committee, based on the policies of Amendment No. 60, although the amendment had not received approval from MMA when the application was dealt with by the LDC or when the appeal was heard by the Board. The decision was appealed by OMAFRA.

The Board granted OMAFRA's appeal and refused consent to sever. The Board concluded that "It is uncontestable that an unapproved official plan amendment cannot be used to ground official plan conformity."

In its decision, the Board expressed concern about the region's approach. The Board stated that "The failure of the regional planning staff to advise the [Land Division] Committee that it had no power to grant a consent based on an unapproved policy has triggered an OMB hearing that is a waste of time, both for OMAFRA and the [applicants]. OMAFRA was required to file an appeal to defend its position."

The Board noted that, even though the region did not make a presentation at the hearing, it considered the region to be a party to this matter. The Board went on to rule that region was obliged to pay for OMAFRA's costs at the hearing, which it estimated to be \$500. The Board allowed the region 60 days to furnish it with submissions as to why this award of costs should not be made (in a subsequent ruling, the Board rescinded this part of its order).

Amendment No. 60 was eventually approved by the Ministry of Municipal Affairs, but the policies to allow economic severances were deleted with the mutual consent of the province and the region.

Scott Oliver is a land-use specialist with the Ministry of Agriculture and Food. This article is an abbreviated version of an article prepared for the Journal that also appeared the July 1995 issue of Municipal World.

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Siting Livestock and Poultry Facilities



Experts in environment and production agriculture from around the world gathered in Ottawa recently for a symposium on siting livestock and poultry facilities. Dr. Andy Manale from the EPA in Washington and Dr. Hein Korevaar from the Reference Centre for Livestock Production in the Netherlands joined planners, farmers, engineers, lawyers, and scientists for the two-day symposium. Sponsors included the Canadian Agri-Food Research Council and the Ontario Ministry of Agriculture, Food, and Rural Affairs.

Nuisance and pollution problems caused by production agriculture in Canada are minimal compared to those caused by other industries or by agriculture in more densely populated parts of the world. Conflicts do exist in some municipalities, however, and can only heighten as the rural, nonfarm population grows.

Christine Nymark, director of the environment bureau of Agriculture and Agri-Food Canada advised that "Water quality has replaced soil erosion as the leading environmental concern."

Some technologies and procedures proposed at the symposium include a better balance of animal production and land base within regions and amino acid level adjustments in livestock diets to reduce nitrogen and ammonia release. Other methods of odour reduction, such as feed additives, field injection and storage covers were reported.

It was generally agreed that management systems that increase environmental sustainability should be required of all producers. This recommendation is coupled with a move to protect farmers from lawsuits if an approved system is being followed.

A better understanding of farm practices by rural neighbours is essential in reducing conflict. Legislation in parts of Europe calls for restrictive and expensive procedures in the way livestock and their products are handled. Solutions must be economically sustainable to have any hope of acceptance. It was noted that Canadian pork producers, through the Canadian Pork Council, have initiated an Environmental Action Plan aimed at reducing negative impacts to the surroundings.

Summary by Philippa Campsie

This is the first symposium of its kind in Canada, and brought together a broad representation of stakeholders. The participants were encouraged that with understanding, good management and cooperation, livestock producers and

their neighbours will continue to share a high-quality lifestyle. Proceedings of the symposium are being prepared and will be forwarded to appropriate groups as well as federal, provincial and municipal governments and research agencies.

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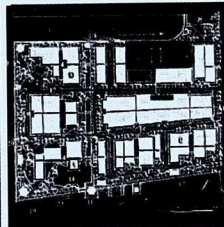
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MORE MOVES IN EASTERN DISTRICT

Replacing **Deborah Belfie** as the Director of Planning for the Township of Goulbourn is **Danny Page**, formerly Senior Planner with the City of Gloucester. Leaving **Grant Lindsay** and others behind, Danny has crossed the Rideau River in search of new planning pastures.

In the Southwest, **Bruce Smith**, with the City of London, has been elected Progressive Conservative MPP for Middlesex. As noted in last issue's announcement by the firm, **Greg Priamo** has become a partner with Monteith Zelinka Priamo Ltd.

BETTER ACCESS EXPECTED

Centrally, **Jim Murphy** has moved from Metro Toronto Economic Development to take up a position as EA to **Al Leach**. Privileged access to the new minister is bound to follow.

MERGER LEADS TO ARGUMENT

The good news is that the argument is a fairly mild-mannered one. It concerns a debate between the principals of **Lehman & Associates** and **Weinstein Leeming Hinde + Associates** as to which of the firms has merged with the second best planning firm in Ontario. **Bob Lehman** says that the merger of the two firms reflects the mutual admiration of all concerned, who have worked on many projects together over the past two years. "We believe that the new company will be substantially more than the sum of its parts," reports Lehman. "The strategic policy and development review component of our practice will be broadened by the addition of experience in community design." The official name of the new firm is **Weinstein Leeming + Hinde and Lehman & Associates**.

The group is busy renovating and expanding offices at 1255 Bay Street in Toronto (Suite 201). Look for more detailed coverage in an upcoming consulting practice column.

Contact People editor **Susan Rosales** through the OPPI office.



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