

ONTARIO PLANNING JOURNAL

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WELCOME TO THE OPPI GATEWAY TO THE WORLD WIDE WEB

by Patrick G. Déoux



A City-Region At The Cross-Roads

The Golden Report challenges the province and the public to come to grips with governance, taxation and regional planning in the GTA.p. 4

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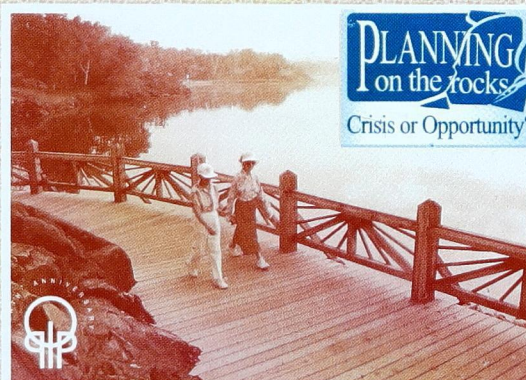
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WELCOME TO THE OPPI GATEWAY TO THE WORLD WIDE WEB

by Patrick G. Déoux



s promised a little less than a year ago, OPPI is about to bring you a brand new gateway to the amazing world of planning and other cool topics in cyberspace. Evidence that our small team of planners has succeeded in setting up a dedicated information network for the OPPI membership is on the cover of this issue - and awaits you on the other end of your modem. Our warm thanks go to Dave Hardy, Gerry Melenka, Nicholas Dobbing and OPPI staff, who have worked hard to sort through numerous options and to establish a fledgeling information network that can be tailored to the needs of the membership. Finally, I would like to thank Council for their foresight in supporting this project.

This is only the beginning; enough to capture your interest and to definitely to get your feet wet on the "Web." From here, the possibilities are unlimited and exciting. We plan to provide two types of services on this page: the basics as they relate to OPPI and its responsibilities, and the extras which will grow according to our membership needs, enthusiasm and willingness to contribute to the costs for additional services. The basics are already

mostly available and consist of everything you never really wanted to know about OPPI but had to ask once in a while. Now you can do that in the privacy of your home. What is planning and where does OPPI fit in with the big picture? How do I join OPPI and what do I need to become a member? What services are available to members? We are still working on that one, but in the meantime, check out the info on the RPP title, the Journal, our annual conference, the continuing education program, services to students, links to other cool planning sites like CIP, APA, ICURR, CMHC, City Link, the CUI and much, much more.

The extras are somewhat more difficult to define. Should the membership directory be readily available online? What about the By-law and the code of ethics, for that matter? Are you interested in advertising on the OPPI Web page or including links to your company's own Home page? These are questions that can be answered in due course. For this reason, the working group will continue its work throughout the year and dedicate itself to expanding the services offered on this page. At the same time, we will also monitor other initiatives such as those at AMO and ICURR to

guarantee our participation in any other worthwhile projects in Ontario and elsewhere.

As always, your comments are welcome and it is now easier than ever to leave us a message by clicking here. Enjoy your stay on our page and any other "travels" this page might lead you to.

Patrick G. Déoux is a senior planner with Delcan in Ottawa. As a member of Council, Patrick chairs the publications committee which is responsible for overseeing the establishment of the OPPI Web site.

OPPI's address is <http://www.interlog.com/~oppi/home.html>

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ONTARIO PROFESSIONAL PLANNERS INSTITUTE

Is the GTA appreciated? The Golden Report should be read by everyone interested in protecting the quality of life in urban Ontario.



he first priority of the Task Force was to address "the apparent and potential further decline in economic attractiveness of the GTA." Not surprisingly, much of the discussion following the report's release has focused on the sweeping tax reform proposals. One message that comes through strongly is that the "tax gap" between the core (Metro) and the surrounding regional municipalities is one of the most harmful factors in terms of the region's competitiveness. The challenge of eliminating the tax gap is probably more important than the details of which property tax model is selected. The key is to have a single system based on one set of principles in place throughout the region.

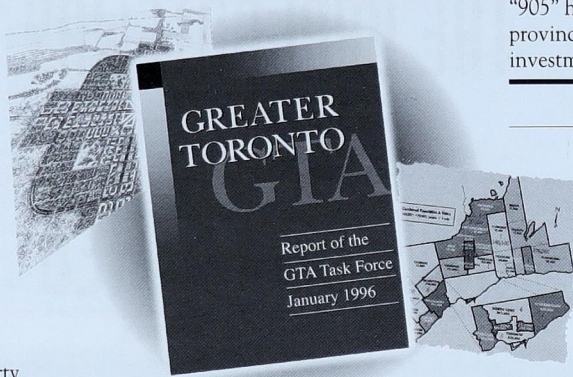
RECOMMENDATIONS SHOULD BE TAKEN AS A PACKAGE

The principal recommendations (51 in total) deal with the management of physical and human infrastructure in the GTA; the means to protect and enhance the region's quality of life; simplification and refinement of governance to create a positive climate for investment and a coordinated approach to economic development. The Task Force recommends that local municipalities expand their responsibilities and that the five regional governments be replaced with a single regional government with a clearly defined but limited range of functions. Essential to this process is that the province take exclusive charge of services such as welfare that deal with income redistribution.

A point stressed by all members of the Task Force is that the recommendations are meant to be taken as a package: there is little merit in cherry-picking the proposals. In the early 1970s, the five regional governments were established but the promised property tax reform and "design for development" concepts meant to accompany the regional framework were not.

TAX ME FAIRLY

One of the most controversial matters dealt with is taxation. Metro businesses are currently at a serious disadvantage compared to competitors elsewhere in the region.



Differentials in property taxes are also exacerbated by the amount of tax allocated to education.

A version of the system used in B.C. is recommended (actual value assessment). The report notes that a growing percentage of properties throughout the GTA are under appeal; this is both a symptom of the problems with the current system and an indication of how damaging the erosion process can be. Just two weeks after release of the Golden report, credit rating agencies downgraded Metro Toronto by two notches, automatically increasing the cost of servicing debt.

A principal virtue of the B.C. system is that there are relatively few appeals, which leads the Task Force to conclude that the system is basically fair - and thus workable. The Task Force recommends pooling commercial and industrial education taxes on the grounds that it is in everyone's interests throughout the region to have a well educated workforce. The proposed system is preferred to Unit Value Assessment. The new system would eliminate the current situation where firms with similar facilities in equivalent locations pay vastly different taxes because they are on the wrong side of a municipal boundary.

The Task Force also downplays the possibility that some municipalities are more efficiently run than others as an explanation for the tax differences, pointing out that "core area" municipalities have shouldered a major burden of debt for creating the region's

infrastructure, while municipalities in the "905" have benefitted from having had the province undertake much of the equivalent investment.

ENGINES OF GROWTH

The Task Force relied on a number of studies to establish its rationale for change, including a report on the regional economy by the Boston Consulting Group. This background report is worth reading in its entirety. It makes good use of special runs undertaken by Statscan to identify a Gross Metropolitan Product - a concept that has been many years in the making. The engines of growth are the traded sectors - those components of the economy that are export-oriented. These include most manufactured industries, resource industries and segments of the financial and business services. Maintaining a good quality of life is stressed, and the report underlines the critical role played by an attractive, dense, high quality downtown core.

A key recommendation is the need for a regional scale economic development effort. The report is very critical of the current "balkanized" practices in the GTA, citing the competitive advantage that many U.S. regions enjoy by having a more coordinated approach. Not only is there less wasted effort, but economic developers in the U.S. frequently have access to better information and are more successful in ensuring that the information is delivered where and when it is needed.

SHAPING THE CITY-REGION

A report carried out by Pamela Blais (now a principal of Metropole Consultants, formerly of Berridge Lewinberg Greenberg Dark Gabor Ltd.) confirms several widely-held beliefs regarding the costs of urban sprawl. The report concludes that the current growth patterns are not affordable. Not only should development be arranged more efficiently (as in mixed use) but we should resist further sprawl (characterized as the line of least resistance), which eats up scarce farmland and adds to the cost of doing business

and getting around.

Savings in hard and soft costs over a 25 year period could add up to billions if agreement can be reached on how to confine future growth to the existing urban envelope and to successfully redevelop "brownfield" and other areas within the urbanized area. Inherent in this thinking is the assumption that new development should pay the full cost of development. (This promises to complicate an already complex story on development charges!)

Key to shaping the region more efficiently would be a true regional plan. A fresh

approach to regulation would also be necessary to encourage the market and remove barriers to development.

A new Greater Toronto regional government would be responsible for managing growth.

GREATER TORONTO COUNCIL

The Task Force examined a number of different models (see the accompanying article by the Regional Planning Commissioners). The choice of a 30 member council took into account factors such as the ability to accommodate the commutershed, the ability

to foster a sense of cohesiveness and providing a logical framework for accommodating future growth.

At the press conference, and many times since, the issue of conflicting urban-suburban attitudes was raised.

Several leaders from relatively self-contained communities such as Oakville, which might have been expected to adopt a more parochial attitude, have come out strongly in favour of strong regional government and protecting the economic core of the region.

Expect more discussion of this issue in the coming months.

EDITORIAL

The GTA Task Force Report: Influential and Impossible to Ignore

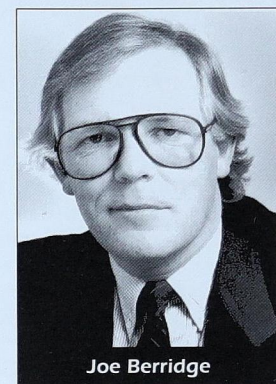


Arriving at Queens Park on the day of the official release of the report of the GTA Task Force, we were greeted by a large hand-lettered sign: "Watch Your Step." Although the creators of the sign had the perils of snow and ice in mind, the advice applies equally to anyone at Queens Park involved with the report's implementation.

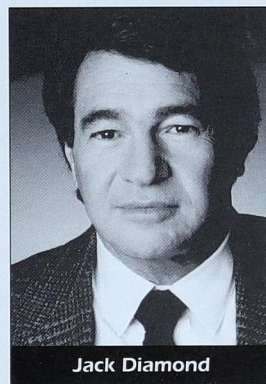
Let there be no mistake: reaching consensus on the recommendations of the Task Force will not be easy, but as the Golden report clearly states, there is an urgent need to rework the way decisions are made in Canada's largest city-region. Major changes in governance have been orchestrated before in order to respond to the maturation of Greater Toronto: if we are going to protect the GTA's prime assets, an additional round of changes is needed now.

For observers who fear that the current provincial government does not understand the key role large urban regions play as the economic engine of the country, the report contains an impressive range of evidence in support of protecting and fostering the economic health of places like the GTA. Equally important, Municipal Affairs Minister Al Leach stood at Dr. Golden's shoulder throughout the press conference when he could have easily elected to be somewhere else; he also chose to speak positively about the report's principal conclusions and promised action within a very short time period.

Although it isn't the job of the Journal to endorse the recommendations of the Task Force's report, the quality of the work under-



Joe Berridge



Jack Diamond



John Livey

taken and the commitment of its authors deserves to be acknowledged immediately. The Golden report is remarkably thorough and well written, notwithstanding the requirement to report much earlier than originally intended. It is also one of the first major pieces of work in this field that clearly sets out to be read and understood rather than left on the shelf. An innovative move is the inclusion of a CD-ROM with each book, readable on either MAC or Windows technology.

On behalf of OPPI, the Journal salutes the role played by members of the Institute in the Task Force process. Three names stand out. Joe Berridge wrote the terms of reference for the Task Force and was on call throughout

the process. Jack Diamond was an influential member of the Task Force itself (see People on page 12 for more news about Jack Diamond). John Livey served as the Task Force's Executive Director, working closely with Dr. Anne Golden to sift information and shape the analysis. Although many other members of the Institute worked with or made submissions to the Task Force, the role of these three individuals merits special mention.

Glenn Miller is Editor of the *Ontario Planning Journal* and director of applied research with the *Canadian Urban Institute*. For information about the GTA Task Force, contact Jeffrey Stutz at (416) 327-1515, or contact the *Ontario Government Bookstore*.

A regional planning perspective

by Nick Tunnacliffe



Regional Planning Commissioners of Ontario* submitted two briefs to the Golden Task Force on the Greater Toronto Area. While unanimity on all points was not achieved, a substantial majority of Regional Planning Commissioners support the conclusions in this article. This article is derived from the two submissions. Because the GTA Task Force has now reported, this article has been shortened.

cont'd. page 6

The GTA has been ranked as one of the top ten urban regions in the world in which to do business. The GTA is one of the fastest growing, ethnically and culturally diverse regions in the developed world. We must be doing something right! Any change should strengthen and build upon things that are working well and should correct those things that need improvement.

These include:

- ▲ municipal finance and property tax reform
- ▲ improving the economic competitiveness of the GTA as a whole and in particular the core or inner area
- ▲ recognizing the importance of greenlands systems and rural areas to the health of the GTA
- ▲ reducing and simplifying municipal governance aimed at improving the efficiency and effectiveness of municipal services and management.

A VISION FOR THE GTA

Change should take place in the context of a vision for the GTA for the next 30-50 years.

Our vision includes a GTA with:

- ▲ An informal network of Planning Commissioners from the 13 Regional Municipalities in Ontario including Metropolitan Toronto, the District of Muskoka and the Restructured County of Oxford.
- ▲ a very strong and mixed use central core
- ▲ large mixed use nodes based on historic urban cores at selected points on the existing or proposed transit system
- ▲ a system of identifiable urban areas ranging from hamlets and villages to Metro Toronto
- ▲ liveable communities generally at higher densities than typical suburban densities, with a good range of facilities to which one can walk or bike
- ▲ well defined areas protected from development for their environmental or resource values including headwaters and valleys and corridors
- ▲ improved public access and increased recreational opportunities with publicly owned "green areas" including the Lake Ontario Waterfront to provide public access and recreation
- ▲ a transportation system which shifts a proportion of trips from the car to transit, walking and cycling.

This vision differs from the trend based on the experience in the last 15 years in the following ways:

- ▲ greater proportion of development in the central core and the nodes
- ▲ higher density communities through both increasing numbers and the proportion of redevelopment, infilling, intensification of already developed communities and application of reduced development standards in new development
- ▲ increased proportion of medium and higher density housing
- ▲ increased opportunities for development of "brownfield" sites
- ▲ increased provision of alternatives to car travel (telecommuting, walk, bike, improved transit)
- ▲ greater emphasis on greenlands as an integral part of planning for the GTA.

IMPROVEMENTS TO MUNICIPAL FINANCE AND PROPERTY TAX REFORM

GTA Regions have proved to be excellent financial managers. They have AAA credit ratings – better than the federal and provin-

cial governments. This allows money to be borrowed at less cost which saves millions of dollars. This is a real strength which should not be lost. Part of this strength comes from the concentration in one level of government of the ability to plan for growth, plan and design the necessary infrastructure, raise the money and build the infrastructure at the right time. The concept should be extended to the GTA as a whole.

On the other hand property tax and assessment are in urgent need of reform. Such reform should

- ▲ be equable across the whole of the GTA
- ▲ take account of the coming changes in provincial transfer payments and subsidy
- ▲ make sure the ways of funding infrastructure (subsidy, property tax contributions, user pay and development charges) do not adversely impact on an ability to implement the vision.

IMPROVING ECONOMIC COMPETITIVENESS

Property tax reform (and current initiatives to reduce government expenditures) will play a part as will having a municipal governance system which allows investments in infrastructure which have the highest benefit cost ratio to move ahead.

Coordinated marketing and promotion of the GTA as one urban region rather than 35 fiefdoms is essential.

Finally, we point to our own profession. Continued improvements in the planning and development approval process are essential. The roles of upper and lower tiers of municipal government should be more clearly distinguished with a greater emphasis on neighbourhood planning and urban design at the local level.

RECOGNIZING GREENLANDS AND THE RURAL AREA

The urban part of the GTA impacts a huge area - at one scale province-wide and beyond. Closer to home the rural area within the GTA has an increasing role to play not just for its farmland, ecosystems and natural areas and its sand, gravel and aggregates, but also as a fully functioning component of the competitive urban region. Increasingly, computer networks free people from static centrally located workplaces. Furthermore, increasing number of retirees will choose to live in the GTA's small towns and villages yet will retain links to the urban area for social intercourse, culture and specialized services.

Conversely, the urban area must provide for major greenspace systems (the waterfront, the Oak Ridges Moraine, the connecting major valley systems).

Changes to municipal governance must recognize what we have termed the increasing symbiotic relationship between the urban and rural parts of GTA. In effect the area functions as one unit economically, environmentally and socially.

REDUCING AND SIMPLIFYING MUNICIPAL GOVERNANCE

The need for change is widely recognized. The following principles are shared by many:

- ▲ build on the strengths of the existing system
- ▲ create a system which looks to the future to make implementing the vision easier
- ▲ include a clear role for the Province in a governance model

- ▲ provide a way for GTA wide issues to be resolved and implemented
- ▲ reduce the number of municipalities substantially
- ▲ get rid of overlap and duplication between upper and lower tier municipalities

Four alternative models were proposed. The one closest to the GTA Task Force proposals was Model 2 which proposed:

- ▲ Establish an upper tier government for the GTA.
- ▲ Abolish the existing regions.
- ▲ Establish a smaller number of lower tier municipalities than today based on, among other considerations, the nodes in the vision.

In this model, economic development, regional planning (forward looking planning to establish urban boundaries, urban form and structure, the distribution of population, jobs, major activity centres, resource protection, open space and the rural economy) and infrastructure (water, sewer, major roads, transit,

education, waste, health and safety) would be assigned to the GTA Region.

CONCLUSION

Some have suggested Ontario has muddled along for so many years, why not just keep muddling.

The status quo is not an option. Canada and the GTA has been very fortunate in the last 30 years. The world has changed. In a world of global change, the status quo is in effect a step backwards as other urban regions around the world modernize their municipal governments to make them more efficient and responsive.

The GTA needs a municipal government system which looks forward to the twenty first century, based on the "city-region" as the generator of wealth.

**This synopsis of two submissions to the GTA Task Force by the Regional Planning Commissioners was prepared by Ottawa-Carleton's Commissioner, Nick Tunnacliffe. The full text of the alternatives can be obtained from the OPPI office.*

HOUSING

Planners Think Housing is a Priority Issue

by Linda Lapointe



In my first article (September/October issue), I provided an overview of housing policy trends from the then recently elected Conservative government. I received several phone calls and faxes in response to a request for input in articulating a position regarding the government's unwillingness to recognize housing as a priority.

Here are the highlights of a discussion which took place in late November via a telephone conference call with planners working at the local, regional and national government level as well as in private consulting firms:

- 1 Housing should continue to be recognized as a provincial interest. Through local municipal and regional governments, planning has an important role in providing opportunities for a range of housing types to meet the needs of households of varying types and income levels.
- 2 It is important for the Province to recognize the need for new affordable housing. We cannot rely strictly on outdated notions of the "filter down" theory in which the old housing stock is occupied by lower income households while the more affluent move into new housing. In many municipalities in Ontario, inner city housing has become quite expensive and desirable due to high transportation costs and changing life style preferences. The experience of the late 1980s has taught us the limitations of the "unfettered" market in responding to a broader set of housing needs.
- 3 There should be more flexibility in setting affordability targets depending upon local market conditions. Where upper tier governments exist, these should establish overall regional targets while working with local municipalities on distribution. Affordable housing should continue to be defined as that which is affordable to the 60th percentile of households.
- 4 While recognizing that the cancellation of the provincial non-profit housing program limits opportunities to address the needs of the lowest income groups through new construction, the needs of these groups should not be ignored. A revised housing policy statement should encourage municipalities to seek opportunities for partnerships with other levels of government and the private sector to create affordable housing for households at the lowest income levels. Government agencies should be encouraged/required to use publicly owned land for the development of affordable housing in partnership with

the private sector.

- 5 We also agreed on the continued importance of residential intensification, compact development and alternative development standards.

The points which were identified through this initial discussion will be rolled into OPPI's official position regarding the proposed revised housing policy statement released in the first week of January. The housing policy statement has been reduced significantly in content and there is no mention of affordable housing. Copies of the policy statement may be obtained through the Ministry of Municipal Affairs and Housing at (416) 585-7041 and comments will be received until March 4, 1996. The revised policy statement will come into effect along with the Revised Planning Act in late spring. You will be kept informed of OPPI's position on housing and other policy statements through the Public Policy Committee. Please contact me if you want to write an article of interest on housing (especially on innovative aspects of housing design or financing) or be involved in OPPI's housing policy group.

Linda Lapointe is a Toronto-based consultant. As the Journal's contributing editor for housing, Linda is interested in hearing from you at (416) 323-0807

CBD RETHINK ASSESSMENT PREMATURE

Kevin Curtis dismissed the new City Hall in Kitchener as having little effect on the

health of the CBD. I think his assessment is premature, particularly as it was opened only two years ago.

During my studies for an MLA degree at the U of Guelph, I undertook a case study of the new City Hall. (Based on a survey) the response was overwhelmingly positive. The answers includes many superlatives. As I delved further, I found that in many respects what the citizens were celebrating was the presence of a true civic place - a large, impressive square for assembly and civic occasions in the very heart of the city.

In Curtis' article, the value of civic place was completely overlooked. Surely this is the measure of a great city, which Kitchener has sought to recapture - brilliantly. This is what distinguishes the urban from the suburban. All indications are that the new City Hall has begun to rekindle civic pride and confidence, with

increasing activity downtown. I believe Mr Curtis will have to rewrite his conclusions in the not too distant future.

Nicholas Hill

PLANNERS NEED A BROADER VISION

A personal note concerning "Abolish Modern Planning (Editorial)," I agree that planners are strangely silent in response to John Barber. In my view, our "metros" never were "lovely"; planners could have done better but political forces (and the electorate) were more responsible for events; and anyway, although the city is not lovely, it is not much worse, given the recent demands and increased numbers/scale. But perhaps planners should have and expound a broader vision rather than fighting bush fires.

Blanche Lemco van Ginkel



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BOOKS

Robert Fulford. *Macfarlane, Walter & Ross, Toronto. 1995.*

Reviewed by Bill Fitzpatrick

The Accidental City



A recession weary Toronto faces government restructuring, cuts in transfer payments and fierce competition for investment, this brief review of Toronto's success in city building is timely. It also presents a strong reminder of what could be lost if we take this success for granted.

Having lived in the city all his life, Fulford has lived through the metamorphosis from "Hogtown" to the vibrant, diverse cultural mosaic that is the Toronto of the 1990s. Although he clearly holds deep affection for the place he is blunt in his criticisms of planning and design faux pas.

It is Fulford's thesis that the city began to change in character in 1965 with the unprecedented city hall design competition and the selection of a radical design by a (gasp) foreign architect, Viljo Revell. In fact, his design was initially rejected by the selection committee and was only reconsidered as a result of the sustained pressure of Eero Saarinen, a member of the committee and a prominent architect of the day who also happened to be Finnish, like Revell. Fulford doesn't draw any conclusions from this vignette but it is a typical example of the randomness and accidental nature of

the city building process that evolves from the convergence of resources, political will and individual leadership. Fulford is also scrupulously fair, going out of his way to credit former City Planning Commissioner Matthew Lawson for promoting the idea of an international competition.

A related component of this thesis is that cities grow, thrive and develop through individual decisions on where to live, shop, worship, play, and work. We are all planners in this context and there are no universal laws that regulate this process. This is similar to the Jane Jacobs school of urban theory which the author admires and supports. He regards the Island community as an example of this process which should be preserved as well as the new downtown parks "whatever the compromises and disappointments that lie behind them." Again, the notion is that urban spaces are more often successful by chance not design.

He feels megaprojects like the North York and Scarborough Civic Centres are generally unsuccessful because they are comprehensive plans that are not well integrated with the existing urban fabric. In addition, these major intervention

schemes lack a balance between intimacy and built form scale. Megaprojects are especially dangerous if they are driven by one individual on a mission. Another interesting insight into this complex process is Fulford's notion that some projects or pieces of the city are successful because they end up performing a role or function that was not fully intended at the outset. These accidents in a city's development are what interest Fulford and he outlines many examples including the controversial underground network, which he still finds confusing, despite the PATH system. He recommends that to travel any great distance in this maze one should seriously consider hiring a sherpa guide. Unfortunately, this literary walking tour ends rather abruptly without a neatly packaged summary or conclusion. There is no new theory, concept or model at the end of this discussion but of course this would be totally inconsistent with the author's premise. You can't construct laws about a process that is human, unpredictable, and often accidental. This is of course why city building is more of an art than a science and why Fulford accurately describes it as a "difficult, rewarding and sometimes rancorous process."

Bill Fitzpatrick is a Toronto-based consultant. He regularly reviews books for the Journal.

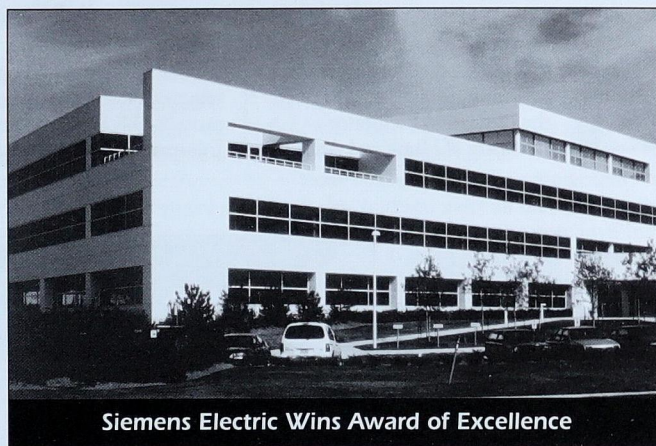
Mississauga Urban Design Ceremony Sparkles

It may have just been the fruit punch, but the crowd at Mississauga's 1995 Urban Design Awards seemed genuinely enthralled with the range and quality of submissions displayed. The Award of Excellence went to Siemens Electric Ltd Canadian Head Office, designed by Shore Tilbe Irwin & Partners. Awards of Merit were also given to five other projects, which included two private residences, a non-profit housing apartment building and a corporate head office. The jury included architect Stephen Fong and Landscape Architect Carolyn Woodland, of Hough Stansbury Woodland.

Other Awards of Merit were given for a variety of arcanelly titled specialties (such as "significance and execution").

These included a high-rise housing project designed by Quadrangle Architects; the Orlando Corporation's head office with landscape design by Terraplan and the office of the Ontario Public School Teachers' Federation designed by Parkin Architects.

Two houses also won, designed by William R. Hicks Architect and Ian



Siemens Electric Wins Award of Excellence

McGillivray Architect respectively.

CIVICS

Reconstructive Surgery for University of Toronto's Downtown Campus

by Nori Bleiman

Unprecedented? Perhaps. Astonishing? Possibly. Laudable? Definitely. These three adjectives describe the state of euphoria at the University of Toronto when its downtown campus became the beneficiary of one of the biggest windfalls in its history — an alumnus of the University has donated \$1 million to refurbish the arterial street that divides the campus from east to west.

St. George Street dissects the downtown campus at its core, and accommodates a large volume of car, bicycle and pedestrian traffic. In the past decade, the physical condition of the street has deteriorated as a result of the unmerciful stress exerted on it by its many users.

St. George Street has been exhaustively examined in recent months. Although many proposals were developed, none were implemented. The catalyst for change occurred when an alumnus stepped forward and donated \$1 million to kick-start the project. Complementing the anonymous donor is the City of Toronto, which has supplied the remainder of the necessary money to complete the first phase of renovations.

The main objective of the plan is to design the street as a gathering place for students, rather than as a vehicle used to get from one

building to the next. The plan proposes to accommodate a variety of activities and attempts to respond to the street's role within the city's heritage.

St. George Street's reconstructive surgery is scheduled to begin this year. The preliminary plan entails widening the sidewalks, planting over 350 trees, underplanting small spring flowering trees, implementing attractively textured pedestrian crossings and bicycle lanes, reconstructing various intersections, ensuring accessibility to the physically challenged, introducing pedestrian-height lighting, calming vehicular traffic, introducing gates at the north and south ends of the street, space for information kiosks, ticket kiosks and local community bulletin boards, plaques outside of buildings to denote significant contributions and discoveries, redesigning the vendor space to be more visually attractive and compatible with the street, and creating a variety of squares and spaces that encourage people-watching and resting.

Paramount in the metamorphosis of the street is feedback from the student body. The students will provide ideas, suggestions, and express their likes and dislikes to the design team commissioned for this project. Both parties will work side-by-side in conceptualiz-

ing what they believe to be a sustainable street.

As a student at the UofT, I am impressed that student insight is being held in such high regard. It is both inspirational and refreshing that the University and donor have pursued student input. The University should be applauded for engaging in such an admirable venture. The result should be a street that is vibrant, safe, both architecturally and aesthetically-rich, and most importantly, compatible with the university environment and its surrounding area.

Inspirational? Definitely. Serendipitous? Perhaps. Emulated? Not likely. Much time and effort has been invested by the City and the University in developing ideas to transform St. George Street into a truly public place. The magnanimity of the contribution demonstrates a commitment on the part of private citizens to support the University. The restored street promises to be one that will support intense activity and benefit its users, encourage a new spirit of campus community and become a valuable addition to the public realm and enhance the fabric of the city.

Nori Bleiman is a student at UofT. She is a student member of APA and plans to study planning in the U.S.

Hydrogeology and Land Use Planning

by Robert Ryan



As part of Ontario's Planning Reform initiative, the Office of the Provincial Facilitator (Ministry of Municipal Affairs)

commissioned a report on hydrogeological requirements in the land development process. "MOEE Hydrogeological Technical Information Requirements for Land

Development Applications" (April 1995) is now available from the Ontario Environmental Training Consortium. It was prepared by Gartner Lee Limited in association with Rural Development Consultants Limited, Hydroterra Limited, and Andrew Mellary. The Technical Steering committee that oversaw the project's completion included representatives from the Ministry of Environment and Energy, the Ministry of Natural Resources and the International Association of Hydrogeologists.

The document is intended to serve as a practical hydrogeology manual for practitioners wishing to understand the MOEE's practices. There is a considerable amount of technical data but the authors have taken pains to create an easy to read document that can make a contribution to professional practice. Following development of the manual, a one day course was delivered on four occasions by hydrogeologists from Gartner Lee. The course was attended by 140 hydrogeologists, planners, engineers and staff from conservation authorities and health units. In short, this manual will be a valuable addition to development practitioners' technical libraries.

You can get this manual from the Environmental Training Consortium, 135 Fennell Avenue West, Hamilton, Ontario L8N 3T2 (1-800-563-6555) at a cost of \$50.00.



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Robert Ryan is the Group Leader for the Approvals Section, Ministry of Environment and Energy Central Region. Robert co-represented the Ministry in the steering committee which guided production of the Manual.

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Planning for Development: Farewell to the Common Wisdom

by Peter Cheatley



Change can occur so quickly it leaves us breathless and unable to keep up, or it can be so slow we don't realize anything has happened. Those of us who work in planning today have experienced both kinds of change over the last 20 years. This is nowhere more evident than in the field of planning for industrial uses.

For the first 15 years of my planning career, my job was to protect and enhance the viability of industrial areas, using official plan policies and restricted area zoning bylaws. It was commonly accepted that a healthy industrial sector was the basis of a healthy municipal economy. Municipalities like York or East York in Metro Toronto, which had relatively small areas of industrial land and hence lower assessment bases, were always considered the poor relations of the federation, with the highest taxes.

It was also accepted that planners had to protect industrial land from the encroachment of retail or office uses with their inflated land values. It was clear to all of us that the official plan and zoning had to prohibit the mixing of these uses, or we would lose industrial land to the less valuable commercial uses. And, of course, everyone knew that it was impossible to introduce residential uses. The new residents would complain about the noise, the smells, the traffic; and the industrial users would soon move out to avoid the aggravation of dealing with the residents.

For 15 years, the common wisdom was unchallenged, and change happened so slowly that the common wisdom looked like one of those rare things in life, something you could count on.

So much for the common wisdom! In the last five years, the pace of change in industrial areas has been so rapid that most of us simply can't keep up, yet we still live with those restrictive official plan policies and zoning bylaws that seemed like a sure thing just a short time ago. Today they look a lot like France's ill-fated Maginot Line; remarkable in their solidity, with the enemy on both sides!

Recent work by the Metropolitan Toronto Planning Department and others indicates

that things didn't change only in the last five years. It's just that the pace of change accelerated in the early 1990s, because of that economic reshuffling some called a recession, and the pessimists called a depression. The importance of "pure" industrial employment to the economy of Metro had been diminishing all through the 1980s, but there were just too many other things going on that diverted our attention. At the same time, industrial buildings constructed in the first rush to the suburbs of North York, Scarborough, and Etobicoke were aging, and manufacturers looking for more parking and higher ceilings didn't want them.

Suddenly, it's 1996, and we've all woken up to the fact that the manufacturing jobs have moved out of Metro, millions of square metres of buildings are empty, and our wonderfully protective official plans and zoning bylaws are looking more and more obsolete. I'm told that some bylaws still prohibit blood-boiling and bone-crushing, or the smoking of meat. Tell that to the City of York, which is welcoming food processing plants today!

So what do we do, we who have protected and mollycoddled a land use that is slowly dying despite our good intentions? Well, we take a deep breath and remind ourselves that common wisdom is seldom common, and that sure things never are. Then we become economic development officers.

That's right. Those guys who dwelled on statistics about jobs created and assessment

gained, their analyses of niche industries and service sectors. It's time we went out in the field with them and developed markets, industries and employment.

Today's planner, looking at "industrial" lands, has to throw away all the old planning wisdom. We aren't here to protect anything anymore. Our job is to identify businesses that employ people and pay taxes, assess environmental impact, and recast our official plans as lures to get those businesses to locate in the older industrial areas. We have to forget about restrictive zoning, and apply zoning that is as minimally restrictive as possible.

The Metro Toronto Planning Department has started to provide significant background

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statistics for these new kinds of planning studies. Scarborough has already begun to change its approach and calls its industrial areas "employment areas." North York has undertaken a pilot project with the City of York to determine what the users, owners and tenants of a boundary-straddling industrial area need from their city governments. They found that land use reform ranked fairly low on a list which included tax reform, help in dealing with free trade and with bankers, and improved local and national transportation facilities. North York is using the project to provide direction to a citywide industrial and

employment review. York is gearing up to undertake a planning and economic development exercise to act on many of the project recommendations. The City of Toronto, often prepared to lead because it experiences problems earlier than the suburban municipalities, has now embarked on official plan and zoning amendments to reduce regulation in two large older industrial areas to a minimum (see previous Journal). Its decision to free up regulations in King-Spadina and King-Parliament is intended to allow much of the mixture of uses that we used to believe were mutually exclusive.

We may have been slow off the mark, but we're starting to react. Soon, we may start to plan. By the time we get it right, most of us in my generation will have retired, and our new industrial and employment policies will be the common wisdom. Let's hope the next generation is paying closer attention to the changes that are happening now!

Peter Cheatley is a Toronto-based consultant, with many years of senior level experience in municipal government, most recently with the City of North York. This is his second article for the Journal

PEOPLE

MEMBERS GAIN RECOGNITION, KEEP ON THE MOVE

Chris Brouwer has joined Cumberland Planning Department. He was previously with McNeeley Tunnock Ltd. Nick Tunnacliffe, Commissioner of Planning and Property with the RMOC, is currently on sabbatical for several months in England, where he is investigating the effectiveness of single tier governance in different sizes of city.

John Gartner has left the Metro Toronto Planning Department to take up the position of Planner In Residence at the U of Waterloo. David Gurin has taken on the role of Acting Commissioner at Metro.

Bruce McCuaig, formerly with the Office for the Greater Toronto Area, has joined the Urban and Regional Planning Office of the Transportation Systems Branch at MTO, as Manager. He replaces Tom Apparao, who has moved over as a manager with the Transportation

Demand Management Office. Arthur Anderson and Joan Kilpatrick have moved to the OGTA from MMAH. Arthur was located in the Willowdale Regional Office and Joan was with Housing Supply Policy Branch.

Warmest congratulations are also extended to Jack Diamond (see also story on GTA Task Force) who was made an Officer of the Order of Canada in January. In addition to being an internationally recognized architect and planner, Jack served as a Commissioner on the Ontario Human Rights Commission. His firm, A.J. Diamond, Donald Schmidt & Co., is based in Toronto.

William A. Dempsey, who has been a member of the Institute for many years, was recently recognized for his contribution to the City of Scarborough. He was awarded the Scarborough Award of Merit at a public ceremony in November. Bill Dempsey is a social worker, town planner and education administrator. Before retiring from a position as Executive Assistant to the Director of Education in North York (he served with the board for 22 years), Bill worked for the Ministry of Northern Affairs and National Resources as an advisor to the Minister. He coordinated the first Dawson City Festival and was active with the Community Planning Association of Canada. As a resident of Scarborough, he helped found the Centennial Community and Recreation Association and has been active in environmental matters, working to preserve creeks and ravines in the area. Congratulations!

Send information on people to OPPI care of People Editor Susan Rosales.

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A BI-MONTHLY ROUNDUP OF OPPI COUNCIL NEWS AND ACTION

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Council begins a new term for 1995-96.



Philip Wong
 President

Nancy Rutherford (Central District Rep.), we extend our thanks and acknowledge their many years of contribution. Congratulations to Bruce on the birth of his daughter Alison Maeve Patricia, and to Nancy on the birth of her daughter Rachel Marie. We welcome new Council members Dennis Jacobs (Eastern District Rep.), Hugh Handy (Southwest District Rep.), Bob Lehman (Central District Rep.) and Ruth Coursey (Secretary).



Questions were raised at the Annual General Meeting with respect to the finances of the Institute during the discussions on the fee increase which was approved by the membership.

The following data (based on the 1996 draft budget), expressed in percentages, will give members more information about our revenue and expense allocations.

REVENUES

- ▲ Membership fees67%
- ▲ Application/exam fees4%

- ▲ Professional Development/conference revenues14%
- ▲ Interest on investments/miscellaneous revenue3%
- ▲ Journal advertising and subscriptions .4%
- ▲ Mailing service fees8%

EXPENSES

- ▲ Staff salaries/benefits and fees to external service providers37%
- ▲ Office overhead23%
- ▲ Council meetings and expenses4%
- ▲ Program committee costs20%
- ▲ District allocations6%
- ▲ Journal10%

Council recognizes the need to reduce our dependency on membership fees as our primary revenue source. Seeking alternative revenue sources is one of our action plans under the strategic plan. On the expense side, the labour-intensive nature of our business (providing services to members) requires that a substantial portion of our budget is allocated to staff costs. For any voluntary organization to be effective, it is important to have the proper level of staff support in order to leverage volunteer time and effort most efficiently. Under the direction of Susan Smith, our executive director, the administration of the Institute has been rationalized and streamlined to increase and improve the delivery of services.

Members with creative ideas on how OPPI can seek alternative sources of revenue are invited to contact Susan Smith.


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OPPI COUNCIL REPORT: COUNCIL PREPARES FOR 1996, OPPI HITS THE INFORMATION HIGHWAY

by Susan Smith, Executive Director

OPPI Council met in Toronto on December 1, 1995. The following are highlights of the decisions and actions of Council.

NEW SECRETARY APPOINTED

Ruth Coursey, Township of East Gwillimbury, was appointed by Council to complete the current term of Secretary on Council. The position was recently vacated by Valerie Cranmer who was elected to the position of President-Elect.

COUNCIL REVIEWS STRUCTURE

A working group of Council was appointed to review the current Council and committee structure.

This group will use the recently adopted strategic plan as a framework in determining

the appropriate structure.

OPPI SUPPORTS SUSTAINABLE COMMUNITIES

Nigel Richardson was appointed as representative on a newly formed Sustainable Communities Working Group. This group is carrying on with the initiatives of the former Ontario Round Table on Environment and Economy.

EXAMINERS APPOINTED

Council appointed Stephen Armstrong (Exam A), David Gordon (Exam B), Carolyn Lane (Exam A) and David Sherwood (Exam A and B) as examiners. Members interested in becoming an examiner should contact Kevin Harper at the OPPI office.

OPPI SURFS THE 'NET

Council reviewed a proposal of the Publications Committee to offer an OPPI Home Page on the Internet. A demonstration of the Home Page (under construction!) was enough to convince Council to proceed immediately. Watch for

further information in upcoming Journals and mailings. A special note of thanks to Nicholas Dobbins, Dave Hardy and Gerry Melenka for bringing together the necessary information and designing the Home Page.

10TH ANNIVERSARY CELEBRATIONS

Andrea Kelly was appointed Chair of the 10th Anniversary Committee. This committee will be responsible for a number of events in 1996 - watch for details!

MEMBERSHIP OUTREACH CLOSING IN ON TARGET

The Membership Outreach campaign is close to its target of "506 by '96." With 473 new members already recorded, it is likely that the target will be exceeded by the end of the campaign (October, 1996).

WINDSOR CONFERENCE - 1997

Council approved a proposal to hold the 1997 conference in Windsor. In addition to a great program, the committee, chaired by Doug Caruso, is promising success at the gaming tables!

STUDENT OUTREACH - OPPI'S FUTURE AT STAKE

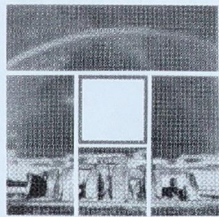
by Kim Warburton

Over the past few months OPPI staff and members have had the opportunity to meet with students enrolled in recognized planning degree programs. Having attended a number of these sessions, it occurs to me that more members should take the time to

talk to tomorrow's planners. The high level of enthusiasm and dedication shown by students towards the planning field is refreshing, but more than this, it serves as a great reminder as to why we entered our profession ourselves.

Students share many of the same concerns...how to get "relevant" experience; best resume formats, how to acquire the right skills; scarce financial resources; who to call for support and advice; how to start a network. Remember those days (some of us still have these worries)? Compound this with our current economic climate, university faculty struggling to deliver courses in the face of tremendous uncertainty, and the ability to become a "successful planner" appears somewhat daunting.

If we leave our student members alone, it is true that some may succeed, but I believe that if we don't take concerted action we are turning away from our future. There is a role here for every member of



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OPPI, and before you cast this aside because there are too many students and not enough time, here are a few suggestions

Allocate one hour to a student for a meaningful discussion once a year; volunteer to speak at a University Planning class (OPPI is keeping a list of speakers); provide some work experience even if it's for a day, week, month (such as, having problems knowing what's out there in the computer and research world?); coach someone in developing a resume; return that phone call; let someone follow you at work for a day or week; keep some active resumes, and when you hear of opportunities pass them along; or take a student along to an OPPI program

meeting or how about lunch? And if none of these strike the right cord how about \$125 to sponsor a student's registration at the upcoming 1996 OPPI conference in Sudbury?

To all OPPI members, please consider this challenge...and share your experiences with us so that we can pass your ideas and successes along to others.

To our student members, thanks for your belief in the planning profession and its future...take time to get to know OPPI members...and most of all thanks for the reality check!!

Kim Warburton is Vice-President (Membership)

CONGRATULATIONS AND WELCOME TO THE FOLLOWING NEW MEMBERS

ELECTED TO FULL MEMBERSHIP

Joseph Aicher	.....	CD	
Curwood A. Ateah	.....	OD	
Stephen Bedford	.....	CD	
Harold G. Elston	.....	CD	
Stephen G. Hyndman	.....	SD	.....City of Owen Sound
Mark Koenig	.....	CD	
Carolyn D. LeBlanc	.....	CD	
Nick C. McDonald	.....	CD	.....Weinstein Leeming Hinde & Lehman & Associates
A. Mary Nazwaski	.....	CD	.....D.R. Barker
William J. Power	.....	CD	
John W. Shydrowsky	.....	CD	.....Consumers Gas
Kamila Tomcik	.....	ED	

ELECTED TO PROVISIONAL MEMBERSHIP:

Anastazia E. Aziz	.....	CD	
Roland Beshiri	.....	CD	
Robert W.G. Blunt	.....	CD	.....Goodman & Carr
James E. Bow S	.....	D	
Erick R. Boyd	.....	SD	.....D.A. Brolese Planning Consultants

Mario M. Bozzo	.....	CD	Carl Bro Group/IBI Group
Evelyn Brown	.....	CD	.....Min. of Attorney General/Municipal Affairs & Housing
Brian P. Byrnes	.....	CD	.....Envirosense
Joseph J. Cimer	.....	CD	.....City of Vaughan
Christopher N. Currie	.....	CD	
Adriana Da Re	.....	ED	
David J. Drake	.....	CD	.....EMC Group Ltd.
L. Gary Dysart	.....	CD	.....City of Etobicoke
Herve Francois	.....	ED	.....Township of Cambridge
James P. Horton S	.....	D	.....M.M. Dillon Ltd.
Ruth A. Knight	.....	SD	.....Huron County Planning and Development
Jeffrey H.H.M. Lederer	.....	ND	.....Township of Ignace
Margo L. Lienhard	.....	ED	.....Township of Kingston
Cameron B. McEwen	.....	ED	.....Environment Canada
Cheryl L. Peters	.....	CD	.....City of Mississauga
Joanne S. Phoenix	.....	CD	.....Town of Oakville
Wanda J. Richardson	.....	SD	.....M.M. Dillon Ltd.
Jennifer H. Sieber	.....	CD	.....The Future Group
Paul G.R. Smith	.....	CD	.....Ministry of Natural Resources
Adam Snow	.....	CD	
Linda P. Tennant	.....	SD	.....Reg. Mun. of Waterloo
Cindy A.L. Tsang	.....	OD	
Robin C. Walker	.....	CD	.....Town of Bracebridge
Clare B. Wasteneys	.....	SD	

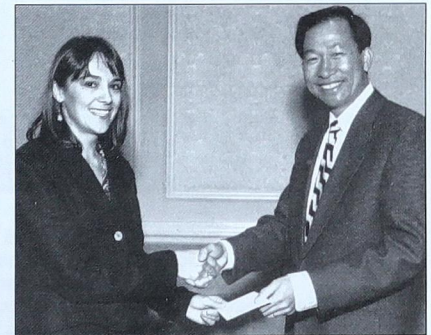
ANNUAL GENERAL MEETING WELL ATTENDED

About 170 members attended the 1995 OPPI AGM held in October at the Royal York Hotel in Toronto. The agenda for the half-day program also included lunch, and speakers Anne Golden, Chair of the GTA Task Force and Municipal Affairs and Housing Deputy Minister Dan Burns, who substituted for Minister Al Leach.

OPPI President Philip Wong reported on the past year's activities and announced that members had voted to adopt the Bylaw amendments as circulated in a mail ballot. The election in Central District was won by Bob Lehman and Ron Shishido. Treasurer Bob Maddocks highlighted the financial status of the Institute, and recommended a fee increase of 5% for 1996 which was adopted.



Michael Went Received Undergraduate Scholarship



**Sheila Boudreau Gransauill Award
Gerald Carrothers Graduate Scholarship**



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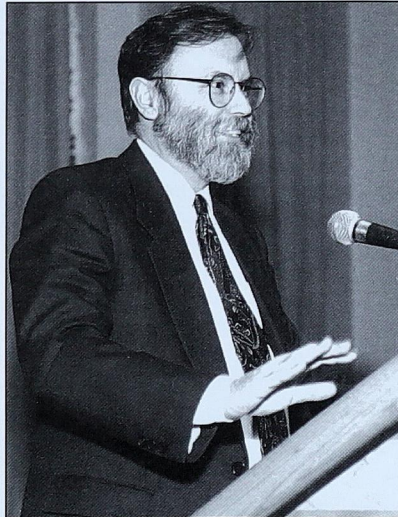


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Deputy Minister Dan Burns

Scholarships were awarded to Sheila Boudreau Gransaul, University of Waterloo (1995 Gerald Carrothers Graduate Scholarship) and Michael Went, University of Waterloo (1995 OPPI Undergraduate Scholarship). Member Service Awards honouring significant contributions made to the Institute were presented to Jack Bourne, Mark Dorfman and Ross Raymond (photos in previous issue).

Outgoing Council members Bruce Curtis, Nancy Rutherford and Daphne Wretham, who had nearly a decade of service to OPPI between them, were recognized for their contribution.

An annual report highlighting the activities of the Institute for 1994-95 will be mailed to members early in 1996. Members are invited to contact the OPPI office to obtain a copy of the AGM minutes.



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SOUTHWESTERN DISTRICT

ABOUT CHANGES TO BILL 163

A record crowd of some 112 planners, and others interested in the planning process were registered for the November 30, 1995 dinner meeting of the Southwestern District O.P.P.I. to hear first hand about the recently introduced changes being proposed for Bill 163. The parliamentary assistant to the Minister of Municipal Affairs, Ernie Hardeman, MPP for Oxford South spoke to the large group at the Elmhurst Inn on the "day after" the release of the Conservative mini-budget and some two weeks after tabling of proposed legislative changes to Bill 163. After taking a few "jabs" at the long planning reports we all write, Mr. Hardeman proceeded to explain how the changes to Bill 163 will slash approval time by removing a sea of red tape. Queen's Park doesn't need to be involved in the neighbourhood planning process. He feels that should leave the important local decisions in the hands of those who know about them. Local municipalities should have more leeway to find solutions to fit local problems. Environmental rules will continue to be tough, and development proposals that do not meet them will be turned down if they are not sound. The government will be reviewing the Comprehensive Set of Policy Statements. They will also be promoting the alternative dispute resolution process to resolve issues before going to the OMB, and now that OMB waiting times have been reduced from approximately 18 months to 9 months, they hope to be further reducing them to 4 months. Changes to the Development Charges Act are expected in the fall of 1996. Mr. Hardeman feels that the new legislation will provide municipalities with more leeway to do their jobs quicker, and help with the growth of their own areas. Mr. Hardeman noted that the recent Regional Chairs Report made for interesting reading, but that lower tier municipalities tended to have a different view of that matter.

In response to questions he stated that the transfer of services from upper to lower tier municipalities would be a local decision, by mutual agreement, and wouldn't require Queen's Park involvement. Mr. Hardeman noted that local municipalities are not so much interested in who provides the service, only what services that they receive.

SWD EDUCATIONAL TRUST FOUNDATION TO HOST PRACTICAL PLANNING SEMINARS

Members of the SWD Educational Trust Foundation received support in principle from the District Executive Committee to organize a "practical planning seminar" aimed at junior and intermediate planners, planning assistants, and others involved in day-to-day planning operations. The overall objective for holding these seminars is to raise money for increasing the current Educational Trust Foundation scholarship funds for students in university.

The first seminar is to be held on Friday, March 29, 1995 at the Arboretum Centre at the University of Guelph. The seminar will provide an overview of the site plan control process, including basic elements such as legislation, applications etc., and design issues for planners such as architectural controls, public safety, and landscaping to reduce water use. Case studies will also be used to illustrate the use of site plan control. The cost of the seminar will be \$100.00 and registration will be limited to approximately 50 people.

Specific details will be advertised at a later date, but in the meantime additional information can be obtained from Gary Cousins at Wellington County, Paul Mason at the Region of Waterloo, or Laverne Kirkness in London.

PROFESSIONAL PLANNING DAYS FOR SWD UNIVERSITY STUDENTS

Southwestern District OPPI student representative, Christina Senkiw reported that a very successful day long seminar for University of Guelph students was held on November 10, 1995. Discussion topics included "What can O.P.P.I membership do for me?", and "Planning skills that employers are looking for". Afternoon topics included presentations on GIS applications, terms of reference and proposal writing, skills in overseas project design, and skills in subdivision design.

A similar seminar was held at the University of

Waterloo early in 1995 and the second one is being proposed at the University of Waterloo again in February of 1996. For more information contact Heather McKean at the University of Waterloo.

CENTRAL

GTA AREA REPORT

by Steve Willis

The GTA Subdistrict hosted an Internet primer, "The Age of Cyberspace is Upon Us" last October at the Metro Reference Library. Bohdan Wynnycky chaired the introduction to the "information highway".

Guest speakers included Les Fincham, Ministry of Municipal Affairs and Housing Information Management Branch, who provided an historical perspective of computerization, along with a presentation of how governments are reacting to the Internet as a communications medium.

James McLean from Gartner Lee Ltd. discussed how private sector planning and engineering firms are using the Internet to

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meet the needs of their client groups. Mr. McLean also provided an overview of the activities of the Urban and Regional Information Systems Association -Ontario Chapter (U.R.I.S.A.).

The principal speaker for the evening was Sam Sternberg, co-founder of the Toronto Free Net, activist, and author of several publications on the Internet. Mr. Sternberg showed the audience several tools for using the Internet including sites and search engines, and he answered questions.

A questionnaire/survey regarding Internet use and capabilities will be mailed out in the GTA area sometime in January 1996.

Upcoming events in the GTA area include seminars on the R.P.P. designation, home-based businesses, the relevance of the planning profession in the 90's and



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starting a consulting business. Watch for further information in future editions of the Journal and in mailings.

PLANNING LANDSCAPE CHANGING

In late November, the Niagara Peninsula planners held a luncheon meeting in the West Lincoln municipal offices in Smithville on the proposed changes to Ontario's planning system (Bill 20). About 40 planners from the regions of Hamilton-Wentworth, Niagara, and Haldimand-Norfolk attended the meeting. John Marshall of the Ministry of Municipal Affairs and Housing was the guest speaker.

The proposed changes to the planning system are significant and include:

- ▲ decisions on planning matters must "have regard to" rather than "be consistent with" Provincial policies
- ▲ shorter time frames for processing planning applications
- ▲ dropping the public meeting requirement for subdivisions and consent applications
- ▲ Provincial policy statements are to be more concise focusing on the desired result rather than the process

It is anticipated that Bill 20 will receive second reading during the current sitting of the Legislature. In January-February, 1996, the Bill will be before a standing committee. Third reading is expected in the spring followed by proclamation in the summer.

HALDIMAND-NORFOLK ADOPTS NEW OFFICIAL PLAN

A proposed new Official Plan for the Haldimand-Norfolk planning area has been adopted by Regional Council. The draft Official Plan has been forwarded to the Minister of Municipal Affairs and Housing in September completing a three-year process.

HAMILTON-WENTWORTH HAPPENINGS

The following projects have been completed or are underway in the Regional Municipality of Hamilton-Wentworth:

- ▲ The mapping phase of the regional greenlands system is underway. In the coming months, planning staff will be working on policies and implementation strategies.
- ▲ In November, 1995 a set of indicators on sustainability was released as part of the Region's Vision 2020 sustainable region initiative.
- ▲ In January, 1996 the Regional housing statement and strategy are expected to be completed.

Corwin Cambary is editorial coordinator for Niagara.

PETERBOROUGH AND AREA PLANNERS

by Kevin M. Duguay.

The Peterborough and Area Planners Group held their third annual Christmas Social in December at the KAOS Cafe and Cinema, downtown Peterborough. About 30 people attended.

The 1996 Steering Committee consists of Kevin M. Duguay as Co-chair, and Central District Board of Management representative; Peter Josephs is co-chair and Treasurer; other members include Nancy Rutherford, Caroline Kimble, Laurie Mennamin, Jackie Hubbs and Dan Kennaley.

Plans are now underway for 1996 professional development sessions including:

- 1 **Integrated Resource Management**, a one-day conference being offered by the School of Integrated Resource Management, Sir Sandford Fleming College, Frost Campus (Lindsay) on February 28, 1996. This special

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Districts



workshop will be offered to planners and other interested professionals. Workshop brochures and registration forms will be distributed in January.

- 2 **Amendments to the Planning Act and related legislation:** the Steering Committee plans to host a half-day workshop and information meeting to address the legislative changes.
- 3 **Planner and the Net:** an in-depth workshop will be offered to help planners understand the Internet. This workshop is a follow-up to the introductory session offered in October 5 in Lindsay.

For more information regarding these events or to offer suggestions for professional development sessions, please contact either Kevin M. Duguay (705) 748-8880 or Peter Josephs (705) 748-2109.

Finally the Steering Committee takes this opportunity to thank the Central District Board of Management, and OPPI Council and staff for their ongoing support as part of our program delivery initiatives.

EASTERN DISTRICT

MEET GREGORY WINTERS: NEW EDITORIAL COORDINATOR FOR EASTERN DISTRICT

Gregory Winters graduated from Ryerson with a Bachelor of Applied Arts in Urban and Regional Planning with a Minor in Public Administration in 1994. In November he joined Oliver, Mangione & McCalla and Associates as a planner. His responsibilities include the preparation and submission planning applications, research, design, presentations, and assisting the Director of Planning, Jane Ironside.

Oliver, Mangione, McCalla & Associates is a firm of consulting engineers, hydrogeologists and planners based in the city of Nepean with offices in Kingston, Orillia and Iqualuit.

Gregory's decision to pursue a career in urban and regional planning was not taken lightly. The decision to become an urban planner was seen at the time as unique among his friends who were leaning towards engineering or general arts degrees. "To this day at social gatherings I

am often obliged to explain to others what a planner does for a living," he says.

Gregory can be reached at (613) 225-9940. The Journal would like to acknowledge the hard work of Mary Jarvis who preceded Gregory as editorial coordinator for the district.

HOME-BASED BUSINESSES

by Kanata Business Development Officer
George Mallay

As small business becomes the major growth sector of the North American economy, statistics on home-based business are demonstrating that it is fast becoming a contender for recognition by economic developers as well as suppliers of computers, office furniture and other goods being marketed to home-based businesses. Kanata, with a well developed high-tech sector, a vibrant and growing entrepreneurial sector and over 700 businesses, has a strong "top-down" economic structure in place.

Being aware of the growing interest in operating home-based businesses, the Economic Development Office of Kanata decided to obtain input from the community and investigate the potential impact of home-based business on community resources. As a body that could be expected to generate a larger response from the constituency, the Canadian Association for Home Based Business was asked to seek feedback from the community on issues related to home-based business, to develop a profile of the home-based entrepreneur, and to gain a perspective on actions the community might undertake to facilitate the

"bottom-up" approach to Kanata's economic development.

A survey was mailed to every household. More than 10% were returned and the overwhelming response to the basic question of support of home-based business was positive (more than 9396), with almost 90% support from those not currently operating an HBB. While concerns were voiced, they were related to issues that are very important to a residential community such as parking and traffic.

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Home-based business is a major factor in Kanata, with an estimated 1045 home-based businesses employing 1600 people. Even with the figures weighted to reflect the assumption that there would be a greater propensity to respond from those operating or planning such a business, the economic value to the community of existing home-based activity, as measured by estimated gross business income, is more than \$28 million. (The unweighted extrapolation would yield an estimated figure of more than \$85 million.) It is estimated that an additional 800 households are planning to start a home-based business, probably within the next 12 to 24 months.

Based on survey data, the typical home-based business in Kanata is a full-time service oriented sole proprietorship, providing consulting services; word processing, desk top publishing or other computer based services; health, social/community, legal, or recreational services. The business is more

likely to be operated by a married male between 36 and 45 years of age. It has been in operation between one and three years and earns an average annual gross income of \$31,500. One in every two business employ a second person who is most likely to be a spouse. The business occupies the den or basement, utilizing between 10% and 19% of the total living area of a detached, owner occupied dwelling. The business is probably not licensed with the City and there is at least a 50% chance the business owner is not aware of the municipal by-laws relating to home-based business. While purchasing much of its printing and reproduction requirements from within Kanata, more than 30% of the total business supplies and service requirements are purchased outside Kanata. On the other hand, over 71% of the business clients are found outside Kanata.

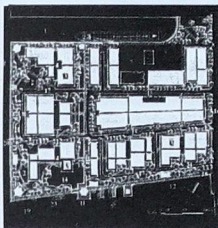
Business services (consulting, computing, word-processing) followed by telecommuni-

cations consulting are by far the most popular home-based businesses in Kanata. The products and services required include computers, telephone answering machines, fax machines and modems, demonstrating that home-based businesses understand the need to use productivity tools to remain competitive. The study suggests that there are major opportunities for the introduction of innovative, cost-effective services by the insurance industry, the telecommunications service providers and other service industries.

Operators of HBBs seem to lack an awareness of Kanata's by-laws and licensing requirements as they relate to home-based business. That is not unusual, however, as historically there has been little perceived value in licences. The study confirms the community's need to demonstrate support for the "bottom-up" model of economic development and champion innovative models such as Business Networks. The study results also underline the need for the City to review existing by-laws with the objective of developing a stronger information program targeted at identifying and promoting the benefit of licensing.

The City recently retained the services of Delcan Corporation to review the City's by-laws, licensing and assessment charges relating to home-based business. This process is expected to be completed by January 1996.

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CUMBERLAND TOWNSHIP ACCESSORY STRUCTURE / PERMITTED PROJECTIONS STUDY

*Chris Brouwer, Cumberland Township
Planning Department*

Cumberland Twp. is in the process of reviewing and making improvements to the accessory structure and permitted projections regulations in its urban area zoning by-law. Planning Department staff are looking at provisions which affect several different areas including decks, porches, balconies, main building wall projections, gazebos, sunrooms, playstructures, satellite dishes, air conditioners and swimming pool filters. The Township is considering new regulations which respond more effectively to the range of outdoor amenities desired by home owners on today's smaller lots and which afford improved privacy for abutting

neighbours.

Proposed changes include, for example, controlling maximum deck heights in a way which provides for ground-oriented structures but which is flexible in terms of working with all lot grading applications, allowing low profile decks to be built up to the lot line on semi-detached and townhome lots and establishing a system of graduated lot line setbacks for gazebos and playstructures. Also, to allow for the creation of improved living spaces, it is proposed to permit porches and main building walls to project into specified required yard areas. Home builders could add these architectural features, which form enclosed and semi-enclosed spaces on a dwelling, without reducing overall lot building area and coverage.

The draft by-law, along with a series of illustrations, will be presented at an open house in Cumberland late in January 1996. The date for the required public meeting will be announced following the open house but is expected to be early in March 1996.

NORTHERN DISTRICT

SAULT STE. MARIE HOSTS GIS EVENT

The Northern Ontario GIS Association met in Sault Ste. Marie in late November.

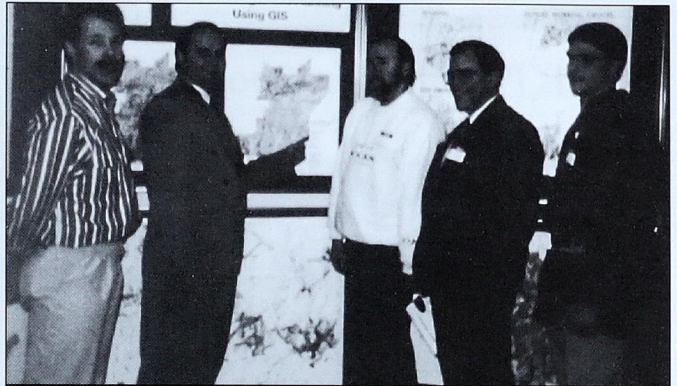
The 75 participants met with a mix of computer technology representatives and GIS practitioners, consultants and trainers. Highlights of the day not only included opportunities to use the technology but also plenary sessions on ONLIS (Ontario Land Information Service) and urban and rural GIS systems and their impact on decision-making.

The application and potential of GIS in both the urban and rural settings was highlighted by representatives from the Sault Ste. Marie planning division and Soo North Planning Board. Both municipalities are in the process of developing new official plans. In both cases, a heavy reliance has been placed on GIS as an approach to improved efficiencies, coping with the large volume of information that has to be incorporated into an Official Plan, and ongoing reductions to staff.

Both planning offices consider GIS an ideal opportunity to provide enhanced and more timely analysis of sites and opportunities.

An opportunity that has surfaced for the City as a direct result of taking the lead role in developing a GIS system is potential sales of the data base to different businesses throughout the City.

In the spring of 1996, the Northern Ontario GIS Association will be hosting another seminar in Sault Ste. Marie. This seminar will focus on international part-



Grant Mitchell (Mitig Consulting), Gerry Taylor (conference organizer, City of Sault Ste. Marie), Doug Kinney (Sault North Planning Board), John Bain (Planning Director, City of Sault Ste. Marie), and Dan Young (Walker Engineering, Sault Ste. Marie) consider Mitig Consulting display at GIS seminar.

nerships and developing new approaches for use of GIS technology.

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Is Privatization Good for Public Transport?: The UK Experience

PART 2: RAIL PRIVATIZATION

by Mario M. Bozzo

In Part 1, I indicated that bus deregulation has had a positive effect on operating efficiency, but has been a very poor performer from the perspective of the bus user. Nevertheless, The U.K. government is currently in the process of privatizing the rail industry. The whole rail system is expected to be in private sector control by this spring.

AN OVERVIEW OF THE NEW PRIVATIZED RAIL STRUCTURE

The 1993 Railways Act sets up a complicated regime of bidding and contractual agreements so that rail service, infrastructure

(tracks, stations) and rolling stock (passenger and freight trains) can be handled separately by the private sector.

Train services across Britain will be fragmented into about 27 different operating units. Private companies will competitively bid to receive franchise agreements to operate these units, so theoretically, there could be 27 different companies handling passenger services.

Several companies will own the passenger trains and they will compete to lease their stock to the passenger service operators. It doesn't stop here, however.

Also to be privatized is the rail infrastructure. One company, Railtrack, will own and

manage it. But there will be several companies set up which will competitively bid to provide infrastructure maintenance service to Railtrack.

Two government bodies are being set up; one to handle the franchise agreements, and the other body to oversee the whole process. Virtually every aspect of British Rail will eventually be privatized with about 108 different companies handling the rail system. Yes, rather complex!

POTENTIAL PROBLEMS

Many transport economists have their doubts about the privatization of British Rail. Issues that have arisen include:

- ▲ high transaction costs as a result of the many agreements needed;
- ▲ numerous companies handling passenger services. The advice of economists is to support rail services being split into no more than three or four network operators;
- ▲ lack of co-ordination and integration at the strategic and operational levels because of separately managed services, infrastructure, maintenance and rolling stock;
- ▲ given their experience with bus deregulation, many also fear higher fares with a decreased level of service.

It is generally felt that the government should not have continued along the present path, but there is trepidation within the industry, with many observers being of the opinion that the government's approach is too ambitious.

ASSESSING PRIVATIZATION IS PUBLIC TRANSPORT

In deciding whether deregulation/privatization is good for public transport, a good starting point would be to identify the objectives of public transport.

They include:

- ▲ efficiency: for users, to reduce journey times and improve
- ▲ reliability; for operators, to reduce unit costs; for other traffic, to reduce congestion;



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Rail privatization has left British public dissatisfied

ity of public transport to the private sector. As witnessed in the UK, a government approach of "washing their hands" will satisfy only a limited number of objectives. The responsibility for public transport needs to be shared.

If privatization is to be considered in Canada, it must be recognized that privatization alone will not be the answer to the transport problems. Privatization as part of a piecemeal strategy may do more harm

- ▲ reduce energy consumption;
- ▲ decrease environmental degradation;
- ▲ increase safety;
- ▲ improve accessibility;
- ▲ equity: to provide mobility for non-car users and disadvantaged groups; and
- ▲ finance: to decrease costs and subsidies, and maximize profits.

It is important to note that reductions in congestion, energy, environmental impacts and increases in safety require a switch of mode from car to bus or rail.

The privatization and deregulation experience in the UK has shown that efficiency (in terms of reducing unit costs) and finance objectives have been achieved with no associated safety problems. Yet, with bus patronage declines, privatization has failed to meet other objectives -namely, efficiency (for users and other traffic), energy, environment, accessibility and equity. Privatization has therefore come at a price -ridership and other important transport objectives being sacrificed for cost efficiency. In the context of sustainability, privatization in the UK has not been good

for public transport.

WHAT CAN CANADIANS LEARN?

Now that I have learned to substitute tea and biscuits for my double-double hold the cream, I feel that the private sector can play a role in public transport. But there need to be strong public and private partnerships and co-operation developed, with both parties having a genuine will in meeting all public transport objectives. The government should not be attempting to transfer the entire responsibility

than good. What is needed is an integrated approach to implementing transport strategies with privatization being one of the possible transport measures to be combined with other transport strategies.

In the next issue, I will explain the development and concept of integrated transport strategies as experienced in the UK.

Mario Bozzo is currently working at IBI's Glasgow office.

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Practical Solutions To Urban Transportation Needs

Now is the time to look at the option of self employment.

by John Farrow

"A consumer is born every ten seconds!"



his quotation should be of great comfort to those who have been reading about government cut backs with concern for the future of their jobs. The cut backs in provincial and municipal expenditure, announced at the end of November, do not mean that society will consume less, only that we will consume differently. This shift in the pattern of consumption will create new opportunities and for those uncertain about the future the challenge is how to take advantage of these new expenditures. Many will decide now is the time to look at the option of self employment. In order to assist those thinking about this option here are four suggestions.

1 BECOMING A CONSULTANT

For those of you that groan at this suggestion and observe that there are too many consultants already, remember government staff levels are expected to shrink and work loads won't, thus creating potential opportunities. For those who think in world terms remember urbanization is a major issue, and that there is a dearth of skilled people to address it so there are potential opportunities overseas in a field where Canadians have substantial credibility.

The essential skill for a consultant is having specialized knowledge, so inventory what you know better than anyone else. Then assess who can benefit from this knowledge and who is able to pay for it. Your skills could range from finding your way through the development process to building a geo-

graphic information system. The opportunities are limitless. The essence of good consulting is to look at every problem from the client's perspective. When you assess your own skills in relation to market needs, consider whether you need additional skills to complement your core competencies and set about acquiring such skills through training. When you have developed your consulting concept develop a list of those who could receive benefit from it and then approach them about their current needs.

2 PURCHASING A FRANCHISE

For those who don't want to start completely from scratch there is the option of buying a franchise. This usually involves investing in a start up business for which the business concept has been developed together with basic supporting systems and procedures. For those who are interested in this route to self employment, remember a significant financial investment is involved and that you will be working in a start up situation. Carefully assessing the market, the revenue potential and the franchise agreement against a realistic business plan is essential. Because you will be working with someone else's concept, the key attributes you will bring to this business will be financial resources together with marketing and organizational ability.

One of the traditional options for planners is real estate brokerage but other possible options are market research and executive search.

3 ACQUIRING AN EXISTING BUSINESS

This has some similarities to buying a franchise but there are three important differences. You will not be dealing with a start up. Once you have made the purchase you are on your own and negotiating the purchase at the right price is a critical step. This is an initiative for the true entrepreneur as a significant financial outlay will be involved with all the associated risk. Most businesses that are purchased require the new owner to make improvements to increase profitability. Prior to purchasing a new business making plans about how to improve profitability are usually critical. At the beginning the basic skills of assessing the market, preparing a

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sound business plan and determining the right purchase price are required. Ongoing skills are generally, marketing, financial management and general management skills.

4 CREATING YOUR OWN BUSINESS

This is the most challenging option but also likely to be the most personally rewarding. The scope is unlimited and the concept can be unique and personal. Developing a workable business concept is critical and taking time to search and refine potential options is necessary. A parallel from which lessons can be learned is new product development in major corporations. In a corporate environ-

ment generally only one idea in 80 becomes a commercial success. This unforgiving ratio serves to underlie the need for careful and thorough research. The approach is usually to develop a long list of ideas and then to use research to refine and eliminate options that do not meet market acceptance, revenue potential, financial return or risk criteria. Again the basic tool is a business plan which reconciles careful market research and revenue projections with capital and operating costs. Obviously there is less risk if you chose an area you know well therefore a potentially fertile area for exploration must be to approach current governments to contract out parts of their operation with which you

are familiar.

Although self employment offers the potential for job satisfaction and personal control, success requires an ongoing focus, problem solving and relentless energy. The big incentive must be the opportunity to create something which is both successful and unique.

Good luck to all those potential Mary Kays and Bill Gates out there who are about to write their names in history.

1 Edwin Newman, 1976

John Farrow is president of the Canadian Urban Institute, based in Toronto. With this article, John begins his 11th year as a contributing editor to the Journal.

STUDENT VOICES

Notes from a CORG Workshop

by Michel Frojmovic, CORG Chair



CORG's first initiative, a workshop on small business development for planning consultants, was held in Ottawa last October. CORG would like to thank OPPI's Eastern District, the Regional Municipality of Ottawa-Carleton's Planning and Property Department, the City of Nepean's Economic and Planning Development Department, the City of Ottawa's Department of Planning, Economic Development and Housing, Delcan Corporation, and JL Richards & Associates Limited for their financial support.

More than 20 recent graduates, students and experienced professionals spent the day with eight representatives of the private sector, municipal, regional and federal public sector agencies, and small business development agencies.

As a starting point, the stark reality presented to the group is the limited and shrinking number of full time and permanent employment opportunities available to planners in Ontario.

At the same time, there are real opportunities for planners in the form of short-term contracts, small-scale jobs, and sub-contracts. In this sense, consulting offers a viable way of breaking into and remaining within the profession. Presenters also spoke highly of the profession itself, suggesting that planners bring valuable and relevant perspectives into any career. However, to capitalize on this strength, planners must package themselves in terms of a comprehensive array of skills and promote themselves in a variety of fields. This requires clearly self-identifying skills, exploring new and growing markets, and

seeking continuous training. Participants were also warned against limiting themselves to local markets. For example, there is a strong demand for planners in overseas markets in a range of fields including EIAs, infrastructure planning, institutional strengthening, and GIS/MIS.

In seeking contracts, participants were advised to approach an organization with an offer to do something specific. In this sense, it is critical to first understand the needs of organizations and to tailor your abilities to these needs. Establishing strategic partnerships with planners with different specialization can increase your relevance to

an organization.

The message of the workshop was clear: planners are well positioned to take advantage of rapidly changing markets, but they must be creative, responsive and flexible in their approach.

If you are interested in participating in, or contributing to, future CORG initiatives, please contact the OPPI Toronto office.

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Miller O'Dell at Home in Golden Horseshoe



Miller O'Dell Planning Associates Inc. was established in Ste Catharines in 1980 as a three person operation. Today, Miller O'Dell is a division of the Philips Group of Companies, a multidisciplinary group of 70 employees that provides planning, engineering, geographic information systems, and architectural consulting services.

With 11 planners and support staff at Miller O'Dell working from offices in Burlington and St. Catharines, Miller O'Dell is one of the largest planning firms in the Niagara Peninsula.

The two principals, Bob O'Dell and Don Logan, with more than 20 years of experience each, oversee the major projects of the firm. Bob is active in project management

and business development. Don oversees projects from the Burlington office, where he is particularly involved in rural issues.

Much of the firm's work is concentrated in the Niagara, Hamilton-Wentworth, Halton and Haldimand-Norfolk areas, an area that offers unique challenges, encompassing as it does the Niagara Escarpment, prime agricultural lands and numerous jurisdictions.

Associate Tom Smart specializes in issues related to the Niagara Escarpment, waste management, and aggregate matters; fellow associate



Top row: Judy Pihach and Glen Barker. Below: Robert Hazra, Bob O'Dell, Don Logan and Tom Smart.

Glen Barker specializes in municipal planning and private development. Judy Pihach is a senior planner with an extensive and successful record appearing before the OMB. Robert Hazra is a senior planner with a specialization in the preparation of environmental impact studies and municipal issues. Robert has written several articles for the Journal. An upcoming issue will include a piece on airports.

A speciality of the firm is representation before the Ontario Municipal Board and other tribunals. Over the past year the consultants of Miller O'Dell have been involved in hearings in municipalities such as Milton, Lincoln, St. Catharines, Nanticoke, Haldimand, Pelham, and others on a wide range of issues. Bob O'Dell is particularly enthusiastic about Miller O'Dell's ability to represent clients before the Board. In his words, "The wide range of expertise and presentation skills of our professionals has enabled Miller O'Dell to appear before the Board on almost every issue imaginable and be successful." The firm also assists clients in preconsultation and mediation to avoid hearings.

In addition to its ongoing development consulting services to the private sector, Miller O'Dell provides day-to-day advisory services to a number of municipalities in southern Ontario, in fact, Miller O'Dell has provided 15 years of continuous service to the municipalities of West Lincoln, Pelham, and West Garafraxa. Don Logan views the company's balance of municipal and private sector clients as beneficial to the practice of planning because, this enables the firm to "appreciate issues from both sides of

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the fence."

The firm is in the final stages of the Townsend Project, a study commissioned by the Ontario Realty Corporation to prepare a comprehensive development strategy for the planned community of Townsend. Miller O'Dell has also served as a coordinator of the planning of improvements to commercial facilities at the Peace Bridge in Fort Erie, Ontario. The work is part of a massive redevelopment plan along the Canadian side of the Bridge.

The principals and staff of Miller O'Dell often work with its engineering affiliate, Philips Planning and Engineering, on studies requiring both planning and engineering services. Philip's expertise in subwatershed planning, stormwater management, transportation and municipal servicing has resulted in many cooperative efforts between the two firms. Miller O'Dell has also worked with its other two affiliates: Svedas Koyanagi Architects Inc., and Cartologix Corporation, the latter being a specialist in computerized information systems.

Environmental studies have become an increasingly important component of Miller O'Dell's services. The firm prepares Phase 1 Environmental Site Assessments, Environmental Impact Studies for lands adjacent to environmentally sensitive areas such as wetlands, and Class Environmental Assessments.

The firm is exploring new avenues in the planning field, including greater involvement in multidisciplinary projects, and increased partnerships with the other divisions of the Philips Group of Companies and its strategic partnership with specialized firms. The design, financing and building of automated planning systems for municipal planning departments is also, in the words of Bob O'Dell, "a key focus for the future."

It is the firm's goal to continue to provide comprehensive planning services. The combined expertise of its professionals and its affiliated companies enables Miller O'Dell to meet the ever-changing and specialized needs of its clients.

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Milt Farrow

David Williams and Milt Farrow have joined Davies Partners Facilitators as members of its team of mediators available for alternative dispute resolution. Based in Toronto at 166 Pearl

Street, the firm is one of the first in Ontario to focus exclusively on the mediation of municipal, environmental, zoning and community development issues. Relying on section 65 of the Planning Act which permits municipal councils or the Minister to use ADR techniques to avoid costly hearings, both individuals will be using their

years of experience in the field to benefit their clients.

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

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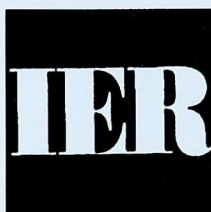
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BOOKS

Review by Joe Berridge

**Northern Cityscape: Linking Design to
Climate**

Norman Pressman

A Winter Cities Association Publication
Illustrated, 244 pages

Norman Pressman, a professor of planning at the University of Waterloo, has written a useful guide on how to plan for winter cities. He has created not only a compendium of the design techniques desirable in our northern urban environments but attempts a more difficult task, to get us to acknowledge the fundamental

reality of climate in our country, perhaps even to get us to like winter.

"Mon pays, ce n'est pas un pays, c'est l'hiver," Pressman quotes Gilles Vigneault. Not that you would know it from the form of our cities or the design of our houses, where a wilful ignoring of winter and its effects has produced environments that draw all their inspiration from warmer locations further south. To remind us firmly where we live, Pressman has constructed a 'winter severity index' in an attempt to measure the comparative impact of cold climates on the cities of the world. Not that this is entirely kind. Residents of Winnipeg in particular probably need no reminding that their city occupies the severest spot in Canada, only sur-

passed in the world by the delights of Novosibirsk and Irkutsk. But, Pressman insists, this is the truth of our environment and by denying it we forgo the opportunity to, as he felicitously puts it, 'dwell poetically in the north'.

Pressman notes that the debate on the design of winter cities normally focuses on one of two extremes; either we should not over-protect people from nature, in order that they will become sturdy and resilient in the face of winter's harshness; or, offer as much protection as possible, providing tunnels and gallerias that guard from contact with undesirable weather systems. His book helpfully reveals the great range of appropriate responses to wintry weather that could be employed both at the site planning level and in the detailing of particular buildings. He draws extensively on the Scandinavian experience, which is powerful and relevant enough perhaps to provide a more realistic model for our cities than the sunny Mediterranean piazzas and tree-lined formal allées so understandably beloved of urban designers. These chillier precedents, mostly built examples, are extensive illustrated and deconstructed into their operative principles.

This is a strangely endearing and tender book for a treatise nominally on urban design; a struggle for the centrally-heated soul of urban Canada. Although Pressman's style of urgent and sometimes obscure exhortation occasionally gets away from him, there is no mistaking the sincerity of his desire to create the "meaningful Northern city," from which emotional stance his eminently practical suggestions flow. There is both a wonderful naivete and a resounding truth to his propositions. "Teams of experts will have to tackle the problems of winter cities with the same dedication that was displayed - and can still be witnessed - by the masons of Notre Dame and Chartres."

We need to be reminded that there is a point to planning, that it is possible to create cities that bear an intimate relation to their environments, in which citizens have aspirations and activities that extend beyond being consumers and commuters. The degree of public control and intervention in most of the Scandinavian examples is, now particularly, inconceivable here. That does not mean however that there isn't a vernacular of cold climate communities that is consistent with our more free-market planning and development system. Why isn't there a stronger embracing of the joys and horrors of our climate in Canadian new urbanism? Pressman provides both the philosophy and the practicality. On with the galoshes, out to the ice-bound street.

Joe Berridge is a partner with Berridge Lewinberg Greenberg Dark Gabor in Toronto. He is a frequent contributor to the Journal.

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